

Speed Circuit

1977 Avalon Hill

1. INTRODUCTION

SPEED CIRCUIT lets you drive a grand prix racer, built to your exacting specifications, over three world-famous courses—Monza, Monaco and Watkins Glen. Only drivers with superior skill and nerves of steel will survive the pressures of this rigorous competition which features all the hazards of the "real thing"—spinouts, collisions and crashes—as drivers attempt to skillfully brake for the corners after going flat out on the straight-aways. All the fun and excitement of this dynamic competitive sport come alive in this scientifically-designed road racing game.

2. PREPARE FOR PLAY

2.1 Assemble the gameboard by laying the map sections 1 to 4 adjacent from left to right. The gameboard identifying number is printed in white in the upper right hand corner of each section.

2.2 All players mutually select a course and the number of laps which will constitute the race. When first learning the game, it is suggested players run a two lap race on the Monza course before attempting longer races or more difficult courses.

2.3 Each player is given a **Performance Chart** sheet and fills out the agreed upon Course and number of laps to be run in the spaces provided.

2.4 Each player secretly constructs his race car to his own specifications by applying *Preparation Points* to any of the five *Specification* categories found on the Performance Chart. The five categories are:

START SPEED-Maximum speed on first turn regardless of Acceleration rating.

ACCELERATION-Maximum safe speed increase allowed from previous posted speed.

DECELERATION-Maximum safe speed decrease allowed from previous posted speed, without penalty.

TOP SPEED-Maximum safe posted speed allowed during a race.

WEAR-Maximum number of units allowed for greater breaking ability and cornering at higher speeds.

Initially all cars have the same minimum specifications which are listed on the Performance Chart above "0" Preparation Points. Each player may improve his car's specifications by adding a total of 5 Preparation Points to the various categories. Each player indicates his Preparation Point allotments by crossing out or filling in the Preparation Point columns in each category which he is not using. When filled out correctly there will be only one column in each category, and the sum of numbers shown in the Preparation Points row will be 5.

EXAMPLE:

Player A has expended his 5 Preparation Points as follows:

START SPEED	60	1 Point
ACCELERATION	40	1 Point
DECELERATION	20	0 Point
TOP SPEED	160	1 Point
WEAR	6	2 Points
Total		5 Points

2.5 Each player now chooses a car token and enters his name and color of the car in the Driver Specifications Chart. After all players have finished constructing their cars they reveal their Performance Chart simultaneously and enter the START SPEED, ACCELERATION, DECELERATION and TOP SPEED specifications in the row after each driver's name on the Driver Specifications Chart.

2.6 The WEAR specification is recorded in a different manner, as unlike the other specifications, which are permanent, WEAR is used in increments and will decrease during the course of a race. The WEAR specification is a multiple of the number of laps raced. Therefore, if a player has allotted no Preparation Points to WEAR, he will receive 4 WEAR units per lap raced. Multiply the WEAR Specifications by the number of laps to be raced to determine total WEAR. Cross out or fill in all WEAR blocks to the right of this number before the race begins. See (17) for an example of a properly prepared Performance and Driver Specifications Chart.

2.7 Determine Starting Positions. The car with the highest Start Speed Specification gets the preferred inside lane front row position. The next best-middle lane, front row, etc. Players with identical Start Speed specifications roll a die. The highest die roll gets the most preferential remaining starting position.

3. RACING PROCEDURE

3.1 Check the Performance Chart for your car's Start Speed and record your initial speed accordingly on turn 1 of the Speed Log.

3.2 Cars move in order of their position on the board; *car in the lead moving first: etc.* If two or more cars are tied for the lead, the car with the highest recorded speed on the Speed Log for that turn moves first; if there is also a tie for highest speed, the car on the inside moves first. (Inside is defined as the area enclosed by the track regardless of the angle of the next corner.)

3.3 Each car advances one space *for every 20 MPH* posted on the Speed Log for that turn; i.e., 60 MPH equals 3 spaces. Cars must always move forward, either straight or diagonally and may change lanes at any time.

3.4 A car may never move horizontally, or move onto or through a space occupied by another car (see (8J) Collisions).

3.5 At the start of each succeeding game turn, players must decide whether to:

- B. Decelerate (See 5.), or
- C. Remain at Same Speed

3.6 After all drivers have secretly recorded their new speeds on their Speed Logs, they simultaneously reveal them, face up on the table. Each player then moves his car in order of their position on the board.

