



RACE!

FORMULA 90



Expansion #2: Barcelona and Silverstone

RULES

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GENERAL NOTES

Gotha Games has recently published an improved rulebook for the Advanced Game of Race! Formula 90 called the RACE! FORMULA 90 3.0 L ENGINES RULEBOOK - the document is downloadable for free at www.gothagames.co.uk. This rulebook follows the format of the 3.0 L Engines rulebook. In particular, references are made to some specific phases within the individual game turn, which are summarized below.

INDIVIDUAL TURN (PLAYERS)

Phase A - Turn start declarations

- Skip turn
- Pit-stop
- Extreme Trajectory attempt

Phase B - Draw and play

- Draw one race card
- Play one or two cards

Phase C - Resolve card symbols

- Pay resources (cards, tyres, damages)
- Perform checks
- Draw cards
- Play flags
- Change weather

Phase D - Movement

- Add bonuses and deduct penalties
- Move car spending movement points

Phase E - Turn end declarations

- Late braking attempt
- Occupy a trajectory
- Off-track trajectory resolution

The 3.0 L Engines rulebook clarifies what happens when a driver has ended his turn in a section that later reactivates, and how to overtake a driver who has skipped his turn. To help players in identifying these particular situations on the track we have provided for two new chits: "turn ended" to mark cars which have already taken their individual turn, and "turn skipped" to indicate cars that have completely skipped their turn.

The 3.0 L Engines rulebook also modifies how the Hazard strategy works, and for this reason we have included an amended strategy chit for Hazard in this expansion.

Finally, we have spotted a printing mistake with the Banging Wheels strategy chit in the game box and have included a new set of chits with the correct artwork in this expansion.



BARCELONA

TRACK DESCRIPTION

Situated just outside Barcelona, the circuit has been a popular testing destination for Formula One teams for many years, as well as the main venue of the Spanish Grand Prix. It struggled to attract a large crowd, but the growth of interest in the sport in the early 2000s due to the rise of Fernando Alonso saw race attendances surge. The venue briefly had to compete with Valencia as the host of another Spanish race, but since 2013 the Circuit de Catalunya has regained its status as Spain's only world championship venue.

Turn 1 is the main overtaking point at Catalunya, as it is a braking zone at the end of a long straight. The inside and outside are both difficult for overtaking; if you can hold it around the outside of turn one, then you get the inside for turn 2. The corners themselves make up a medium speed chicane – you brake rather late for turn 1 (Elf) and shift down to gear two, and turn 2 is almost full throttle as you try and gain as much exit speed as possible.

Turn 2 (Renault) is a long, flat out (in some cars) right-hander that has a g-force of about four, and it leads onto a short straight before turn 3, the Repsol curve. Another right-hander, turn 3 is similar to Monza's Curva Parabolica – you brake and take an early apex (in third gear), before carrying lots of speed out of the exit.

Turn 4 (Seat) comes immediately after and is a slow left-hander taken in second gear which drops rapidly downhill.

Turn 5 makes up a medium-speed, uphill, left-right chicane. Drivers brake and shift down to gear three, and must not run too wide as the corner exit has a large kerb on its apex which could potentially damage cars' suspensions.

Turn 6, Campsa Corner, is a very fast, sixth gear right-hander which is made incredibly difficult due to the fact that it is completely blind to the drivers. It is initially quite steep uphill but the exit is then downhill, making it blind, so it is quite easy to run wide onto the grass. The long back straight leads into turn 7, La Caixa, a second-gear, left-hand hairpin, then turn 8, a left kink before a long, slow, third-gear right.

Turn 9, New Holland, is a flat-out right-hander which takes you across the line. Good traction is needed here as it determines speed down the pit straight.

BARCELONA SPECIAL RULES




Sharp Trajectories

Sharp trajectories, due to their sudden change of direction, require great driving ability and cause additional stress to your racing car. These trajectories are identified on the board by one or both of these unique features:

- they have a tyre, damage or card symbol next to them
- they have two colours

If a Sharp Trajectory has two colours, the player taking this trajectory must use at least one card matching one of the two colours of the trajectory for movement. So, in this respect, Sharp Trajectories are easier to use than normal trajectories.

However, the player who wants to use a Sharp Trajectory must also comply with any cost indicated:

	In phase C you must add as many tyre chips as indicated on the board to the total number of tyre chips you will have to spend in this phase e.g. if you have to spend 2 tyres for your movement cards and 1 tyre for the trajectory you will have to pay 3 tyre chips in total using chips and cards as per the normal rules.
	In phase C you must add as many damage as indicated on the board to the total number of damage discs you must draw in this phase e.g. if you have to draw 1 damage disc for your movement cards and 1 damage disc for the trajectory you will have to draw 2 discs in total.
	In phase C you must discard one card of your choice from your hand.

A player is not obliged to use a Sharp Trajectory if he does not want to. He can decline the use of the trajectory just before paying the required cost but, of course, he will not be able to add the indicated bonus to movement during phase D.

