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GENESIS

FORMULA ONE



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DOMARK™



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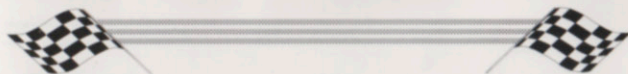


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INTRODUCTION

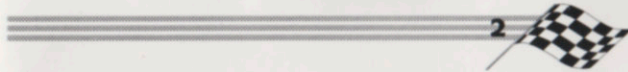
Are you ready to race around the real circuits, against the actual drivers and in head-to-head opposition to the teams of the FIA Formula One World Championship? You will need to combine split-second timing, lightning fast reflexes and the ability to get the best out of your car to compete and strive for victory!

All the color, drama, thrills and speed of the Formula One circuits have been included to make **FORMULA ONE** the most breathtaking game you have ever played. From the FIA Championship season where speed and consistency will bring you victory, to the amazing 'simultaneous split-screen' option where you can race head-to-head against a friend, Formula One racing — the most technically advanced sport in the world — has been reproduced in the most technically advanced video game ever available for your Sega Genesis.

Face the challenge of Formula One, the world's fastest, most dangerous and most challenging sport.

GLOSSARY

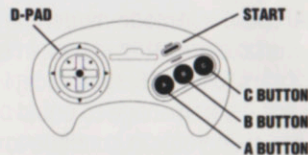
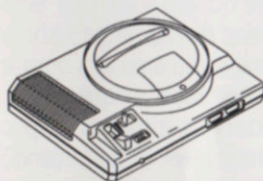
Located in the back of this manual is a glossary of FIA Formula One World Championship terminology used throughout this manual. Use it for your quick reference or to increase your knowledge relating to this high-tech sport.



STARTING-UP

- The Sega Genesis Cartridge is intended for use exclusively with the Sega™ Genesis™ System.
- 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 recess during extended play, to rest yourself and the Sega cartridge.

Warning to owners of projection televisions: *Still pictures or images may cause permanent picture-tube damage or mark the phosphor of the CRT. Avoid repeated or extended use of video games on large-screen projection televisions.*



1. Set up your Sega Genesis System as described in it's instruction manual.
2. Make sure the power is off, then insert this cartridge into the Genesis console.
3. Turn the power switch on. In a few moments the title screen appears.
4. If the title screen doesn't appear, turn the power switch off. Make sure your system is set up correctly and the cartridge is properly inserted. Then turn the power switch on again.

Important: Always make sure the power switch is turned off when inserting or removing your cartridge.



MAIN SCREEN

The game begins by giving you the choice of choosing between *Start* and *Options*. If you wish to begin play right away, choose *Start* to go directly to the Arcade mode at the Novice level. All you have to do is set-up your car (See Car Set-Up), psych yourself up, and await the green light!

If you choose *Options* you will be taken to the Game Configuration menus.

Once you set-up your game to your preference (i.e.: number of players, skill level, game type), the *Start* selection on the main screen will save your selections for you until you turn off your Genesis.

GAME CONFIGURATION

Arcade: In Arcade mode, the name of the game is to overtake the other racers. In each race you are set a quota of cars to pass. For instance, in the first race the quota is 6 cars. If you manage to equal or better this at the end of 5 laps then you can continue to the next level. In the second race you have to overtake 8 cars, in the third 10, etc., etc. You score points for passing cars, and for good driving. 150 Points are scored for every car passed, and points are accrued automatically for good driving. On the other hand, if you are passed by a computer car, you are penalized 150 points, and if you crash your car, the score for driving temporarily stops. You will race each track in standard order. Arcade is available in 1 Player or 1 Player Turbo mode (see Player Menu).

Training: Throughout the year Formula One teams fly around the World testing their new cars in an effort to lower their lap times. The training option allows you to select any



of the 12 Formula One circuits and practice in an environment where the other racers are less aggressive in their driving tactics.

Training is important because this is where you can really get to learn the circuits. In addition, you can enter the pits to try new wing, transmission and tire settings. For more information on these settings see the 'Car Set-Up' section.

Championship: Championship mode allows you to see if you've got what it takes to become an FIA Formula One champion by taking part in the Grand Prix season. You can select the number and the order of the tracks you want to race on by using the Circuit Selection Screen (See Select Circuit).

