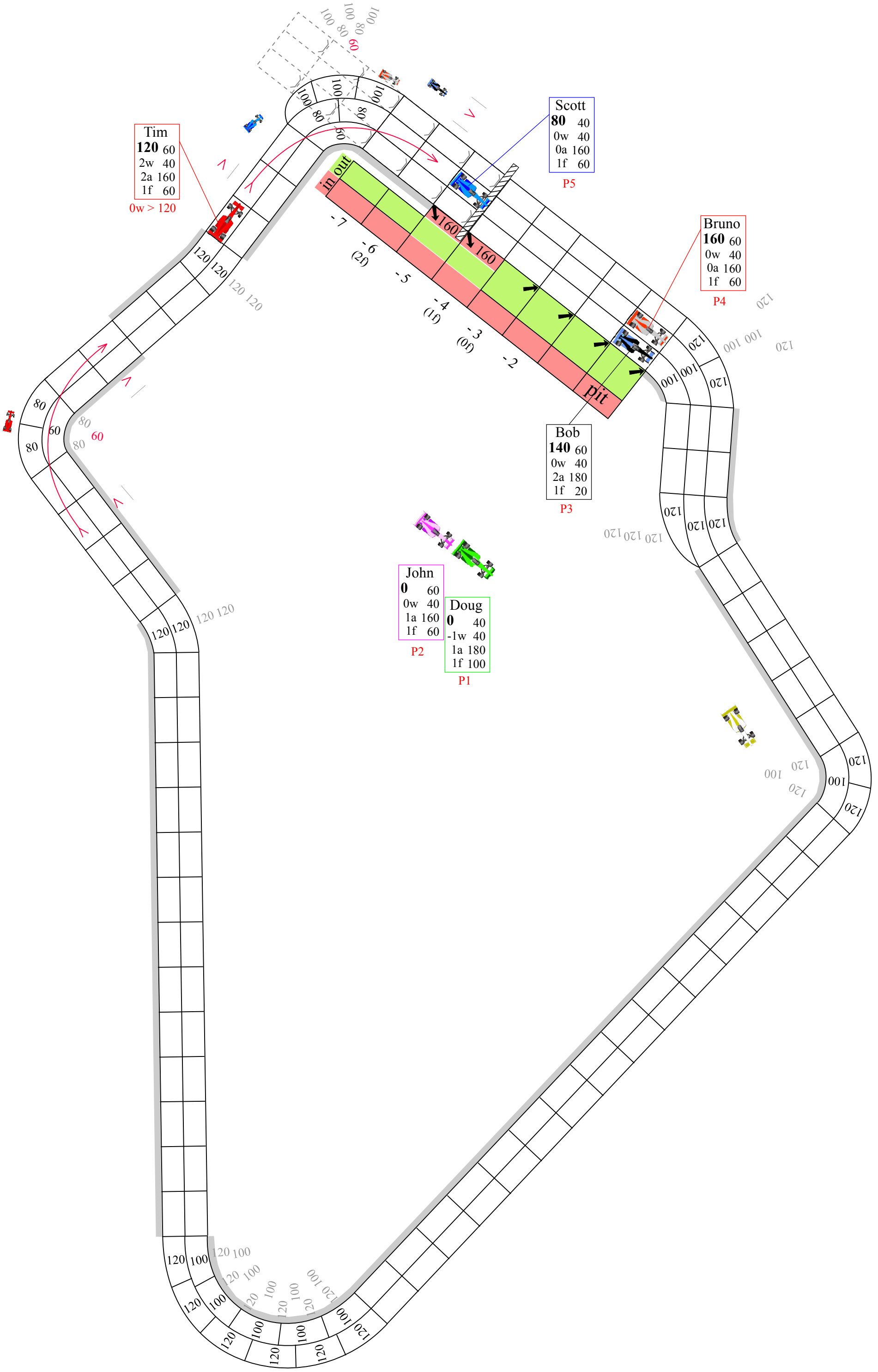
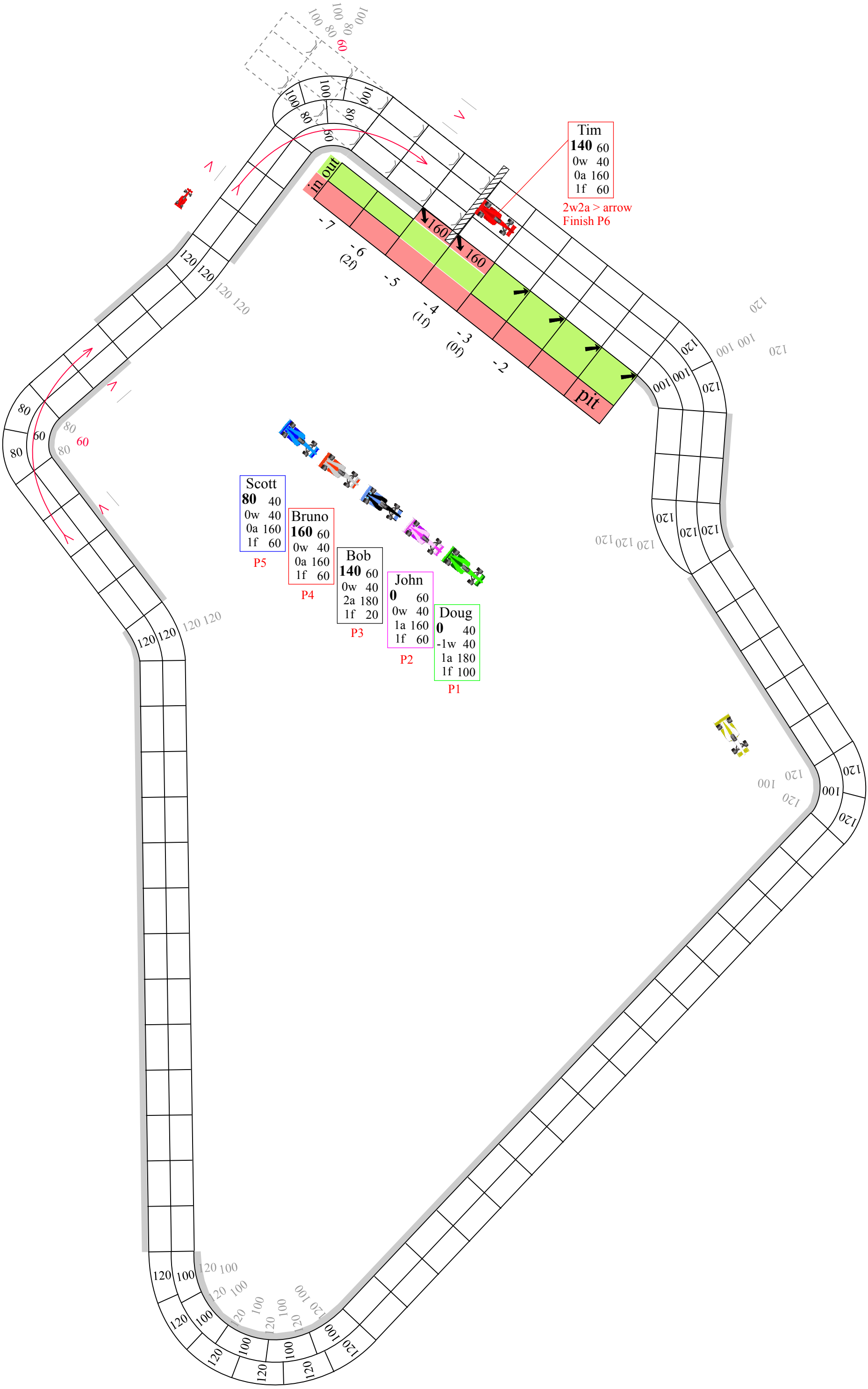
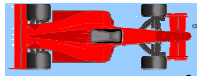
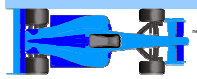
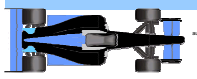
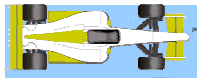
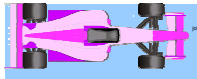