Robots use Sharp Trajectories without spending any resource, like normal trajectories.

With Save Tyres you will save 1 tyre chip on the total to pay in phase C, and this includes the tyre chip due to a Sharp Trajectory.

With Push (see later) you score a Special whenever you pay 2 tyre chips, and this includes the tyre chip due to a Sharp Trajectory

With Hazard you add 1 MP every time you draw a damage disc in phase C, and this includes the additional damage due to a Sharp Trajectory.



Sharp Trajectories can boost your movement but wear your car faster. They also increase your chances to score a Special when using the Balance strategy.



Example

The Blue player has finished his previous turn on the Sharp Trajectory before turn 7. In phase B, he now plays a red +3 card together with an orange +1 card. In phase C he resolves all costs and actions demanded by his movement cards: he pays 3 tyre points (two demanded by his cards and one for the Sharp Trajectory) by discarding 2 tyre chips and 1 card from his hand, then he draws one damage to his car and draws one new card from the race deck. In phase D he calculates his total movement points which are +4MP for cards and +2MP for the trajectory, for a total of +6MP. Note that if the Blue player had played a yellow +1 card instead of the orange, he would have been unable to claim the trajectory bonus (no card matching the trajectory colours).

PIT STOP

The standard number of sections you move back when pitting at Barcelona is 7 sections. The combination of the lengthy pit stop and long duration of the race means you have to manage your car wisely with tyres being particularly strained.

OFF-TRACK DISCARD CARD SYMBOL

The off-track trajectories at corners 5 and corners 9 show a card symbol in addition to tyres and/or damages. If you go off-track at one of these locations you will have to discard one card from your hand in addition to any other payment requested. Only then you will be able to terminate your turn and occupy the corresponding re-entering position. If you have no cards left in your hand and you must discard a card, then your car is out of the race. Robots ignore the off-track card symbol.

DESIGNER NOTES

The Spanish Grand Prix is without doubt an historical event for the Formula One series. In the past, teams used to race at Pedralbes, Montjuic Park, Jarama, Jerez de la Frontera and only after 1991, they moved to Barcelona Catalunya.

After Senna's death, the circuit went through a number of changes aimed to increase drivers' safety, and as a result, some of the track's features have significantly changed. In 1995, the Nissan variant was supposed to be scrapped, but due to the fact that work on the track was not completed in time for the race, FIA decided to introduce an artificial variant made of rubber tyres which triggered havoc among drivers.

In 2004, the corner radius at La Caixa was significantly reduced with the goal of creating a more challenging braking zone and incentivising overtaking. Along the same lines, in 2007, the Federation introduced a new chicane before the New Holland corner but, as stated by the drivers themselves, this did not increase overtaking at all.

When drawing this track, I have tried to stick as much as possible to the original 91'-94' layout because I believe this was more beautiful and is more fun to play. Among all memorable races that took place on this circuit, many will remember the first race in 1991. As usually happens, it is rain that turns races into more compelling stuff, and so it was in this case.

Soon after the green lights turned on, Senna, Mansell, Michael Schumacher and Patrese engaged in some breathless overtaking. A major battle also took place immediately behind them among Alesi, Prost and Capelli. In order to have a chance to compete in the Drivers' Championship, Mansell had to win this race and, after a quiet start, lap after lap, he initiated a series of formidable attacks to his opponents.

Unforgettable is his overtaking of Senna at the braking point before turn 1, after having passed the long straight side by side at full throttle and with wheels almost touching each other. After 65 laps, and helped by the retirement of leader Berger, it was Mansell who crossed the finishing line first, followed by Prost and Patrese. In this very same race, a young Alex Zanardi made his debut in Formula One driving the Jordan number 32 and finishing with a well deserved ninth place.

In designing the track, I have taken into account some critical elements: overtaking is very difficult and must be carefully planned; moreover, there are many fast corners, there are just a few braking zones and these are not easy at all due to the sudden changes of directions. Then, I considered the tyre wear: looking after your tyres can lead to one pit stop less and make you gain serious positions in the race. In conclusion, choosing the right strategy at the right moment is certainly the key to win the Spanish Grand Prix.

Have a good game!

G. Rossini



SILVERSTONE

TRACK DESCRIPTION

Silverstone hosted the first round of the world championship in 1950 and has been the permanent home of the British Grand Prix since 1987. It first came into use after World War Two, when the runways where the Wellington bombers used to take off were converted for use as a racing circuit. A fast perimeter layout was then adopted, and the pit and paddock for the first race were situated near to what is now Abbey. They were subsequently relocated to a new position between Woodcote and Copse and remained there for decades, during which time the race often alternated with the Brands Hatch circuit in Kent. But Silverstone's larger expanses meant it was better able to respond to the growing demand for more run-off area.