After each race the top six drivers and their teams are given World Championship points. The winner receives ten points, second place gets six, third gets four, fourth is awarded three, fifth place receives two and sixth gets one point. Not only is the driver given points but the team (also called the *Constructor*) receives the same number of points which are accrued for the Constructors Championship. The team you will race for is the newly commissioned Domark Team, all points accumulated are given to this team. In One-Player games, the other Domark car is driven by the Cinderella-story driver, James Tripp. Tripp has come out of nowhere to be a force to be reckoned with on all Formula One circuits—be glad he's on your team!

Highlight your choice of game type by pushing *Up* and *Down* on the Control Pad. To make your choice press the *Start Button*. Your selection will now be entered and you will go to the next screen...



SKILL LEVEL

The Skill Level screen allows you to pick the skill level you want to play— from Novice to Expert.

Press *Up* or *Down* on the Control Pad to highlight the options. After you have completed making your desired selections, press the *Start Button*. The options you may choose are as follows:

Novice: This skill level is recommended for the first time Formula One driver. The race action is slower and the race officials are more tolerant with car crashes than on any other level. The drivers you will be competing against are not *too* aggressive in their tactics. The car will also automatically brake for you in tight turns, so you need only worry about passing other cars and not where to decelerate on the track.

Amateur: As you become more experienced you should try the Amateur level. Here the car is more fragile than in the Novice level and the drivers are faster and more experienced. Racing speeds are also faster. Some easing of the accelerator and/or braking on hairpin turns may be necessary.

Professional: Now things are going to get tough! The first thing you will notice here is the speed and intensity of game play, but Professional is a level where you can be really proud of your accomplishment if you manage to take the checkered flag. You will be in complete control of your car here and tight turns will require skillful braking to stay on the track.

Expert: This is the ultimate racing experience! Now your Formula One car with its space-age technology will not stand up to the misuse that a novice may inflict on it and the opposing drivers are all at the peak of their abilities and are hungry for victory. Don't be surprised if your opponents deliberately block you going into a corner or only give an



inch or so of space to pass them on the straight. Watch it in the tight corners— too high a speed may cause you to lose control of your car, sending you into trees and other off-road obstacles! In Expert level the stakes are high so why settle for second place?

PLAYER MENU

Here you are able to select the number of players. There are three one-player modes and a two-player mode. Press *Up* or *Down* on the control pad to highlight the options. After you have completed making your desired selections, press the *Start Button*. The options you may choose are as follows:

1 Player: This is the standard game in **FORMULA ONE**.

1 Player Turbo: This mode gives a *turbo boost* to the Genesis. This mode provides a realistic feel of the speed and reflex challenges experienced by the FIA Formula One drivers during a grueling competition. Only drivers who have what it takes to compete in the real Formula One season will be able to handle 1 Player Turbo/Expert mode!

1 Player vs. Computer: This gives you split screen action with just one player. The other car on the screen is the second Domark Team car, and is controlled by the Genesis. This is a good mode to practice for future competition against a friend.

2 Players: In this mode you and a friend will be able to drive head-to-head— simultaneously (2 control pads required)! The screen is split in two, with Player One on the lower level while Player Two will occupy the upper level.

To make your choice push *Up* and *Down* on the Control Pad, and press *Start* to select your choice.



CONTROL SELECT

In Formula One World Championship motor racing, one hundredth of a second can be the difference between victory and defeat.

To give the drivers the best chance of winning, their teams will go to extraordinary lengths to customize the car to suit each individual driver, from molding the seat to fit the driver's body to making the steering wheel unique to the driver's hands. **FORMULA ONE's** Control Select Screen allows you to make the best of your car by giving you a choice of 9 control methods. Scroll through the control options by pressing *Up* or *Down* on the Control Pad. As you do this you will find that on each option the buttons and pad have different functions. Choose the option that suits you best and press the *Start Button* to enter your selection. If in doubt, simply press *Start* to use the standard control set up.

NAME MENU

Move the cursor *Left*, *Right*, *Up* or *Down* using the Control Pad to enter your name(s). Press the *A Button* to add a letter and the *C Button* to remove a letter. When finished press *Start*.

SELECT CIRCUIT

In **FORMULA ONE** you can choose from 12 circuits. These are...