4. ACCELERATION

4.1 If, at the beginning of the turn, a driver decides to accelerate, he first checks the Acceleration column of his Performance Chart to determine his maximum acceleration range.

4.2 The driver may then add the desired amount of acceleration (in multiples of 20 mph) to his previous speed and secretly records the new speed on his Speed Log.

4.3 A driver may exceed his maximum Acceleration and Top Speed Specifications by 20 mph, but in so doing risks possible engine damage. On every turn a driver exceeds his maximum capability in either category he must roll one die. If he rolls a "6" the car has suffered engine damage and loses 20 mph in both the Acceleration and Top Speed categories for all turns including the turn the test was failed. *Exception:* A car's specification can never be less than the 0 Preparation Points Column. The Driver Specifications Chart is altered to reflect the new car ratings for the balance of the race.

4.4 If a driver exceeds his Top Speed *and* maximum Acceleration in the same turn he must roll the die twice.

4.5 If at anytime during the course of the race, the driver rolls *another "6"* after exceeding his maximum Acceleration or Top Speed he has burnt out his engine and is removed from the race.

5. DECELERATION

5.1 If, at the *beginning of* the turn, a driver decides to decelerate, he first checks the Deceleration column of his Performance Chart to determine his maximum deceleration range.

5.2 The driver may then subtract the desired amount of deceleration (in multiples of 20 mph) from his previous speed and secretly record the new speed in his Speed Log.

5.3 A driver may exceed his maximum Deceleration but in so doing uses up valuable WEAR units and/or risks possible brake damage. Whenever a driver exceeds his maximum Deceleration he must consult the *Deceleration Chart*.

DECELERATION CHART

MPH MORE THAN MAXIMUM	PENALTY
20	Use 1 WEAR unit <i>OR</i> Test Brakes
40	Use 1 WEAR unit <i>AND</i> Test Brakes <i>OR</i> use 2 Wear Units
60	Use 2 WEAR units <i>AND</i> Test Brakes
80	Use 2 WEAR units, Spinout, and Test Brakes

- A. Accelerate (See 4.),

5.4 If called upon to Test *Brakes* by the Deceleration Chart the driver must roll the die. If he rolls a "6" the brakes have been strained- and his WEAR penalties for Deceleration and Cornering are *doubled* for the balance of the race, and in addition must pay a penalty of 1 Wear unit that turn only. Should a car not have a Wear unit left to pay this penalty it spins out at the end of the plotted move.

5.5 If at anytime during the course of the race, the driver rolls another "6" while testing brakes, he must withdraw from the race.

5.6 Under no circumstances may a car decelerate more than 80 mph more than his maximum Deceleration range in a turn.

5.7 Cars may decelerate only prior to the posting of their SPEED LOG. Once posted, they are committed to the posted speed and may not decelerate to avoid a collision.

6. CORNERING

6.1 A corner is any space containing a posted speed limit. A corner can be composed of any number of *adjacent corner* spaces.

6.2 To enter each corner space without penalty, the driver must comply with the posted speed limits of that space.

6.3 If a car follows the *entire* path of a printed *arrow* through a corner, it may exceed the posted speed by 20 mph without incurring a penalty.

6.4 If a car prematurely leaves the path of an arrow in a following turn it must retroactively pay whatever penalties it had avoided by following the arrow. If this results in a spinout the car spins out in the last arrow space occupied before attempting to leave the path of the arrow.

6.5 If a car is unable to complete a corner during a move, it may continue at *the same or slower speed during* the next move with no additional penalty. However, if the move carries the car into a different corner it would be subject to any penalties incurred due to excessive speed in the new corner.

A car which has not completed a corner during a move may not elect to increase its speed in the following turn should that increase exceed posted speed or arrow limits.

6.6 If a driver is unable to reduce his speed to the posted limit or if he intentionally exceeds the limit, he must consult the *Cornering Chart*.

CORNERING CHART

MPH OVER LIMIT PENALTY

20	Use 1 WEAR unit <i>OR</i> consult Chance Table
40	Use 2 WEAR units <i>OR</i> use 1 Wear unit and consult Chance Table
60	Use 2 WEAR units <i>AND</i> Spinout <i>OR</i> use 2 WEAR units and consult Chance Table.