Tim
120 60
2w 40
2a 160
1f 60
0w > 120
Scott
80 40
0w 40
0a 160
1f 60
P5
Bruno
160 60
0w 40
0a 160
1f 60
P4
Bob
140 60
0w 40
2a 180
1f 20
P3
John
0 60
0w 40
1a 160
1f 60
P2
Doug
0 40
-1w 40
1a 180
1f 100
P1
in
out
pit
160
160
-7
-6
(2f)
-5
-4
(1f)
-3
(0f)
-2


Tim
140 60
0w 40
0a 160
1f 60
2w2a > arrow
Finish P6
Scott
80 40
0w 40
0a 160
1f 60
P5
Bruno
160 60
0w 40
0a 160
1f 60
P4
Bob
140 60
0w 40
2a 180
1f 20
P3
John
0 60
0w 40
1a 160
1f 60
P2
Doug
0 40
-1w 40
1a 180
1f 100
P1
in
out
pit
-7
-6
(2f)
-5
-4
(1f)
-3
(0f)
-2
160
160

track: Watkins Glen
group: A
lead lap: 3

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

car	driver	plot 32	plot 31		current wear aero fuel	acc dec top	ss H tire 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
	Tim Mossman	140 spd 2 wear 2 aero	120 spd 0 wear 0 aero	Finished P6	2w 2a ☐☐■	60 40 160	60 11w 6+8	Q7 0+0 H/2	P5 6+2 6+5	P4 11+1 5-1	11+4 no	P3 16+3 5+2	P6 22+0 6-3	11-1 -4 H+1	P6 28+6 6+10	P6 32+1 4-5	10+5
	Scott Nerney	spd wear aero	80 spd 0 wear 0 aero	Finished P5	0w 0a ☐☐■	40 40 160	60 12w 7+10	Q6 1+0 S/2	P4 6+2 6+4	P2 11+2 5+5	11+9 -5 H+2	P4 16+1 5+4	P3 21+1 5+0	10+4 no	P3 26+2 5+1	P5 31+0 5-2	11-1
	Doug Schulz	spd wear aero	spd wear aero	Finished P1	-1w 1a ☐☐■	40 40 180	100 9w 6+6	Q2 0+4 S/2	P1 5+0 5+0	P1 10+0 5+0	10+0 -3 H+1	P1 16+6 6+9	P1 21+5 5-1	11+8 no	P1 26+5 5+0	P1 30+0 4-5	9-5
	Bob Starr	spd wear aero	140 spd 0 wear 0 aero	Finished P3	0w 2a ☐☐■	60 40 180	20 12w 7+10	Q5 0+2.27 S/2	P7 6+0 6+3	P5 11+1 5+1	11+4 no	P5 16+1 5+0	P5 21+0 5-1	10-1 -5 H+1	P4 26+0 5+5	P3 31+5 5+5	10+10
	Jim Fleckenstein	spd wear aero	spd wear aero	DNF, retired	5w 6a ☐☐■	60 40 160	60 11w 6+8	Q1 2+6 S/1	P3 6+3 6+3	P6 11+0 5-3	11+0 -6 H+2	P7 17+3 6+9	P7 22+0 5-3	11+6 no		P7	
	Bruno Passacantando	spd wear aero	160 spd 0 wear 0 aero	Finished P4	0w 0a ☐☐■	60 40 160	60 11w 6+8	Q4 0+2.96 S/2	P6 6+1 6+3	P7 11+0 5-1	11+2 no	P6 16+0 5+0	P4 21+2 5+2	10+2 -4 H+1	P5 27+7 6+9	P4 31+5 4-2	10+7
	John Shaheen	spd wear aero	spd wear aero	Finished P2	0w 1a ☐☐■	60 40 160	60 11w 6+8	Q3 0+3 S/2	P2 6+5 6+6	P3 11+4 5-1	11+5 no	P2 16+4 5+0	P2 21+5 5+1	10+1 -4 H+1	P2 26+3 5+2	P2 30+0 4-3	9-1
		spd wear aero	spd wear aero		☐☐☐			+ /									
		spd wear aero	spd wear aero		☐☐☐			+ /									
		spd wear aero	spd wear aero		☐☐☐			+ /									

Tables and Charts

Car Design Chart

- Use 2 pts on the following

	-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

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.

Test Tires Table

- Reduce each die roll for any negative wear currently on the car.
- Consult only if you are out of wear

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

* Negative wear acumulates until tires are changed.

Test Engine Table

- Reduce each die roll by any negative aero currently on the car
- Consult only if you are out of aero pts.

die roll (1-6)	result
1 or less	engine damage†: -20 mph to tested stat
2 or more	success: +20 to tested stat for this plot, -1 aero*

† Retire car if this is the car's second engine damage result.
* negative aero accumulates until the end of the lap and is then reset to 0

Deceleration Chart

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

* 1a can be used here only if plotted. Additional decel attempted during movement must include at least 1w.

Cornering Chart

exeed corner speed by	spend
20 mph	1w or 2a
40 mph	2w or 1w + 2a
60 mph	2w + 2a
80+ mph	crash off course

Start Speed Test

- Consult only with < 2 aero pts.

die roll (1-6)	result
1 or less	engine damage†: -20 accel
2	fail but no damage: -1 aero*
3-6	+20 start speed, -1 areo*

† Retire car if this is the car's second engine damage result.
* negative aero accumulates until the end of the lap and is then reset to 0

Fuel Load Chart

- At the start of every lap, reset aero based on the fuel left in the car.

