

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.

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

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 whether you are feeling aggressive or conservative on each plot for unforeseen 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 higher speed, you may be able to accelerate without incurring additional penalty. When moving to a space with a lower speed, you may have to slow down or spend additional wear or aero.

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 than the start speed modification.

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 than 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 allotment.

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

Braking After Moving. First note that it is legal again to plan to brake after beginning 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.

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

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.

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

die roll (1-6)	result
1	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

exceed 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

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 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

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