

80 hard limit  
in out

**Chris**  
120 60  
0t 60  
0s 180  
P 60  
0t > 80

**Jack**  
120 60  
-2t 40  
0s 180  
P 60  
es -1

**Marshall**  
160 60  
-2t 40  
0s 180  
O 60

die > acel  
Test Engine  
die = 9  
ok, es -1

**Tim**  
140 60  
-5t 60  
0s 180  
O 40

**Bruce**  
140 60  
0t 40  
0s 160  
O 100  
es -1

100-80-100  
100-80-100

60-40-60  
60-40-60  
08-09

120-120-120  
120-120-120  
100-120

80-60-80  
80-60-80  
08-09

100-120  
100-120  
120-140  
120-140  
140

Istabil	< track
3	< lap
Oct-08	< date

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

§1 ends last space of straight prior to corner #3; §2 ends last space of first half of back straight

driver, car	plot 42	plot 41	plot 40	current Tyre P Spd P eStress	acc dec top	ss P tire O tire	Q T+S bid start tire	§1 plot split	§2 plot split	§3 plot split	lap 1 pit ? tire	§1 plot split	§2 plot split	§3 plot split	lap 2 pit ? tire	§1 plot split	§2 plot split	§3 plot split	lap 3 gridΔ	
Kent Lewellen White, Black	spd			-3t	60	100	Q1	P8	P9	P7	15+2	P9	P10	P10	15+2			P11		
	T+S			0s	60	9	6S	6+0	11+5	15+2	no	20+0	25+4	30+4	no				-10	
	P Gap			es -1	180	4+6	Option	6+0	5+5	4-3		5-2	5+4	5+0						
Bob Starr Black, Blue	spd		140	0t	60	100	Q2	P5	P4	P1	14+7	P3	P3	P1	12-3	P1	P1	P1	13+2	
	T+S			0s	40	6	5S	6+3	10+3	14+5	no	18+0	23+5	26+2	no	31+4	35+2	39+4	+1	
	P Gap		1+7		160	10+16	Option	6+5	4+0	4+2		4-5	5+5	3-3		5+2	4-2	4+2		
Bruno Passacantando Silver, Red	spd			-1t	60	60	Q3	P2	P2	P6	13+3	P8	P8	P4	13+3	P4	P2	P7		
	T+S			0s	40	9	5S	5+0	10+8	15+2	yes	20+1	24+3	28+5	no	33+5	37+5		-4	
	P Gap				180	8+12	Prime	5+1	5+8	3-6	P	5-1	4+2	4+2		5+0	4+0			
Bruce Lavoie Black, Maroon	spd	140	80	0t	60	100	Q4	P1	P1	P3	13+7	P2	P2	P6	11-2	P2	P3	P2	13-1	
	T+S			0s	40	12	3T2S	4+0	9+6	15+6	yes	18+0	22+0	28+4	yes	32+0	37+5	41+3	+1	
	P Gap	3+1	3-8	es -1	160	6+8	Prime	4+1	5+6	4+0	P	3-6	4+0	4+4	O	4-4	5+5	4-2		
Darin Morley Yellow, Grey	spd			4t	40	40	Q5	P6	P7	P10	15+6	P12	P12	P8	12-3	P8	P7	P8		
	T+S			0s	60	15	1T4S	6+2	11+7	17+4	yes	22+4	26+5	29+1	no	34+3	38+3		-3	
	P Gap				120	8+12	Option	6+4	5+5	4-3	P	5+0	4+1	3-4		5+2	4+0			
Jack Cameron Orange, Green, Blue	spd	120	60	-2t	60	60	Q6	P4	P3	P9	14+8	P6	P6	P3	11-4	P3	P5	P5	14-2	
	T+S			0s	40	9	3S	6+4	10+5	16+6	yes	20+4	24+6	27+2	no	32+0	37+2	41+0	+1	
	P Gap	5+5	4-10	es -1	180	8+12	Prime	6+6	4+1	4+1	O	4-2	4+2	3-4		5-2	5+2	4-2		
Tim Mossman Red, Red	spd	140	80	-5t	60	40	Q7	P12	P12	P8	15+5	P4	P4	P7	12+0	P5	P4	P2	12+2	
	T+S			1s	60	12	2T	7+1	11+3	15+2	no	19+1	23+1	29+2	yes	33+1	37+3	41+4	+5	
	P Gap	2+1	2-7		180	6+8	Prime	7+4	4+2	4-1		4-1	4+0	4+1	O	4-1	4+2	4+1		
Doug Schulz Green, Green	spd			0t	40	40	Q8	P7	P6	P2	14+4	P1	P1					P12		
	T+S			0s	60	15	1T	6+1	11+7	14+1	no	18+1	22+0						-4	
	P Gap			es -1	160	8+12	Prime	6+4	5+6	3-6		4+0	4-1							
Marshall Collins Purple, Purple	spd	160	80	-1t	60	60	Q9	P11	P11	P12	15+8	P9	P9	P11	11+0	P7	P6	P4	11-2	
	T+S			0s	40	9	1S	7+2	11+4	17+4	yes	21+5	24+1	30+4	yes	34+3	37+0	41+2	+5	
	P Gap	4+2	5-10	es -1	180	8+12	Prime	7+6	4+2	4+0	O	4+1	3-4	4+3	O	4-1	3+3	4+2		
Scott Nerney Blue, Blue	spd			-2t	60	40	Q10	P10	P10	P5	15+7	P7	P7	P2	12-1	P6		P10		
	T+S			0s	40	15	1T	7+3	11+5	15+3	no	20+4	24+6	27+2	no	33+0			--	
	P Gap				180	6+8	Prime	7+7	4+2	4-2		5+1	4+2	3-4		6-2				
Chris Hancock Black, Black	spd	140	80	120	2t	60	60	Q11	P9	P8	P4	15+8	P5	P5	P9	13+1	P10	P6	P6	12-3
	T+S			2t	60	9	--	7+4	11+6	15+4	no	19+0	24+7	30+5	yes	34+1	39+8	42+2		
	P Gap	6-5	6-12		180	6+8	Option	7+9	4+2	4-2		4-4	5+7	4-2	P	4-4	5+7	3-6		
Chuck Kifer Brown, Brown	spd			-5t	20	100	Q12	P3	P5	P12	15+9	P11	P11	P5	11+1	P9		P9		
	T+S			0s	20	6	--	5+0	10+2	17+4	yes	21+1	25+4	28+5	no	34+1			+3	
	P Gap				180	10+16	Prime	5+5	5+2	5+2	O	4-3	4+3	3+1		6-4				