Brazil (Interlagos)	Britain (Silverstone)
Germany (Hockenheim)	Belgium (Spa)
Spain (Barcelona)	San Marino (Imola)
Monaco (Monte Carlo)	Italy (Monza)
Canada (Montreal)	Portugal (Estoril)
France (Castelet)	Australia (Adelaide)



If you have selected the Training mode you must choose one of the 12 tracks on which to practice.

If you have selected the Championship mode you will have to choose the order and number of races that will comprise the world championship circuit. Select a track by pressing the *A Button*. Pressing the *C Button* will erase the last selected track. Pressing *Start* with no tracks selected will select all the tracks in the normal race order. Your season can be as short as you wish, or you can race all twelve tracks in any order you choose, but you may select a particular track only once when constructing your circuits. When your season has been constructed, press *Start* to go on to the Car Set-Up screen.

CAR SET-UP

In **FORMULA ONE** you can alter three different features of your car: the wings, the transmission and the tires. Move the mechanic's hand using *Left* and *Right* on the Control Pad to select the part of the car you want to change and press *Up* and *Down* to highlight the new setting. Press *Start* when your settings are complete.

Wings: You have three speed settings on your car's wings. These are *High-Speed*, *Medium-Speed* and *Low-Speed*. Unlike the wings on an aircraft which give lift and make a plane fly, the wings on your F1 car have been designed to provide downforce and keep the car on the circuit. The Low-Speed wings give you more downforce which increases your grip on the track, giving you better speeds in the corners, but a slower overall top speed. High-Speed wings give you a better top speed, but sacrifice corner control. Tracks with long straightaways, and few hard corners (like Silverstone in Britain) would best be raced using a High-Speed wing, while a twisting, curving circuit (like Monaco in Monte Carlo) are



best suited to a Low-Speed wing setting to handle the tight corners. Use a Medium-Speed wing on tracks with a good mixture of tight corners and long straightaways (like Australia's Adelaide). Experiment in the Training mode to determine which wings work best for you with each circuit.

Transmission: Here you have two settings— *Manual* and *Automatic*. With a manual transmission you have to shift gears yourself using the control method that you have chosen on the Control Selection screen. With an automatic transmission, gear shifting is managed by the car itself based on the speed of travel. This is perhaps the best option for Novices and Amateurs as it allows you to concentrate on your driving and not on shifting. To switch gears, use the *Shift Up Button* you have chosen in the Controller Set-Up screen, when you hear your engine revving high. Your car will start the race (and following a crash) in Neutral, so you'll have to shift into first gear in order to get the car moving. Don't keep your engine revving too high or you will damage it, affecting your car's performance. Expert drivers will find that they can get better car performance from a manual transmission.

Tires: Choose from *Hard*, *Medium* and *Soft*. Like your wing settings, your choice of tires very much depends on the type of circuit you're racing on. Hard tires take more punishment before they wear than soft tires so they are more suitable for circuits where tire wear is high. Soft tires give better grip for cornering but wear out more quickly, so more pit stops may be needed.

When your tires are worn an on-screen message will appear. This is a sign from your pit crew telling you to make a pit stop as soon as possible to change your tires. For more information on the Pits, see the Race section.



QUALIFICATIONS

Before the race starts you can practice on up to 5 laps. These laps are very important, as your starting grid position for the race is based on your fastest lap time. You do not, however, have the circuit to yourself as the other F1 drivers will also be vying for pole position.

During qualification, you will see your lap times for your current and best lap displayed. After the first lap you will see where your best lap has qualified you within the pack. This is displayed after *POS*. If you feel that your placing is good enough during qualification (or if you ranked 1st), press the *Start Button* to pause the game and then highlight *EXIT*. Press *Start* again to exit Qualification. This takes you to the Grid Positions screen. Selecting *PLAY* allows you to continue your lap.

It will take all your skill and judgment to not only get a fast lap but also to avoid backmarkers that might get in your way...

DON'T FORGET: You can always cut your qualifying session short by hitting the *Start Button* and selecting *EXIT*.

GRID POSITION

This screen shows you where on the grid you will start the race after your Qualifying session. Each driver's name is displayed along with their lap time. The front of the grid, *Pole Position*, is at the top of the screen.

THE RACE

This is when the real action starts! Your qualifying lap time has given you your grid position. If you are near the front, you have a good chance of overtaking the leaders at the first corner. If you are near the back you will have to be patient and try to keep out of the fray until things settle down.



The top section of the screen displays the circuit and your race times. Your position on the circuit is indicated by a colored dot on the map.

