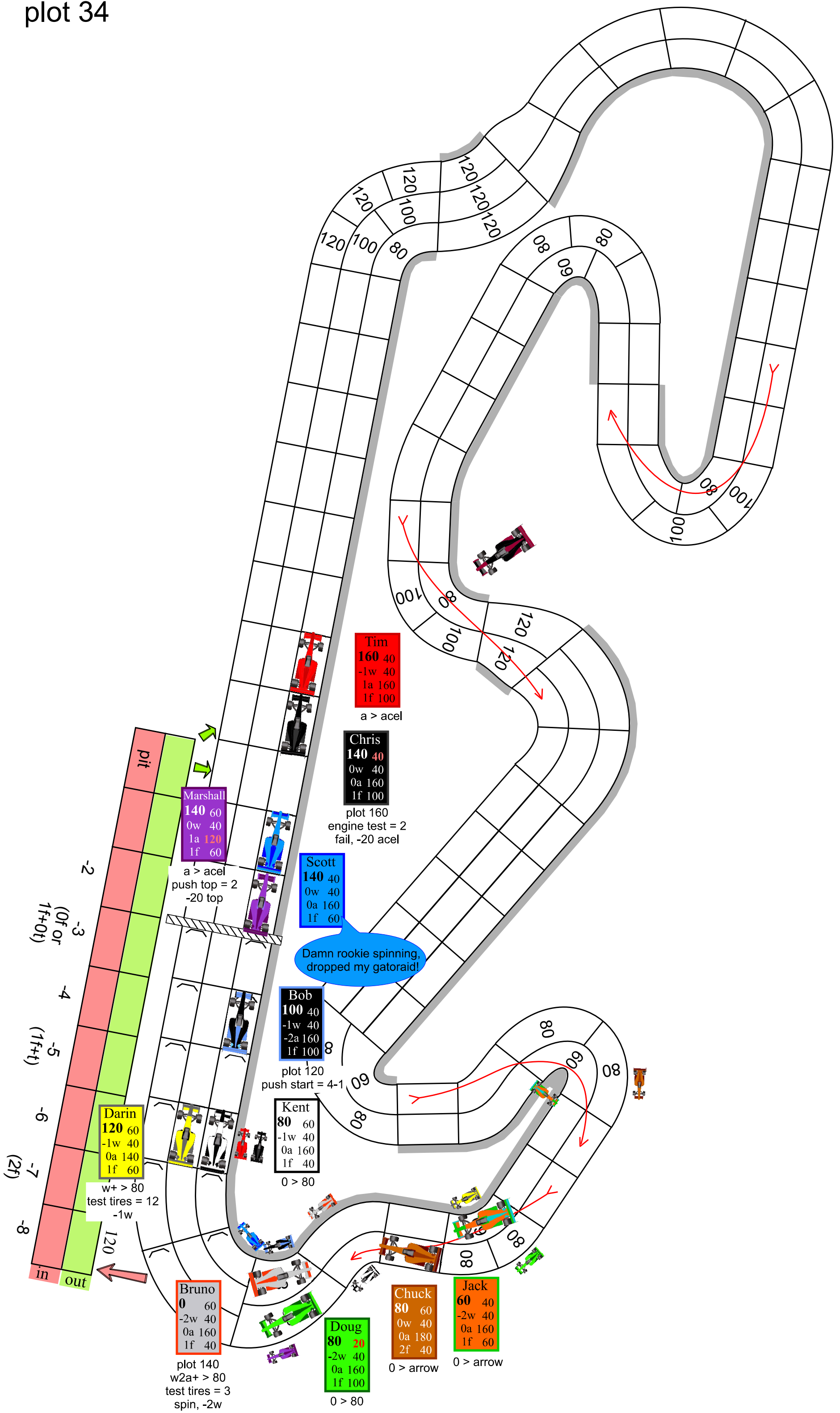