## Tables and Charts

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[die roller link](#)

### Car Design Chart

	-1	0	1	2
Accel	20	40	60	80
Brakes	20	40	60	80
Top Speed	140	160	180	200
Grid Speed	40	60	100	120
Prime Tire	6	9	12	15
Option Tire	4+6	6+8	8+12	10+16

### Car Design Notes

<< total points should add up to 3

Choose your Accel rating, Brakes rating, Top Speed, Grid Speed, Prime Tires, and Option Tires. With option tires, the first number is the tyre points associated with that tire and the second number are the associated speed points. For example, you could buy your Prime Tires at the 1 pt level and Option Tires at the 0 pt level. That would give you 12T when using the Prime Tire and 6T and 8S when using the option tire.

### Speed Points

Speed points can be used during the qualifying bid or on the tables below. It is important to remember that all speed points must be spent in the lap they were gained. All speed points go away when you cross the start/finish line. Speed points gained but not used for qualifying carry over to the first lap. For qualifying SP = TP.

### Cornering Chart

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

### Cornering

A corner is a consecutive series of speed limit lines. You only have to pay for exceeding a speed limit once for an entire corner -- even if it takes you more than one turn to go through the corner -- unless you cross a slower speed limit line in the same corner, in which case you must pay for the difference. If you end a turn in the middle of a corner, but the speed limit line directly in front of you is faster than the line(s) you have already paid for, you may accelerate the difference at no cost. You may not accelerate any more than the difference.

### Deceleration Chart

exceed decel + late braking	spend
by 20 mph	1T or 1S
by 40 mph	2T or 1T + 1S
by 60 mph	2T + 1S
by 80+ mph	3T + 1S + 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, taking into account any previous use of the table this plot.

### Test Tires Table \*

die roll (1-12)	result
1 or less	crash on course, out of race
2-5	spin, re-plot at 0, -2T †
6 or more	success, -1T †

### \* 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 Tyre Points (TP or T)

Apply immediately. If you still have TP, spend this amount. However a negative TP value stays with you until you change tires and is applied to any future rolls on this table.

## More Tables and Charts

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### Spun Car

A spun car's speed is reset to 0 mph. On the next turn they move after all other cars in the same row of spaces, regardless of initial speed or position on the track. Use normal acceleration not grid speed.