This is especially handy if you are playing the two-player split-screen mode since you can see how far ahead/behind your opponent is.

In addition to this circuit information is the total race time (TOT), your best lap time (BST), and the time difference between you and the lead car (DIF). If you lead the race, the difference will be the distance between you and the second place car. Also displayed is the current lap number and your position in the race.

Each race is 6 laps long and it may be necessary to enter the pits for a tire change during the race if you find that your tires are wearing and the car is sliding about.

Pit Stops

Every second you are in the pits you are losing time to your opponents, so you have to be careful to judge your pit stop strategically. Drive into the Pit Lane and stop under the roof of the Pits building. If you happen to crash while attempting to pit, you will not be able to make your pit stop on that lap. Once in the pits, immediately press your *Pit-in Button*. Which button this is depends on the control method you selected in the Control Select screen (the *C Button* is a common choice for example). Once in the pits you can only change your tire type (if you enter the pits during training or qualifying you can also change your wings and transmission).

Once you have made your choice press the *Start Button* to make your mechanics jump into action! During the race your tire changes take a few seconds. This is indicated by the



timer bar that ticks down in the Tire Select window. Once the tire change has been completed accelerate away as quickly as possible and rejoin the race!

Each track features a *Red Wrench* sign which indicates to you that the pit stop is approaching (this is particularly handy when you're scorching down the pavement at over 200 mph!). Begin to slow down early, but be wary of locking up your wheels by braking *too* hard. If you do, you won't be able to turn into the pit lane! Only slam the brakes hard when you are headed directly into the pit lane.

The Checkered Flag

As you cross the finish line on the last lap the Checkered Flag will appear and your car will automatically slow-down. This indicates the conclusion of the race.

If you have finished amongst the first six racers, both you and your Domark Team will get FIA World Championship points.

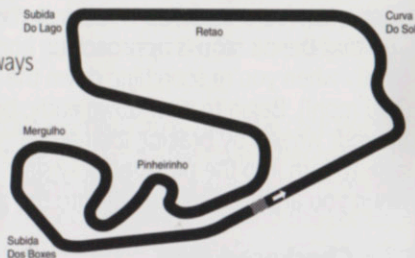
Press the *Start Button* to go to the Drivers and Constructors Championship screens.

On these screens you can scroll through the results of previous races by pressing *Left* or *Right* on the Control Pad. Once you have seen all the scores you can go to the next circuit, abandon the Championship, or Re-race the race you just finished (an option many professional Formula One drivers wish they had!). Highlight your choice by pressing *Up* or *Down* on the Control Pad and press *Start* to make your selection.

THE TRACKS - A DRIVER'S VIEW

BRAZIL: Interlagos

A demanding but rewarding circuit with two top-speed straightaways and a fantastic long left-handed curve which will have the car grasping for traction. Pit stops in this race are especially important. However, if you spend too long in the pits, you will certainly spy a stream of competitors flying by!



SAN MARINO: Imola

A 'Ten-tenths' circuit where you really have to push the racing envelope to maintain a lead. The course is very fast so you won't need too much downforce, but try to remember where the chicanes are, as they require some brave braking maneuvers.



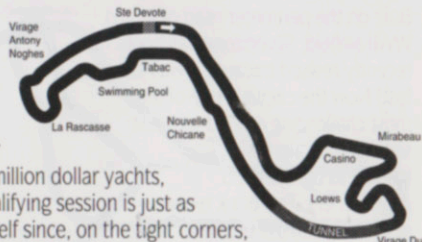
SPAIN: Barcelona

A tough course with corners that seem to appear out of nowhere. It is especially important in Barcelona to keep an eye on the circuit map at the top of the screen because of the challenging nature of the course.



MONACO: Monte Carlo

The most famous Formula One race in the world and also one of the most challenging. Built on the streets that run alongside the harbor mooring a multitude of million dollar yachts, you will find that the qualifying session is just as important as the race itself since, on the tight corners, overtaking is very difficult. May we suggest a Low-Speed wing for better traction on the corners.