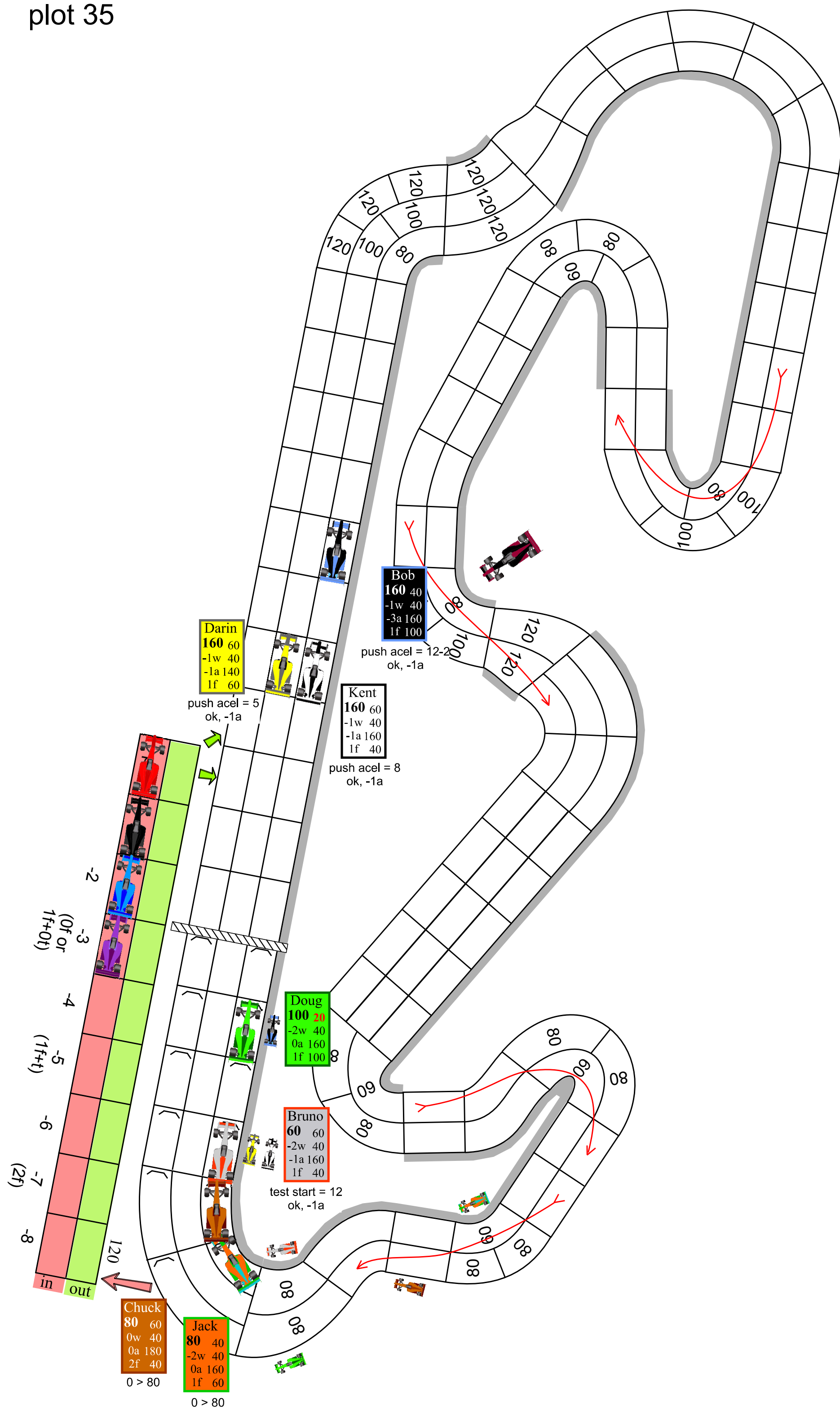