CHANCE TABLE

DIE ROLL	RESULT
1-3	Safely Cornered
4-5	Spinout
6	Crash (Out of race)

6.7 WEAR units used while Cornering do not decrease speed as in Deceleration, but allow the car to traverse corners at a faster speed.

6.8 When all WEAR units are exhausted, the car may not enter a corner more than 20 mph faster than the posted speed.

7. SLIPSTREAMING

In auto racing, slipstreaming occurs when one car comes up directly behind the lead car and is "sucked" into the vacuum created by the lead car's speed. This gives the driver in the car behind an added advantage in Acceleration and WEAR.

7.1 At the beginning of a turn, any car directly behind another on the *straightaway* may elect to slipstream the front car. Slipstreaming is not possible if either car is on a space in a corner at the beginning of the turn.

7.2 Slipstreaming may *not* take place if a car would enter a corner *solely* as a result of the slipstream bonus.

7.3 Slipstreaming may *not* take place if the trailing car has a posted speed on the Speed Log greater than that of the Lead Car.

7.4 The decision to slipstream must be made while recording the speed for the current turn on the Speed Log. The decision to slipstream is indicated by writing the letter "S" after the desired speed.

7.5 The slipstreaming car receives a *bonus of one space* if the front car is traveling at 120 mph to 160 mph.

7.6 The slipstreaming car receives a *bonus of two spaces* if the front car is traveling at 180 mph or faster.

7.7 Slipstreaming does *not* increase a car's speed on the Speed Log; it provides bonus spaces. Therefore, if a car traveling 100 mph slipstreams another going 120 mph it is considered to have moved only 100 mph at the end of the turn despite the fact that it moved 6 spaces. Any acceleration or deceleration at the start of the following turn must be measured from the previous turn's speed of 100 mph, not 120.

7.8 A slipstream bonus must be taken if written and both cars are in a legal slipstream situation, even if the bonus results in a collision.

8. COLLISIONS

8.1 Drivers must avoid collisions by taking an alternate course whenever possible.

8.2 If a driver is forced to move into a space which another car occupies, he must stop on the space directly behind this car. The ramming car is considered to have spun out and must begin his next turn at his Start Speed.

8.3 The car which was hit incurs no damage and continues the race in the normal manner.

9. SPINOUTS

9.1 Whenever a spinout is indicated, the car must stop on the first space with a posted speed.
9.2 On the following turn, the car must begin at

his Start Speed as shown on the Performance Chart.

9.3 On subsequent turns, he may accelerate according to his Acceleration limits.

10. INCREASING START SPEED

10.1 A driver may exceed his Start Speed by 20 mph but in so doing must roll a die. If he rolls a 5 or 6, the car stalls and he forfeits that turn.

10.2 If a car stalls two turns in a row it is removed from the race.

11. WINNING THE RACE

11.1 The race continues until one or more cars cross the finish line after the agreed upon number of laps. When two or more cars cross on the same turn, the car that travels the farthest across the line is the winner.

11.2 If there is a tie, the car crossing the line first wins the tie.

11.3 If necessary to determine a second or third place finisher, continue the race with those cars not yet finished using the criteria put forth in 11.1 and 11.2 to establish order of finish.

12. REACTION TIME

Car racing is, more than any other sport, a matter of split second timing. Therefore, once all players are familiar with the game we urge you to adopt the following rules.

12.1 Once a car has been moved, it may not retrace its path but must take the course of the path moved into.

12.2 Each driver has only 10 seconds to move his car. This 10 seconds begins for the lead car after all drivers have revealed their recorded speeds for the turn. After he has finished moving, the car currently in second position has 10 seconds to move, and so on down the line.

13. EXTRA LAPS

13.1 When racing more than one lap, the WEAR specification will change. It doubles when racing two laps; triples when racing 3 laps, etc.

13.2 Unused WEAR units can be accumulated from one lap to the next.

13.3 Excess WEAR units may be utilized from that due for future laps.

14. RECORDING WEAR

14.1 The Driver Specifications Chart has room to record 12 units of WEAR, or enough for two laps. This same tally sheet can be used to record more WEAR units when using a uniform check off system.

14.2 Assume you wanted to record WEAR for a 4 lap race. A car with maximum WEAR Units would have a total of 24 units. Whenever a WEAR unit is used, you would draw one diagonal line through a WEAR box. A WEAR box now represents two WEAR units, however, and would require two perpendicular diagonal lines through it to be completely used up.