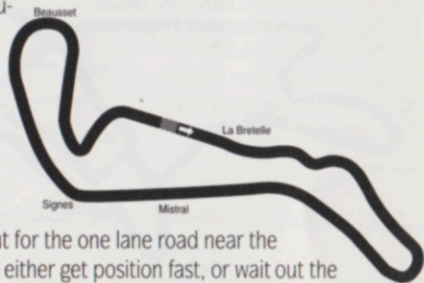
CANADA: Montreal

Constructed around the rowing lake built for the Montreal Olympics, the Canadian Grand Prix will put a lot of pressure on your tires and brakes. Try to remember your braking points or you may end up spending most of your time in front of a tree. Watch out for the final hairpin turn, it's been known to make or break a race!



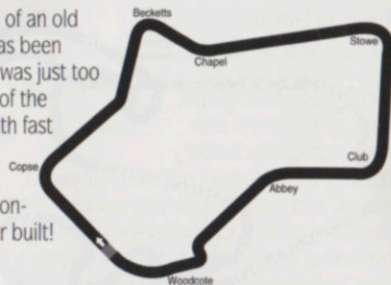
FRANCE: Castelet

Situated along the beautiful coast between Toulon and Marseille, the 2.4 mile long circuit at Castelet has one of the most spectacular chicane sections of any motor racing circuit. Watch out for the one lane road near the beginning of the race— either get position fast, or wait out the one lane section to pass when it expands back to two.



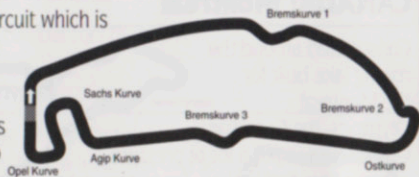
BRITAIN: Silverstone

Built on the perimeter road of an old WWII airfield, Silverstone has been recently revised because it was just too fast! Now the circuit is one of the most challenging around with fast sixth gear straightaways leading to tight second gear corners. This track is considered one of the best ever built!



GERMANY: Hockenheim

A dangerous 'wooded' circuit which is unforgiving to those who stray off the racing line. As the course is mainly made up of straightaways your car should be set-up for low downforce.



BELGIUM: Spa

A popular circuit for drivers due to the fantastic dips and bends which need precision execution for fast lap times. Be careful—the first corner is a very tight right-hander which is especially dangerous at the start of the race when the cars roar away from the starting grid.



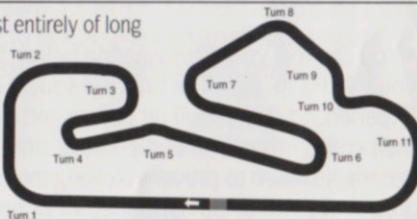
ITALY: Monza

Situated twelve miles outside Milan, this very fast circuit was once a Royal Park. The most incredible part of the track is the top gear Parabolica corner which leads onto the start-finish straight. Get this corner right and you will reach fantastic speeds until you have to brake for the Rettifilo (the first bend).



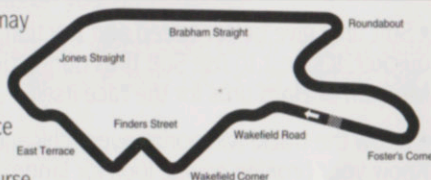
PORTUGAL: Estoril

A circuit made up almost entirely of long sweeping curves which puts tremendous G-force pressures on a driver's upper-torso and neck muscles. Overtaking isn't too difficult if you are skilled enough to leave the racing line and go around the outside of other cars in the long corners.



AUSTRALIA: Adelaide

A street circuit which may have you wishing you selected an automatic transmission! Setting up your car for this race might be a bit tricky since, although the course is twisty in parts, the long back straightaway means you also need high top speeds.





TIPS

- Becoming a Formula One World Champion requires a lot of practice. This is especially important when learning the courses. With 12 circuits to contend, memorizing every dip, corner, chicane and straightaway is going to be hard work. It is important to make use of the circuit map at top left of the screen.

- When going around a corner very fast you will hear the squeal of the tires as they struggle for grip. You may be taking the corner at full speed but you are also quickly wearing out your tires. Sometimes it may pay to take a corner a little slower simply so you don't have to take an extra pit stop.

- You can feel your tires wearing before your pit crew gives you the 'Pit In' sign. The tires will squeal longer in tight turns. Experienced drivers will pit before getting the signal from their crew. This prevents the loss of time involved in taking the track slower to prevent blowing the tires. Learn to pit in around the 4th or 5th lap, whether or not you have been called in by your pit crew. Nevertheless, if you're in a close race and think you can take the course on your first set of tires, you can usually make up a lot of time on the leader by not pitting.