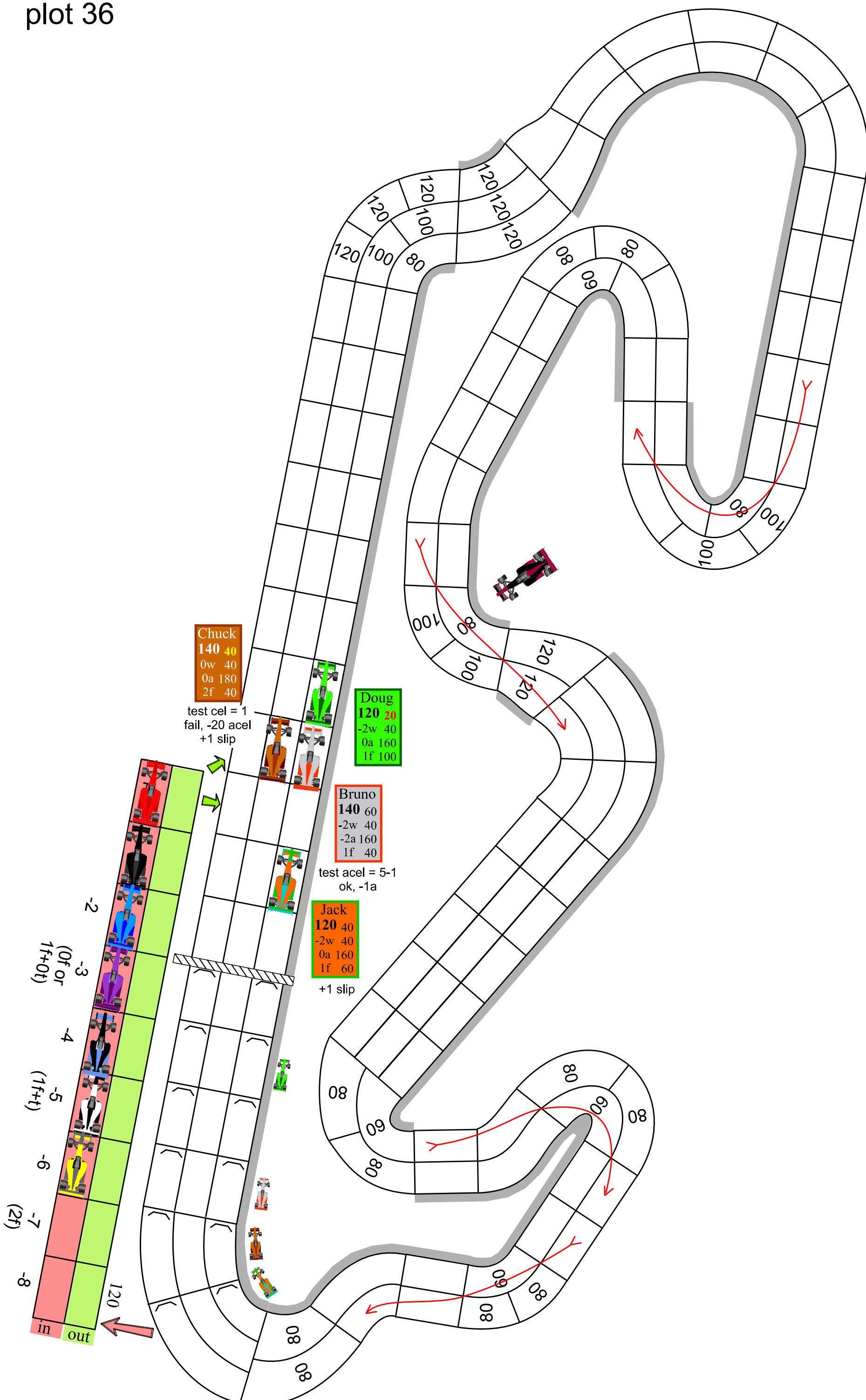
plot 34



plot 35



plot 36



Catalunya < track
3 < lap
Jul-08 < date

plots and splits are written as p+/-s; number of plots +/- spaces across the line

