

FORMULA DÉ[®]

ADVANCED RULES

for more excitement...

There are seven advanced rules to complement the basic ones. They are independent from one another. Before starting a game, the players choose which of the advanced rules they wish to use.

- 1 - SLIPSTREAMING**
- 2 - TIME TRIALS**
- 3 - TYRES : HARD, SOFT AND WET**
- 4 - WEATHER CONDITIONS**

THREE-LAP RACES

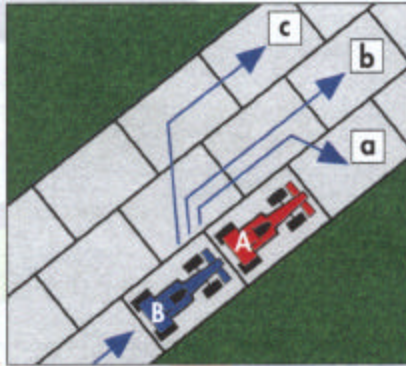
- 5 - CAR CONSTRUCTION**
- 6 - ROAD-HOLDING**
- 7 - WEAR POINTS AND THE PITS**

1 - SLIPSTREAMING

Slipstreaming occurs when a car finds itself in the wake of another. It happens only in 4th to 6th gear. There is never slipstreaming in 1st, 2nd or 3rd gears.

In order to benefit from slipstreaming car B (in the adjoining diagram) must end its normal movement on the space just behind car A. In this position it can add three extra spaces to its move. This slipstreaming bonus can be used in three ways (see diagram).

- a) Pulling out one lane and returning to the original lane, in front of the overtaken car.
- b) Pulling out one lane and carrying on in a straight line.
- c) Moving out two lanes and carrying straight on.



SLIPSTREAMING CONDITIONS

- 1 - A car cannot benefit from a slipstream if it is in the same or higher gear as the car in front of it. The two cars must both be in 4th gear, at least.
- 2 - Slipstreaming is never compulsory but if a driver wishes to slipstream then he must use all of the three space bonus. However, the driver can use his brake points to advance less.
- 3 - If the slipstreaming car ends in a space just behind another car then it can benefit from a new slipstream. If this brings it behind yet another car then it can slipstream yet again. In this way a car can link many slipstreams in the same turn!
- 4 - If a car uses a slipstream to move into a corner it will cost it a brake point, although the car is not slowed by a space. This is a special rule representing the late braking of a slipstreaming car.
- 5 - In a corner a slipstreaming car must follow the arrows as normal. If a driver is carried into a corner by his slipstreaming bonus he is not considered to have made a corner stop.
- 6 - A car is not allowed to brake in order to benefit from a slipstream.

2 - TIME TRIALS

To determine the positions on the starting grid each driver, in turn, makes a timed lap of the circuit. During these trials the movement rules and driving code are applied normally, but wear points are not used. Penalties are counted in throws of the die and only arise from overshooting the corners.

PROCEDURE

One of the players is designated "Course Steward" and given a stopwatch, pencil and paper. The driver who is being timed puts his car in the middle lane in front of the starting line.

- 1 - The moment that the driver throws the die for the first time (1st gear), the steward starts the stopwatch.
- 2 - The steward counts the number of times that the die is thrown to complete a lap of the track.
- 3 - The steward stops the stopwatch as soon as the driver crosses the finishing line.
- 4 - Every complete minute of the time trial is counted as an extra throw of the die.
- 5 - The steward adds one to this result for each space of overshoot when leaving a corner.

The steward now calculates the result of the driver's time trial, as described above. This gives a "final time" expressed in throws of the die.

Pole position is awarded to the driver who has achieved the lowest "final time" i.e. he used the fewest throws of the die to complete the trial.

If several drivers have achieved the same "final time" then the player who had the quickest actual time will be first on the grid.

Note : If a driver does not make any stops in a two stop corner then his time trial is over. He will start the race proper in last place on the starting grid. If a driver makes one or no stops in a three stop corner then the penalty is the same. If two or more players suffer this penalty then they must each throw the black die, with the highest result positioned last on the grid, the next highest next to last, and so on.

Example :

- A driver took 18 throws of the die to complete his time trial, in an actual time of 4 minutes, 22 seconds. In the course of the trial he overshoot a corner by 2 spaces.
- To the 18 throws used he adds 6 extra throws, for the 4 minutes passed and the 2 spaces overshoot on the corners. This takes the total of die throws to 24.
- The result is a "final time" of 24 die throws in 4 minutes 22 seconds.

3 - TYRES : HARD, SOFT AND WET

The correct choice of tyres is fundamental, both for the time trials and for the race. Different types of tyre should be used in different weather conditions. Each type has its own advantages and disadvantages.