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

Pit Chart

- Immediately on entering the pit space, move backwards based on how much fuel is added to the car.

fuel added	spaces lost*
0 laps (only tires)	3*
1 lap	4*
2 laps	6*

* plus consult pit crew table

Pit Crew Table

die roll (1-6)	change to spaces lost
1	+1
2-5	--
6	-1

Other Aero Uses

+20 acceleration* = 1 aero
+20 top speed* = 1 aero
+20 start speed* = 2 aero
forced pass = 2 aero

* Each can only be done once per plot

Notes: Wear, Tires, Aero, and Fuel

Tires. The normal amount of wear is split between two sets of tires: a hard compound that is all wear and a soft compound that provides aero pts that can be used only the first lap on that tire. Your starting tire compound is selected at the same time your qualifying bid is made. When pitting to change tires, you must use the other compound.

Fuel. Every car can start the race with between 1 and 3 laps of fuel. Running less fuel provides aero points but requires pitting to re-fuel.

Aero. You no longer buy skill, instead you get aerodynamic points as your car becomes lighter on fuel. Every lap you get a certain amount of aero based on your current fuel load. You also get aero for the first lap you run on soft tires. Aero does not carry over from lap to lap.

Piting. Get new tires and/or fuel by piting. Move into the infinately wide pit lane via any in arrow. Use the pit chart and pit crew table to determine your space penalty. No starting and stoping. Then exit via any out arrow. You may not exceed the pit lane speed limit.

Test Tires Table. When you are out of wear you can use the test tires table to replace wear in the charts. You can consult this table more then once per turn to replace multiple wear, however, negative wear accumulates as you use the table.

Engine Test and Start Speed Test Tables. Similar to older tables, except that negative aero accumulates the more often the tables are used during a lap. These tables can be used if, and only if, you do not have enough aero to otherwise push a stat. The Engine Test table may only be consulted once per turn per stat tested. If used to push both acceleration and top speed on the same plot, roll first to test acceleration then again to test top speed, if needed. Note that negative aero accumulates between the push accel and push top speed rolls.

Qualifying Bid. Aero and wear count equally for qualifying bids. Both are deducted from your starting alotment.

Notes: Plotting & Moving

Plot Conventions. Write as complicated a set of if/thens as you'd like for your movement on each plot. But also indicate wether you are feeling aggressive or conservative on each plot for unforseen options.

Changing Lanes in Corners. You can change lanes while in a corner to a space that is fully diagonal or shares part of a side but is farther forward. When moving to a space with a higer speed, you may be able to accelerate without incuring additional penalty. When moving to a space with a lower speed, you may have to slow down or spend additional wear or aero.

Skill in Cornering. Note that you need less skill on the cornering chart then previous.

Braking After Moving. First note that it is legal again to plan to brake after begining your move. Note that the deceleration table has a new convention for exceeding deceleration by only 20 mph: if the excess deceleration was plotted, then skill can be used to achieve it. However, if the additional deceleration is needed after moving one or more spaces, then wear must be spent. This is true even if the deceleration was planned.

Notes: Car Construction

Points. Note that I changed the values of the columns because I think it makes it easier to do in your head this way. The point values work out to be exactly the same as before other then the start speed modification.

Start Speed. I modified the low end of start speed to make buying low more feasible.

Classifications

fastest lap times

rank	time	lap	driver	group
1	9-1	3	John	A
2	9-5	3	Doug	A
3	**10+10**	**3**	**Bob**	**A**
4	**10+7**	**3**	**Bruno**	**A**
5	**10+5**	**3**	**Tim**	**A**
6t	10+4	2	Chuck	B
6t	10+4	2	Scott	A
8t	10+2	2	Bruno	A
8t	10+2	2	Jack	B
10	10+1	2	John	A
11	10+0	1	Doug	A
12	10-1	2	Bob	A
13	11+12	2	Kent	B
14	11+11	2	Chris	B
15	11+10	2	Marshall	B
16t	11+9	1	Marshall	B
16t	11+9	1	Scott	A
18t	11+8	1	Chuck	B
18t	11+8	2	Doug	A
18t	11+8	1	Kent	B
21	11+7	2	Harry	B
22t	11+6	1	Jack	B
22t	11+6	2	Jim	A
24t	11+5	2	Darin	B
24t	11+5	1	John	A
26t	11+4	1	Bob	A
26t	11+4	1	Darin	B
26t	11+4	1	Tim	A
29	11+3	1	Harry	B
30	11+2	1	Bruno	A
31t	11+0	2 tied at 11+0		
33t	**11-1**	**3**	**Scott**	**A**
33t	11-1	2	Tim	A