the half lap mark for this track is the last space of corner 4

driver, car		final	plot 36	plot 35	plot 34	plot 33	current wear aero fuel	acc dec top	ss H S tire	Q w+a bid tire/fuel	½ lap plot split	lap 1 plot split	lap split pit ?/ tire+fuel	½ lap plot split	lap 2 plot split	lap s pit - t+f	½ lap plot split	lap 3 plot split	lap s gridΔ
Tim Mossman Red, Red	spd	P1			160	100	-1w	40	100	Q3	P4	P8	12+2	P6	P3	11+4	P3	P1	11+5
	w+a				a	1w	0a	40	11w	4+1.22	7+4	12+1	-4	19+4	23+1	no	29+0	34+5	+2
	P Gap				1 -1	2 -0		160	6+8	H/2	7+5	5-3	S+1f	7+7	4-3		6-1	5+5	
Scott Nerney Blue, Blue	spd	P3			140	100	0w	40	60	Q7	P7	P7	12+8	P3	P4	11-1	P5	P3	11+7
	w+a					2w	0a	40	12w	1+2.86	7+2	12+1	no	19+5	23+0	-5	30+4	34+2	+4
	P Gap				3 -3	3 -2		160	7+10	S/2	7+5	5+1		7+4	4-5	H+1f	7+9	4-2	
Doug Schulz Green, Green	spd	P8	120	100	80	80	-2w	20	100	Q12	P3	P2	11+5	P5	P7	13+8	P9	P8	12+1
	w+a						0a	40	11w	0.22	7+5	11+0	-4	19+4	24+4	no	31+6	36+5	+4
	P Gap		8 -1	8 -8	9 -11	9 -6		160	6+8	S/3	7+10	4+0	H+0f	8+8	5+0		7+2	5-1	
Bob Starr Black, Blue	spd	P5		160	100	0	-1w	40	100	Q8	P8	P3	12+8	P1	P2	11-1	P2	P5	12+8
	w+a			a	a	a4w	-3a	40	11w	0+3.12	7+0	12+4	no	18+0	23+3	-5	29+1	35+6	+4
	P Gap			5 -2	5 -6	4 -3		160	6+8	S/2	7+3	5+4		6-4	5+3	H+1f	6+3	6+5	
Chris Hancock Black, Black	spd	P2			140	80	0w	40	100	Q1	P1	P1	11+2	P2	P1	12+9	P1	P2	11+0
	w+a						0a	40	9w	0+6	7+6	11+2	-7	19+6	23+4	no	29+5	34+4	-1
	P Gap				2 -1	1 -0		160	6+6	S/1	7+6	4-4	H+2f	8+11	4-2		6+1	5-1	
Bruno Passacantando Silver, Red	spd	P9	140	60	0	120	-2w	60	40	Q10	P10	P10	13+10	P8	P10	11-2	P8	P9	12+6
	w+a		a	a	3w2a	w2a	-2a	40	12w	1+0	8+4	13+5	no	19+2	24+3	-5	30+0	36+4	+1
	P Gap		9 -1	9 -10	8 -11	6 -4		160	7+10	H/2	8+8	5+1		6-3	5+1	S+1f	6+8	6+4	
Darin Morley Yellow, Grey	spd	P7		160	120	100	-1w	60	60	Q9	P11	P11	13+10	P9	P9	11-1	P10	P7	11+6
	w+a			a	2w	2w	-1a	40	12w	0+3.00	8+3	13+5	no	19+1	24+3	-5	31+4	35+4	+2
	P Gap			7 -2	7 -8	8 -6		140	7+10	S/2	8+7	5+2		6-4	5+2	H+1f	7+6	4+0	
Kent Lewellen White, Black	spd	P6		160	80	80	-1w	60	40	Q4	P9	P9	12+3	P10	P11	12+1	P7	P6	11+2
	w+a			a			-1a	40	12w	3+2.05	8+4	12+1	-7	19+0	24+2	no	30+3	35+4	-2
	P Gap			6 -2	6 -8	7 -4		160	7+10	S/1	8+5	4-3	H+2f	7+6	5+2		6-1	5+1	
Marshall Collins Purple, Purple	spd	P4			160	80	0w	60	60	Q2	P6	P6	12+2	P4	P5	12+6	P4	P4	10-5
	w+a				a		0a	40	12w	0+5.53	7+3	12+2	-2	19+4	24+6	no	30+6	34+1	-2
	P Gap				4 -4	5 -3		140	7+10	S/3	7+3	5-1	H+0f	7+4	5+2		6+0	4-5	
Jack Cameron Orange, Green, Blue	spd	P11	120	80	60	60	-2w	40	60	Q6	P5	P4	12+6	P7	P6	12+9	P6	P11	12-3
	w+a						0a	40	12w	0+4.14	7+4	12+3	-7	19+3	24+5	no	30+3	36+2	-5
	P Gap		11 -2	11 -12	11 -14	10 -9		160	7+10	S/1	7+6	5-1	H+2f	7+7	5+2		6-2	6-1	
Chuck Kifer Brown, Brown	spd	P10	140	80	80	100	0w	40	40	Q11	P12	P12	13+6	P12	P12	12+8	P11	P10	11+1
	w+a					2w2a	0a	40	11w	0.71	8+0	13+0	-5	21+1	25+3	no	31+1	36+4	--
	P Gap		10 -1	10 -11	10 -13	11 -9		180	6+8	H/2	8+5	5+0	S+1f	8+6	4+2		6-1	5+3	
Bruce Lavoie Black, Maroon	spd	P12					0w	60	100	Q5	P2	P5	12+5	P11	P8	12+10	dnf		
	w+a						0a	40	9w	0+4.20	7+5	12+2	-8	20+5	24+4	no	12		-7
	P Gap							160	6+6	S/1	7+7	5+0	H+2f	8+11	4-1				