### Forced Pass Test \*

spend 2 speed points

or

die roll (1-12) result

5 or less fail†

6 or more success

### \* Forced Pass Test

Use to move *through* a space already occupied by another car.

-2 for each consecutive attempt.

### † Fail

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

### Test Engine Table ‡

spend 1 speed point to gain 20 mph to accel or top speed

or

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 ES

### ‡ Test Engine Use

You may not use this table to gain more than 20 mph accel and more than 20 mph top speed in one turn. All gains are for this turn only.

### \* Engine Damage

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

### Grid Speed

Grid speed is the speed the car begins the race with -- their speed from the grid. This speed is never used again. If a car spins or otherwise is going 0 mph later in the race, they simply use their accel to gain speed.

### Grid Speed Test †

spend 2 speed points to gain 20 mph in grid speed

or

die roll (1-12) result

2 or less engine damage‡: -20 accel

3-4 fail but no damage: -1 ES

5 or more +20 grid speed, -1 ES

### † Grid Speed Test

Any increase in grid speed is for this turn only.

### ‡ Engine Damage

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

### Engine Stress (ES)

Engine Stress accumulates immediately and is applied to any future rolls on the Test Engine or Start Speed Test tables. Unlike negative tyre points, ES is not counted against speed points and does not go away when you pit.

### Hot Lap

At any time in the race prior to the last lap, a driver can declare that they are short on fuel and run a hot lap. The driver immediately gains 8 speed points but must pit at the end of this lap. If declared before the start of the race, the SP can be used for qualifying.

**Pitting**

Pit to change tires and/or to refuel after a hot lap. When entering the pits move into the entrance lane as if it were part of the track. You may not exceed the pit speed limit when entering the pit for any reason. Everyone in the pits moves after everyone on track. When moving in the pits, instead of moving forward, slide into the next pit lane on your turn: from the entrance lane to the exit lane, or from the exit lane to the outside of the track. After moving into the exit lane, you **may** roll on the Pit Crew Table.

**Pit Crew Table †**

die roll (1-12)	result
1-3	move back 1 space
4-8	no change
9-12	move ahead 1 space

**† Pit Crew Table**

Use of this table is optional. Use immediately after entering the pit's exit lane. If it's use results in a change, do not wrap to the next or previous row in the pit, simply extend just beyond the normal pit limit if needed.

**Drafting**

If you start the turn immediately behind another car and there is not a speed limit between you, you may be able to draft that car.  
 If the lead car's initial speed is between 120 and 160 and the trailing car's initial speed is equal to or less, then the trailing car may gain 1 space.  
 If the lead car's initial speed is 180 or more and the trailing car's initial speed is equal to or less, then the trailing car may gain up to 2 spaces.  
 If the lead car's initial speed is 180 or more and the trailing car's initial speed is greater, then the trailing car may gain 1 space.  
 Gaining 1 or 2 spaces does not change the trailing car's speed.  
 When the draftee's space has more then one car in front of it that it could draft (places where the track changes width) they may pick the best option.  
 However, the same car may not be drafted by more then one car on the same turn, so the first car to do so gets that opportunity.  
 You may enter a corner simply due to spaces gained by drafting.

**Crashes and Crash Involvement**

When a car crashes due to being 80 or more over a corner's speed limit, the car is immediately removed from the track and no other cars are affected.  
 When a car crashes as the result of a failed test tires roll, the car is also immediately removed from the track, but the row in which the crash occurred is marked as other cars can be affected. Any other car that subsequently ends its move in or beyond the marked row of spaces must roll on the test tires table using the following modifiers. However, do not acquire negative TP for successes.

situation	modifier
move completed 0-2 spaces after crash row	+3
move completed 3 or more spaces after crash row	+2
crash row is a 3-wide section of track	+2

