

Point Tally

1. Every pole position grants 2 points.
2. A driver gains 1 point every time the driver takes 1st position. Multiple drivers MAY receive a point during a single round/turn.
3. Depending on the total amount of racers, the last driver to finish the race will always receive 5 points. Every driver in ascending order will receive 5 points higher than the previous driver on the list. Example below with 7 drivers.
 1. 35 points
 2. 30 points
 3. 25 points
 4. 20 points
 5. 15 points
 6. 10 points
 7. 5 points

Racing Rules

1. A round consists of every driver taking their turn once before the first position driver starts their turn.
2. Drivers are not allowed to skip gears going up 1st to 3rd, but are allowed to skip gears going down 6th to 3rd (with a penalty for each gear skipped, and no more than 3 gears.)
3. If two drivers are in the same position on the track the driver with the highest gear goes first. If both drivers have the same gear the driver nearest to the next INSIDE turn goes first.
4. Drivers are only allowed two lane changes on a straight.
5. A driver may Zig-Zag ONLY to go around another driver.
6. A driver must stop a minimum number of times in a corner. Failure to do so, may result in a crash.
7. A corner is the section inside the red markers/lines in each corner section. A driver is still considered to be in a corner if their turn begins with the car inside the red markings. Even if the appropriate stops are made before the roll.

Start of Race

1. Everyone must roll the Danger Die to determine position on the track. Highest number gains Pole Position

- Before engaging in first gear, a driver must roll the Danger Die to determine their start.

1	Poor Start
2 – 19	Normal Start
20	Great Start

- Each driver has a set of Wear Points (WP) in each race in six different categories.

Tires	6
Brakes	3
Gearbox	3
Car Body	3
Engine	3
Road Handling	2

- Building your own race car.
Each driver gets a total of 20 WP of their choosing.

(IF AGREED UPON BEFORE RACE)

Tires	Between 1 and 14
Brakes	Between 1 and 7
Gearbox	Between 1 and 7
Car Body	Between 1 and 7
Engine	Between 1 and 7
Road Handling	Between 1 and 7

Cornering

- If a driver overshoots a corner with a required stop of ONE in the corner, the driver takes (TIRE) WP damage for every space over the required stop.
- If a driver overshoots a corner with a required stop of TWO and makes no stops, then the driver is removed from the race.
- If a driver overshoots a corner with a required stop of THREE and makes no stops, then the driver is removed from the race.
- A driver may stop once in a two-stop corner but will take damage for their second roll they take. In either (TIRE) WP or (BRAKE) WP
- A driver may stop twice in a three-stop corner but will take damage for their second roll they take. In either (TIRE) WP or (BRAKE) WP
- When coming out of a corner a driver MUST continue the same lane.
- When coming out of a corner and a driver lands in a corner ahead, that does not count as a stop for the following new corner.

- When a driver takes (TIRE) WP coming out of a corner, they then spin out in the space they landed and must start their next turn in 1st gear. If the driver overshoots again during the race he is out of the race.

Braking

- A driver may use their (BRAKE) WP at any time to avoid having to advance the full number of spaces.
- A driver might be blocked during a turn and is unable to overtake, which will result in (BRAKE) WP and possibly (TIRE) WP. The driver will always take their full (BRAKE) WP before using their (TIRE) WP.
- If a driver needs more WP than what they have before a blockage, the driver is eliminated from the race.

Gearing Down

- A driver can skip one, two, or three gears when shifting down, which in turn result in (GEARBOX) WP damage and possibly (BRAKE) WP and (ENGINE) WP.

Gears skipped	GEARBOX WP	BRAKE WP	ENGINE WP
1 gear	1	0	0
2 gears	1	1	0
3 gears	1	1	1

- If a car has no (GEARBOX) WP left, the driver can ONLY change down one gear at a time until the end of the race.

Collision

- Whenever a driver ends their turn next to or behind another driver or several drivers, they must ALL roll the DANGER DIE.
- The driver who provoked the collision risk has to roll for as many cars as the driver endangered. Example, If there are three cars in total in a "collision" the driver will have to roll the Danger Die twice, once for each car.
- Rolling a ONE results in a collision and a driver takes one (BODY) WP damage.

Motor Damage

- If a driver rolls a 20 in 5th gear or a 30 in 6th gear, they must roll the Danger Die.
- All other drivers in 5th or 6th gear must also roll the Danger Die.
- A number between 1 and 4 results in a loss of 1 (ENGINE) WP.
- If a car loses its last (ENGINE) WP the driver is eliminated from the race.

Damage and Road Handling

1. Each time a driver loses a (BODY) WP or (ENGINE) WP, a damage marker is placed on the space where the move ended.
2. When a driver lands or paces through one of these markers, the Danger Die must be rolled.
3. Rolling 1 – 4 results in a loss of (ROAD HANDLING) WP.
4. When a driver loses their last (ROAD HANDLING) WP, they are eliminated from the race.

Slipstreaming

1. When a driver pulls behind another driver slipstreaming is possible ONLY when:
 - a. The driver is going as fast or faster than the driver in front.
 - b. From either 4th, 5th or 6th gear.
2. If a driver wants to profit from slipstreaming after moving, the driver has to stop directly behind another car.
3. From this position the driver can then add 3 spaces onto his last move, and may move forward in the following way
 - a. Change a lane, overtake the car in front and return to the original lane.
 - b. Change a lane and move two spaces in a straight line.
 - c. Change two lanes and move one space in a straight line.
4. The driver MUST move a total of three spaces in any of the decisions mentioned above.
5. The driver may choose to use (BRAKE) WP in order to reduce the number of spaces received from slipstreaming.
6. If slipstreaming brings a driver behind ANOTHER driver, they can carry on slipstreaming (and so on)
7. IF a driver is carried into a corner by slipstreaming, they lose a (BRAKE) WP (without the number of spaces being reduced).
8. In a corner, a slipstreaming driver must follow the driving code (following the arrows).
9. Braking to take advantage of a slipstream IS NOT ALLOWED. (Using BRAKE WP)

A DRIVER DOES NOT HAVE TO SLIPSTREAM.