HARD TYRES

These are good for sunny and changeable weather, but are ineffective in rain. The effects of the different weathers are :

SUNSHINE : The movement of the car and the penalties incurred (die throws or Wear Points) when overshooting corners are normal during both the time trials and the race (1, 2 or 3 laps).

CHANGEABLE : Identical to the sunshine.

RAIN : The car skids three extra spaces on each move inside the corners, during both the time trials and the race (1, 2 or 3 laps). The penalties (throws of the die or WP) when overshooting corners are normal.



+1 SOFT TYRES

These are generally better than hard tyres in sunny and changeable weather, but worse in the wet.

SUNSHINE : A car fitted with these tyres gains a one space bonus on all its moves, whatever gear it is in. This is the same in both the time trials and the race. However the penalty for overshooting the corner is multiplied by two. Use of this one space bonus is not compulsory. In a race soft tyres are not effective for more than one lap. If a car does not make a pit-stop at the end of a lap to replace its tyres (whether or not its tyre points have been used), then it will not benefit from the one space bonus during the next lap. If in a three-lap race a pit-stop has not been by the end of the second lap (this driver is stubborn !), then the car will receive a handicap. All moves in the straights will be reduced by one space and, when overshooting a corner, the tyre penalties suffered will be multiplied by three.

CHANGEABLE : Identical to sunshine.

RAIN : There is no bonus and the car skids three extra spaces each time it moves in a corner, during both the time trials and the race. The penalties (throws of the die or WP) for overshooting a corner are multiplied by two during the first and second laps. If a pit-stop has not been made by the end of the second lap (in a three-lap race) then the car will receive a handicap. One space will be deducted from each move in the straight. The penalty for overshooting the corner will be multiplied by three.



WET TYRES




These are good in the rain, but a handicap in other weather.




SUNSHINE : In the time trials and in a two-lap race the penalties (die throws or WP) for overshooting a corner are multiplied by two. If a pit-stop is not made by the end of the second lap of a three-lap race then during the final lap the overshooting penalties are multiplied by three.




CHANGEABLE : Identical to sunshine.

RAIN : In all races and in the time trial the car skids only one extra space on each of its moves inside the corner. The penalties (die throws or WP) for overshooting the corner are normal.

Summary of Bonuses and Penalties

Hard tyres			TIME TRIAL	RACE		
				1 st lap	2 nd lap	3 rd lap
 SUNSHINE	Movement	Corners	+0	+0	+0	+0
	Bonus	Straights	+0	+0	+0	+0
	Penalty	Overshooting a corner	x1	x1	x1	x1
 CHANGEABLE	Movement	Corners	+0	+0	+0	+0
	Bonus	Straights	+0	+0	+0	+0
	Penalty	Overshooting a corner	x1	x1	x1	x1
 RAIN	Movement	Corners	+3	+3	+3	+3
	Bonus	Straights	+0	+0	+0	+0
	Penalty	Overshooting a corner	x1	x1	x1	x1

Soft tyres			TIME TRIAL	RACE		
				1 st lap	2 nd lap	3 rd lap
 SUNSHINE	Movement	Corners	+1	+1	+0	+0
	Bonus	Straights	+1	+1	+0	-1
	Penalty	Overshooting a corner	x2	x2	x2	x3
 CHANGEABLE	Movement	Corners	+1	+1	+0	+0
	Bonus	Straights	+1	+1	+0	-1
	Penalty	Overshooting a corner	x2	x2	x2	x3
 RAIN	Movement	Corners	+3	+3	+3	+3
	bonus	Straights	+0	+0	+0	-1
	Penalty	Overshooting a corner	x2	x2	x2	x3

Wet tyres			TIME TRIAL	RACE		
				1 st lap	2 nd lap	3 rd lap
 SUNSHINE	Movement	Corners	+0	+0	+0	+0
	Bonus	Straights	+0	+0	+0	+0
	Penalty	Overshooting a corner	x2	x2	x2	x3
 CHANGEABLE	Movement	Corners	+0	+0	+0	+0
	Bonus	Straights	+0	+0	+0	+0
	Penalty	Overshooting a corner	x2	x2	x2	x3
 RAIN	Movement	Corners	+1	+1	+1	+1
	Bonus	Straights	+0	+0	+0	+0
	Penalty	Overshooting a corner	x1	x1	x1	x1

4 - WEATHER CONDITIONS

Atmospheric conditions are determined before both the time trials and the race. They will decide the choice of tyres in each. To do this the black die is thrown and the result referred to the "barometer" (table) beside the track. There are three types of weather :

RAIN



CHANGEABLE



SUNSHINE



THE TIME TRIALS

The driver going first throws the black die and compares the result to the barometer. If the weather is :



SUNSHINE : It is sunny throughout the trials.