- Soft tires give better speed and traction, but wear out quicker. It's best to use Soft tires during qualifying and Medium or Hard tires for the race itself.

- Know the track! Memorize every chicane and tight turn. Know your *braking points*, look for landmarks (the pits, a grove of trees, certain signs, etc.) that tell you where chicanes, tight turns, and one-lane roads are.



GLOSSARY OF FORMULA ONE RACING TERMS:

Backmarker- Any car you pass that is not on the Leader Lap. Backmakers 'Mark the Back' of the race.

Braking Point- The part of the racetrack where you would apply the brakes to slow the car down through tight corners or *chicanes*.

Chicane- A tight S-Curve. Most chicanes require braking to get through.

Circuit- Another name for a track.

Constructor- The 'Team' for which a driver races. All Constructors belong to FOCA. The Constructors compete within the Championship to see whose cars earn the most points.

Curb- The red and white striped parts at the sides of the road. Driving on the curbs will slow your car down and wear your tires quicker.

Difference- When you are leading, the Difference is the amount of time between you and the second place car. When you are not leading, the Difference is the amount of time the lead car has on you.

Downforce- The degree of air-pressure pulling your car onto the track. A higher downforce gives you better traction, but a slower top speed.

F1- Abbreviation for *Formula One*.

FIA- Federation International Automotive, the French name of the Formula One association.

FOCA- Formula One Constructor's Association



Hairpin Turn- A very sharp turn.

Leader Lap- Late in the race, the front cars may have passed the last place cars. The front cars are then on the Leader Lap. The back cars are then a 'Lap Down.'

Marbles- The *off-road* section of the race course. The non-paved sections of the tracks are usually covered with gravel, so as to deter drivers from taking short-cuts through *chicanes*. Driving on the marbles will wear your tires quicker, and slow your car down considerably.

Points- You earn points for yourself and your Constructor for the Formula One World Championship. A First place victory gets you 10 points, second gets you 6, third earns 4, fourth earns 3, fifth gets 2, and a sixth place finish garners 1 point.

Racing Line- The area of the road that is the shortest distance around the track. This usually includes the inside lane on the corners, and as straight of a line as possible through the chicanes.

Season- Also known as the Championship. This is a series of races one after the other, where points are accumulated from race to race.

Straightaway- Any long, straight piece of track where a car can reach it's top speed.

Tires- There are three types of tires available to you. Hard tires grip the road less, but wear down much slower than Soft tires. Medium tires are just that, halfway between Hard and Soft.



Transmission- In the game you can switch between Automatic and Manual Transmissions. Automatic transmissions are easier to use, but don't offer advanced speed control that more experienced drivers typically desire. Manual Transmissions require more work on the driver's part, but can greatly increase a car's performance around the track.

Wing- There are three different Wing settings for your car. Low gives you a good downforce for better cornering but a slower top speed, while High is a top-speed setting, but decreases a cars effectiveness on tight corners.



THE CONSTRUCTORS AND THEIR DRIVERS:

BENETTON

Ricardo Patrese/Michael Schumacher

DOMARK

James Tripp

FERRARI

Jean Alesi/Gerhard Berger

LIGIER

Mark Blundell/Martin Brundle

LOTUS

Johnny Herbert /Alessandro Zanardi

MC LAREN

Michael Andretti/Mika Hakkenin

TYRRELL

Andre de Cesaris/Ukyo Katayama

WILLIAMS

Damon Hill/Alain Prost



CREDITS

Produced By

Jim Tripp

Developed By

Lankhor

Programmed By

Jean Luc Langlois and Christian Droin

Music By

Tiertex

Graphics

Stephan Polard

Additional Graphics

The Kremlin

Manual By

Matthew Woodley & Matthew Miller

Testers

**Darren Anderson, Colin Boswell, Ken Jordan,
Tim Mawson, Matthew Miller, Andrew Mitchell,
Gary Patino, Jim Tripp,
Matthew Woodley, Jeff Yonan**

DOMARK 90-DAY LIMITED WARRANTY

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PROBLEMS or QUESTIONS?

We recommend that you read this instruction booklet to learn and master the operation of this game. Should you have any further problems or questions about playing this Domark game, please call a **Tengen game counselor** at **(408) 433-3999** Monday through Friday from **8:30AM—5:00PM Pacific Time.**



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