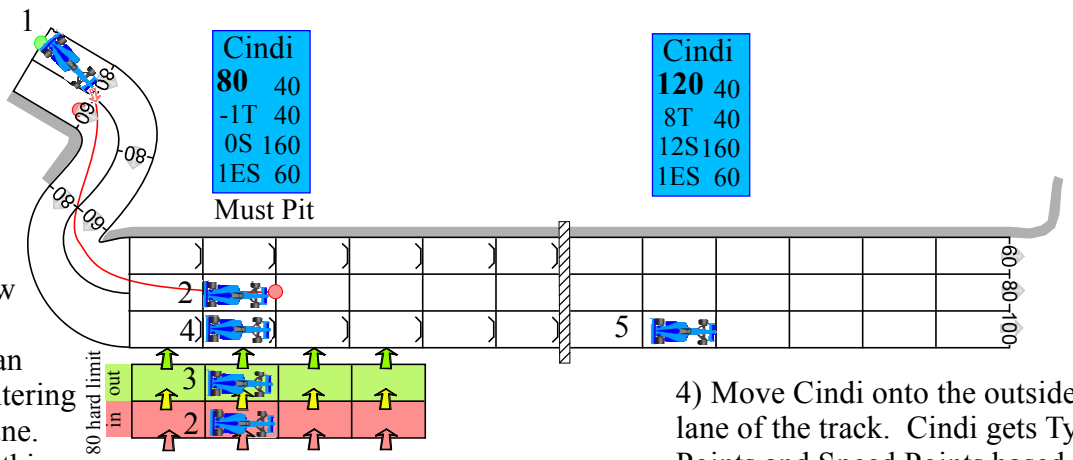
Note that the last modifier can be cumulative with either of the previous two.

## Basic Pitting Procedure

1) Cindi must pit this lap because she called this her hot lap and gained 8 Speed Points earlier in the lap.

2) Cindi plots 80, stays on the arrow and enters the pits. Any move that ends in a row adjacent to the pits can enter the pits immediately. Cars entering the pits are placed in the red "in" lane. Note the hard speed limit of 80 for this pit.

3) The next plot, Cindi moves down to the out lane of the pits, staying in the same row of spaces. This is what the arrows are trying to show: you do not actually move 80 mph, you simply slide down to the next lane simulating time spent in the pit.



3 cont.) At this time, Cindi has the OPTION to roll on the Pit Crew Table in an effort to pick up an extra space. If a space gained or lost in this way would place a car off then end of the pit lane, then put them there.

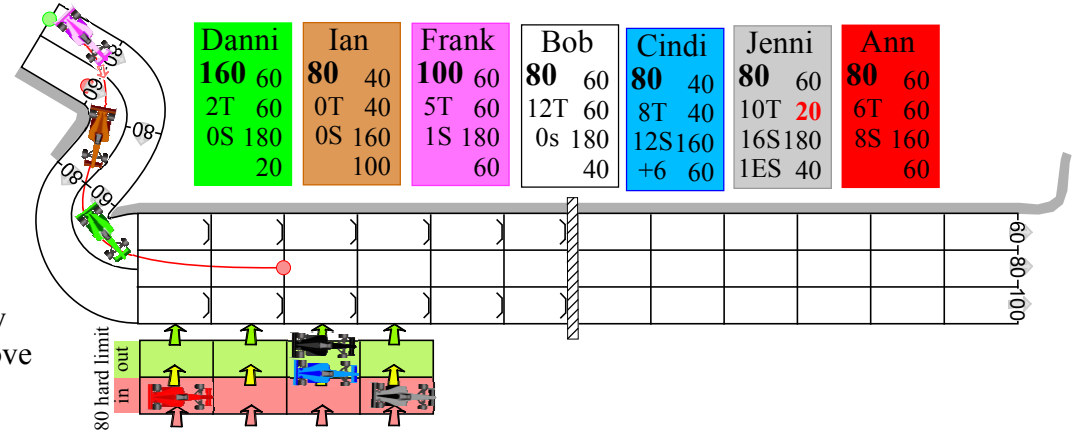
4) Move Cindi onto the outside lane of the track. Cindi gets Tyre Points and Speed Points based on her next set of tires (assuming she hasn't already done this). Negative TP just disappear, they do not reduce her upcoming TP. Engine Stress does not go away.

5) Cindi accelerates to 120 and rejoins the race.

## Relative Movement

Generally cars in the pit move after cars on track. This is a little fuzzy when a car on track is entering the pits, but it works.

Order of move: first we will move Danni, Ian, and Frank because they are still on track. Then we will move Bob and Cindi onto the track, then move Jenni and Ann.



## Result

Ian entered the pits. Since both Bob and Cindi entered the track into the same row, Bob slides down to the middle row to make room for Cindi. Jenni and Ann both rolled on the Pit Crew Table. Jenni got an extra space and moved just in front of the pit lanes. Ann failed and moved just behind. They will move onto the track from there. Ann will slide into the outside space of the corner while Jenni moved onto the track in the row she is in now.