Tables and Charts

(page 1 of 2)

roll dice here: <http://lucidphoenix.com/p1/dieroller.asp>

Car Design Chart

	-2	-1	0	1	2
Acceleration		20	40	60	
Deceleration		20	40	60	
Top Speed	120	140	160	180	200
Start Speed	20	40	60	100	
Tires *	6w 5w+2a	8w 5w+4a	9w 6w+6a	11w 6w+8a	12w 7w+10a

<< total points should add up to 2

* Tire notes:

The wear only number to the left of the pipes is for the hard compound. The wear plus aero formula is for the soft compound. You will use both sets during a race.

General Aero Use

+20 acceleration‡ = 1 aero

+20 top speed‡ = 1 aero

+20 start speed‡ = 2 aero

forced pass = 2 aero

‡ +20 mph

You can never add more than 20 mph to your acceleration, top speed or start speed on the same plot.

Cornering Chart

exceed speed	spend
by 20 mph	1w or 2a
by 40 mph	2w or 1w + 2a
by 60 mph	2w + 2a or 2w + Test Tires
by 80+ mph	crash off course

Deceleration Chart

exceed decel	spend
by 20 mph	1w† or 1a†
by 40 mph	2w or 1w + 1a
by 60 mph	2w + 1a
by 80+ mph	3w + 1a + spin

† Late Braking

Late braking is any deceleration AFTER the car moves at least one space this plot. Late braking is done using the Deceleration Chart, however, when late braking you must spend at least one wear on the Deceleration Chart.

Test Tires Table *

die roll (1-12)	result
2 or less	crash on course, out of race
3-6	spin, re-plot at 0, wear -2†
7 or more	success, wear -1†

* Test Tires Use

With < 1 wear, you may consult this table any time you would use wear. Cornering Chart & Crash Avoidance may force you to consult this table. You may consult it > 1 per plot.

† Negative Wear

Negative wear accumulates immediately and stays with you until you change tires. Negative wear is applied to any future rolls on this table.

Negative Aero

Negative aero accumulates immediately. Negative aero is applied to any future rolls on the Test Engine, Start Speed Test, Forced Pass Test, and Pit Crew tables. Negative aero is lost when you pit.

Test Engine Table ‡

die roll (1-12)	result
3 or less	engine damage*: -20 mph to tested stat
4 or more	success: +20 to tested stat for this plot, -1 aero

‡ Test Engine Use

If you no longer have any (positive) aero, you may consult this table ONLY to exceed top speed or acceleration.

* Engine Damage

Retire car if this is the car's second engine damage result.

More Tables and Charts

(page 2 of 2)

roll dice here: <http://lucidphoenix.com/p1/dieroller.asp>

Start Speed Test †

die roll (1-12)	result
2 or less	engine damage†: -20 accel
3-4	fail but no damage: -1 aero
5 or more	+20 start speed, -1 aero

† Start Speed Test

If you have less than 2 aero, you may consult this table to exceed your start speed.

‡ Engine Damage

If this is the 2nd engine damage, retire the car.

Forced Pass Test *

die roll (1-12)	result
1 or less	fail† and contact: -2 aero
2-6	fail†
7 or more	success

* Forced Pass Test

If you have less than 2 aero, you may consult this table to execute a forced pass.

† Fail

Stay in the space behind the attempted pass. Use late braking to reduce speed.

Fuel Load Chart ‡

fuel load	aero this lap
1 lap	6
2 laps	3
3 laps	0

‡ Fuel Load and Aero

At the start of every lap, reset aero based on the fuel left in the car. Negative aero carries over to the next lap, unless you pit. Positive aero does not carry over.

Pit Chart *

fuel and tires	spaces lost
1 lap + no tires OR just tires	3
1 lap + tires	5
2 laps + tires	7

* Pit Chart Use

Immediately on entering the pit space, consult the pit chart to determine the number of spaces you will move backwards in the pit lane before exiting back onto the track. Modify this number using the Pit Crew Table below.

Pit Crew Table †

die roll (1-12)	change to spaces lost
1 or less	+1
2-10	--
11-12	-1

† Pit Crew Table Use

This table is used to modify the number of spaces lost in the pit found on the Pit Chart above.