fastest first half lap times

rank	time	lap	driver	group
1	4-5	3	Marshall	B
2	5+6	2	Marshall	B
3	5+5	3	Bob	A
4t	5+4	2	Chuck	B
4t	5+4	2	Jack	B
4t	5+4	2	Scott	A
7	5+3	2	Kent	B
8t	5+2	3	Chris	B
8t	5+2	2	Darin	B
8t	5+2	3	John	A
9t	5+1	1	Jack	B
9t	5+1	3	Scott	A
11t	5+0	2	Bob	A
11t	5+0	2	Bruno	A
11t	5+0	3	Chuck	B
11t	5+0	1	Doug	A
11t	5+0	3	Doug	A
11t	5+0	2	John	A
11t	5+0	3	Kent	B
11t	5+0	2	Tim	A
19	5-1	3	Darin	B
20	5-3	3	Harry	B
21	6+10	3	Tim	A
22t	6+9	3	Bruno	A
22t	6+9	2	Doug	A
22t	6+9	2	Jim	A
25	6+8	2	Chris	B
26	6+7	1	Kent	B
27t	6+6	3	Jack	B
27t	6+6	4 others tied at 6+6		
32t	6+5	2 tied at 6+5		
34t	6+4	2 tied at 6+4		
37t	6+3	4 tied at 6+3		

fastest second half lap times

rank	time	lap	driver	group
1	**4-2**	**3**	**Bruno**	**A**
2	4-3	3	John	A
3t	4-5	3	Doug	A
3t	**4-5**	**3**	**Tim**	**A**
5t	**5+5**	**3**	**Bob**	**A**
5t	5+5	1	Scott	A
7	5+4	2	Marshall	B
8t	5+3	2	Chris	B
8t	5+3	1	Marshall	B
10t	5+2	2	Bruno	A
10t	5+2	1	Chuck	B
12t	5+1	1	Bob	A
12t	5+1	2	Harry	B
12t	5+1	2	John	A
12t	5+1	1	Kent	B
16t	5+0	2	Chuck	B
16t	5+0	1	Darin	B
16t	5+0	1	Doug	A
16t	5+0	1	Harry	B
16t	5+0	2	Scott	A
21t	5-1	2	Bob	A
21t	5-1	1	Bruno	A
21t	5-1	2	Doug	A
21t	5-1	1	John	A
21t	5-1	1	Tim	A
26t	5-2	2	Jack	B
26t	**5-2**	**3**	**Scott**	**A**
28t	5-3	1	Jim	A
28t	5-3	2	Jim	A
30	5-5	1	Chris	B
31	6+7	2	Kent	B
32	6+5	1	Jack	B
33t	6-3	2 tied at 6-3		

Race Log										pushes						
plot	car	P	gap	spd	accel	w	a	corner	slip	ss	acel	ts	dec	e dec	note
26	doug	1	2	180	0			4							
26	john	2	-2	160	-20	2	2	4							
26	scott	3	-3	140	-40	1	2	4							
26	bob	4	-5	140	-60	2	1	4					1		
26	bruno	5	-6	160	-20	2		4							
26	tim	6	-14	180	20		1					1			
27	doug	1	2	160	-20										
27	john	2	-2	160	0										
27	scott	3	-2	160	20				1						
27	bob	4	-3	200	60		1					1			
27	bruno	5	-6	160	0			4							
27	tim	6	-15	160	-20	1	2	4							
28	doug	1	1	120	-40	2		5,6							
28	scott	2	-1	140	-20	1		5							
28	john	3	-1	140	-20	1		5							
28	bob	4	-2	140	-60	1	1	5					1		
28	bruno	5	-3	180	20	2	3	5				1			
28	tim	6	-13	160	0			4							
29	doug	1	2	140	20		2	7							
29	john	2	-2	120	-20	2		6,7							
29	bob	3	-3	100	-40	2		6	1						
29	bruno	4	-4	140	-40	2	2	6							
29	scott	5	-5	80	-60		1	6							
29	tim	6	-12	160	0	2		5							
30	doug	1	0	100	-40	-1		8							successful test tires roll wins race
30	john	2	0	140	20	2	2	8							finish P2
30	bob	3	-2	120	20	2		7,8							
30	bruno	4	-3	120	-20	2		7,8							
30	scott	5	-4	120	40			7							
30	tim	6	-12	100	-60	1	1	6					1		
31	bob	3	0	140	40										finish P3
31	bruno	4	0	160	40										finish P4
31	scott	5	-5	80	-40			8							finish P5
31	tim	6	-11	120	20			7							
32	tim	6	0	140	20	2	2	8							finish P6