RAIN : It rains throughout the trials.



CHANGEABLE : The sky is overcast but it does not rain during the trials.

THE RACE

The driver in pole position throws the black die and compares the result to the barometer to determine the weather for the race. If the weather is :



SUNSHINE : It is sunny throughout the race.



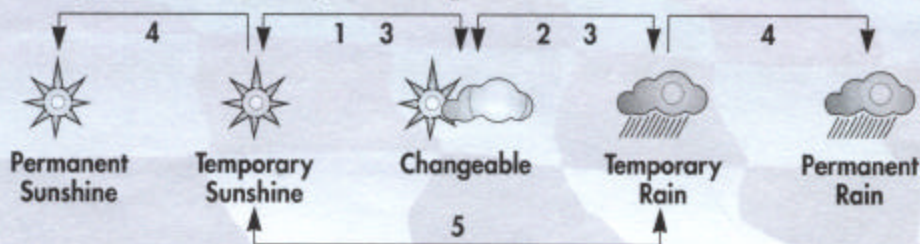
RAIN : It rains throughout the race.



CHANGEABLE : At the start of the race the weather is sunshine. The sky is cloudy, but it is not raining yet. The weather must be checked during the race to see if it has changed. A weather check is made whenever a driver obtains a movement result of 20 in 5th gear or 30 in 6th gear. The driver must then throw the black die to see if there is a change in the weather. He compares the result to the barometer on the board. If the result is changeable and the weather is already changeable then ignore the result and wait for the next weather roll.

- 1) If the weather has changed to sunshine then it is only **TEMPORARY SUNSHINE**, lasting until the next weather throw.
- 2) If the weather has changed to rain then it is only **TEMPORARY RAIN**, lasting until the next weather throw.
- 3) If the weather result is changeable after temporary sunshine or temporary rain then it stays changeable until the next weather roll.
- 4) If the result is sunshine or rain twice in a row then the weather is finally settled and stays the same for the rest of the race.
- 5) If the result is sunshine after temporary rain, then it is temporary sunshine and vice versa.

The diagram below shows the possible changes in weather :



NOTE !

In rain there are some changes to the penalties :

- 1) Collision : 1 point of Bodywork for 1 or 2 on the die
- 2) Engine Damage : 1 point of Engine for 1 to 3 on the die
- 3) Road-Holding : 1 point of Road-Holding for 1 to 5 on the die

THREE-LAP RACES

5 - CAR CONSTRUCTION

Slide the race sheet for a three-lap race under the control panel. It has no wear points marked on it because players choose how their car is configured.

The car is now made up of six parts : tyres, brakes, fuel, engine, bodywork and (new !) road-holding.



Each player has 20 wear points to allocate across these parts. Before the start of the race, but after the weather has been determined, they allocate their WP across the six parts of the car.

Important : A minimum of one point must be allocated to each part of the car.

REMINDER OF THE PENALTIES IN A THREE-LAP RACE


- 1) A car is eliminated when the last point of bodywork, engine or road-holding is crossed off.
- 2) A player can no longer brake after the last brake point is crossed off.
- 3) A player can no longer skip gears when changing down after he has crossed off his last fuel point.
- 4) As soon as a player overshoots a corner he must cross off as many tyre points as the number of spaces he has passed. His car will spin-out when the last tyre point is crossed off.

6 - ROAD-HOLDING

Black Die  **1** to **4** = **Road-Holding Point** 

When a car loses a bodywork point or an engine point or is eliminated in a three-lap race then the space on which the incident occurred becomes dangerous. This dangerous space must be marked by some method of the players' choosing. If a car crosses this space or stops on it then its driver must throw the black die to determine the damage done to his road-holding.

If the result of the throw is 1 to 4 then the car loses a point of road-holding and crosses it off the race sheet. When the car loses its last road-holding point it is eliminated from the race.

There is no limit to the number of dangerous spaces that can be present on a track. 

7 - WEAR POINTS AND THE PITS

Each car now has two extra wear points available in the Pits to replace used brake, fuel, engine and road-holding points. Each wear point taken from the Pits is crossed off the race sheet.

There are now two types of pit-stop :

TYRE STOP

This only allows the replacement of used tyre points and the changing of tyre type. The procedure is the same as described in the basic rules.

FULL PIT-STOP

This allows the replacement of used brake, engine, bodywork and road-holding points as well as tyre points and tyre type. On arrival in the pits, the driver must announce that he is carrying out a full pit-stop. He waits until his next turn to leave, exiting in 4th gear or lower.

Note : A car fitted with soft tyres does not receive the one space bonus when leaving the pits after a tyre change.

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