14.3 Other similar recording systems of your own design can be used to keep track of a large number of WEAR unit expenditures.

14.4 After deciding the recording system you'll use, completely shade in those WEAR boxes not needed to reflect a car's starting WEAR units.

15. CIRCUITS

15.1 Racing a circuit (three races; one on each track) is a better indication of driving skill.

15.2 Players may construct new cars before each race, or require all drivers to use the same car on each track. This decision must be agreed upon before building a car for the first race. Damage from previous races is automatically repaired before the start of the next race.

15.3 On each course, players compete for points as follows:

	6 Cars in Race	2-5 Cars in Race
First Place	5 Points	4 points
Second Place	3 points	2 points
Third Place	2 points	1 point
Fourth Place	1 point	0 point
No Finish	-1 point	-1 point
Crash	-2 points	-2 points

15.4 The player with the most points at the completion of the circuit is the grand winner.

15.5 In case of a tie for the grand winner, the player having finished highest among the tied participants on the Monza course is the grand winner.

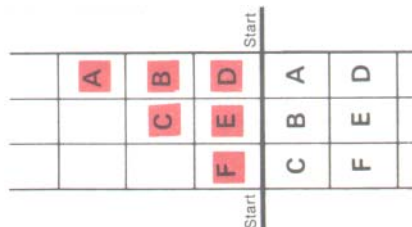
16. LARGER RACES

Speed Circuit is even more fun with more than 6 players. For extra cars, performance charts, replacement parts, or facts about Avalon Hill's award winning bi-monthly gaming magazine *THE GENERAL*, send a stamped self-addressed envelope and request a current Replacement Parts List.

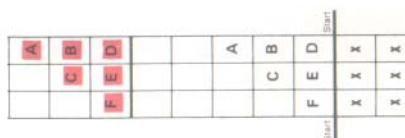
17. SAMPLE GAME

The treacherous Monza Course awaits your challenge! Drivers A through F have selected a car and filled out a Performance Chart. Cars are listed on the Performance Chart in the order of their starting positions. The Performance Chart below belongs to Driver A and has been posted for the first race. The figures posted on this chart will be used for all following examples.

Drivers are in the starting rows awaiting the start. Each has his start speed posted on his Speed Log. Driver A with the fastest start speed (60 mph) moves first-3 spaces (1 space = 20 mph). Drivers B and C are both starting at 40 mph; since B is closest to the inside lane, he moves first. After B and C have moved their 2 spaces, Drivers D, E and F move. Each is starting at 40 mph, but D moves first since he is the driver on the inside lane. At the end of the first turn, it's Driver A in the lead followed closely by B and C. (New positions are shown in red).



At the beginning of the second move, all drivers, after secretly posting their new speeds on their Speed Logs, simultaneously turn them face up. Everyone has decided to accelerate to his maximum. Driver A in the lead moves first. With his maximum acceleration of 40 (see Performance Chart) added to his previous speed of 60 mph, he can now go 100 mph-5 spaces. The other drivers also have accelerated to 100; their maximum acceleration of 60 added to their start speed of 40 gives them 5 spaces. As they are all going the same speed, driver on the inside moves first. After all have moved, it's still A in the lead followed by B and C.



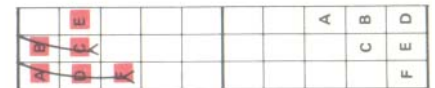
With the corner approaching, drivers must consider which lane to take, if they may be blocked, and in what order they will move. After considering all these things, they secretly record their new speeds for the third turn.

DRIVER A moves first. He has decided to accelerate his maximum (40 added to his previous speed of 100). Knowing he can only decelerate by 20, as indicated on the Performance Chart, he decides to take the outer arrow through the corner. By following the entire path of an arrow, he may exceed the posted speed by 20 mph without incurring a penalty. He moves 2 spaces diagonally to the outer lane and then proceeds 5 more spaces.

DRIVER B, thinking that Driver C will probably accelerate his maximum, decides to go 160 mph rather than to try to go 140 and slipstream A (see Slipstreaming). With 160 mph, he is assured of moving second and not being forced into the inside lane.

DRIVER C, recognizing the possibility that he will move third, decides to accelerate 40 rather than his maximum of 60. He knows that this will allow him to pick his own lane rather than be forced into the inside lane just before the corner. He moves 7 spaces, ending just behind B on the arrow.

DRIVERS D and E have both posted 160 mph on their Speed Logs but D moves first since he is inside driver. He elects to take the outer lane and moves two spaces through the arrow hoping to follow it through the corner.



DRIVER E is in a pickle. He must move 8 spaces. This puts him on the inside lane going 160 mph just before the corner. Poor E!

DRIVER F had more foresight. Realizing that he would probably move last, he chooses to accelerate 40. Going only 140 puts him at the end, but he is on the arrow ready to go into the corner.

In calculating their speeds for the fourth turn, drivers must consider how they intend to take the corner, if they will give up some WEAR, and in what order they will move. Everyone secretly posts his new speed. When the Speed Logs are turned face up, surprise! Everyone is going 120 but F; he decided to go 140.

DRIVER B on the inside moves first. Since he is following the arrow, he may exceed the posted speed of 80 by 20 mph. Thus he can go through the corner at 100 mph with no penalty. However, he is traveling 120 mph-20 mph more than the "safe" speed. To do this, he gives up 1 WEAR unit (see 6.6 *Cornering*). He moves 6 spaces, staying in the middle lane after leaving the arrow.

PERFORMANCE CHART

Specifications	Start Speed			Acceleration			Deceleration			Top Speed			Wear		
	40	60	80	20	40	60	20	40	60	140	160	180	4	5	6
Preparation Pts.	0	1	2	0	1	2	0	1	2	0	1	2	0	1	2

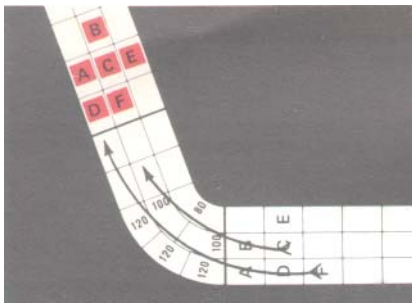
Course: Monza Laps: One Finish: _____

SPEED LOG

Turn	Speed	Turn	Speed	Turn	Speed	Turn	Speed	Turn	Speed	Turn	Speed
1	60	17		33		49		65		81	
2	100	18		34		50		66		82	
3	90	19		35		51		67		83	
4	120	20		36		52		68		84	
5		21		37		53		69		85	
6		22		38		54		70		86	
7		23		39		55		71		87	
8		24		40		56		72		88	
9		25		41		57		73		89	
10		26		42		58		74		90	
11		27		43		59		75		91	
12		28		44		60		76		92	
13		29		45		61		77		93	
14		30		46		62		78		94	
15		31		47		63		79		95	
16		32		48		64		80		96	

DRIVER SPECIFICATIONS

Name/Color	Start Speed	Acceleration	Deceleration	Top Speed	WEAR											
A	60	40	20	160	1	2	3	4	5	6	7	8	9	10	11	12
B	40	60	40	180	1	2	3	4	5	6	7	8	9	10	11	12
C	40	60	40	180	1	2	3	4	5	6	7	8	9	10	11	12
D	40	60	40	180	1	2	3	4	5	6	7	8	9	10	11	12
E	40	60	40	160	1	2	3	4	5	6	7	8	9	10	11	12
F	40	60	20	180	1	2	3	4	5	6	7	8	9	10	11	12



DRIVER A decides to continue to follow the arrow moving 6 spaces. Since he is on the arrow, he may exceed the speed of 100 by 20 mph with no penalty. DRIVER E, on the inside, has two choices. He could travel through the space marked 80 and give up two WEAR or he could go through the spaces marked 100 and give up only one WEAR. He opts for the 80 space which will put him one space further ahead. He moves 6 spaces and gives up two WEAR units. DRIVER C could have decelerated to 100 (maximum deceleration of 40 subtracted from his previous speed of 140); however, he decides that this would put him too far behind. Instead of traveling through the corner safely at 100 mph (on the arrow) he goes 120 mph, giving up one WEAR. This puts him directly behind B, in a good position to slipstream on the next turn. DRIVER D follows A through the corner on the arrow. Since he is traveling 120 mph, he incurs no penalty and may slipstream A on his next turn. DRIVER F is last to move. He takes the corner on the arrow, giving up one WEAR to pull even with Driver D. In this position he has the possibility of slipstreaming on the next turn.

The fourth turn ends with Driver B in the lead. Game continues in this manner until all remaining cars cross the finish line, after the agreed upon number of laps.