After two attempts at slowing the cars by building chicanes at Woodcote, a wholesale renovation in 1991 saw the ultra-high-speed circuit forever changed. Further alterations followed three years later in the wake of the Imola tragedies. A new infield section was constructed, partly to allow Moto GP bike races to bypass the Bridge sequence which was deemed too dangerous for them, and another new pit complex (dubbed The Wing) was constructed at the exit of Club corner.

Opinions are divided about Silverstone among the drivers - especially the Brits. Whilst it's true that some points are a little bit 'point and squirt', other corners - notably the Becketts complex - are superb. As the drivers cross the start-finish line, they are flat out in sixth and reach 290 kmph before braking - and flicking down one or two gears - for turn 1, Copse. Copse used to be nearly flat in sixth gear, but was revised to a third gear corner after the deaths in 1994, and although it has been made faster, it is still not as fast as it was.

Next are Maggots, Becketts and Chapel, which together form turn 2 in the game. With the exception of Eau Rouge, the Maggots-Becketts-Chapel complex is probably the most demanding and technical set of turns of any Grand Prix circuit in the world. The track flicks fast left, fast right, change down two gears, and exit a fast right - it's that quick! The driver will be experiencing in excess of 2G lateral force as he negotiates each corner, struggling all the time to point

the car in the right direction.

There's no rest for the drivers, however, as they scream down the Hangar Straight passing under the Mobil bridge. The next turn 3, Stowe, has been remodelled, as 1995's and, subsequently, 1996's revised versions were considered a little too tame for Formula One. The right-hand corner is taken in fourth at an estimated 180 kmph.

The cars then pass through the Vale straight and enter the tight, second gear, left hander at turn 4, the Club. Drivers then enter a tight right-hander that opens up at the exit, allowing them to accelerate hard and briefly reach sixth gear before braking for the Abbey chicane, turn 5. Accelerating out of Abbey, usually taken in second, the cars pass through the flat out, right-hand bend: Bridge. The next few corners - Priory, Brooklands and Luffield, turn 6 and 7 - are a fairly dull series of second gear, left and right handers. The exit to Luffield is particularly important, as it leads to a flat out right hander and onto the main straight where the tough process begins once again.

SILVERSTONE SPECIAL RULES

Starting grid

Differently from other tracks, each section of the starting grid accommodates six cars rather than four. That leads to a more challenging start and a more crowded positioning at the end of the first lap.

Sharp Trajectories

Silverstone has Sharp Trajectories, which follow the same rules as described in the Barcelona chapter.

Extreme Trajectories

Note that there is one Extreme Trajectory in dual colour before corner 7. This trajectory follows the same rules as Extreme Trajectories with the only difference that, in phase B, you must play either an orange or yellow card as one of the cards played for movement in order to benefit of the trajectory bonus. Using the Extreme Trajectory requires a blind check versus a target of 65 as printed on the board.

Pit stop

The standard number of sections you move back when pitting at Silverstone is 8 sections.

DESIGNERS NOTES

Usually before designing a track, I spend a significant amount of time watching videos of past races, searching for interviews of the drivers and racing on my own with a simulator. I try to capture the essence of that circuit and transpose it into the game.

Silverstone can be split into three different zones: from the starting line down to turn 3, it is just a series of long straights and fast changing corners. You will notice no braking sections and three different Sharp Trajectories here: you want to take at least one of them to get a boost in this part of the track.

The second zone is where overtaking comes into play. Good opportunities can be found at the Late Brake points before the Vale corner and the Abbey; the Vale/Club corner is also the only one on this track with a positive modifier to contest. If you are duelling with another car, make sure you approach this part of the track well prepared, as after you pass the Abbey your chances of overtaking fall drastically.

In the third zone in fact, after the Abbey, there are two braking sections but no Late Brakes are available to you. Also, corner 6 and 7 have a huge negative modifier to contest. Except for a couple of Extreme Trajectories, there are no bonuses to movement on the board you can count on in this area. It is just a nasty slow funnel. Very uncertain weather conditions (we are in England after all), and unforgiving off-track trajectories complete the picture.

This is probably the most "cruel" track I have designed so far, and certainly not one for the faint of heart.

A. Lala

NEW STRATEGIES AND SKILLS



SAVE FUEL

This strategy allows you to delay your pit stop by playing low MP cards.

Bonus - phase B

Before drawing your card for the turn, you may discard a card from your hand with more than 2MPs to draw two race cards instead of one. *Example: you discard a red +4 card to draw two cards in your turn.*

Special - phase B

Draw one Track card or shift your refuelling chit one turn later on the Turn Indicator when you play +1 and/or +2 cards only for movement, i.e. no cards with more than 2MPs each.

Note: To get the bonus in phase B, you may discard a track card with more than 2MPs if you want.



PUSH

This strategy allows you to boost your movement in exchange for an earlier pit stop.

Bonus - phase B

You can play a +2 card together with any other card i.e. in pair with a +3 card or higher in lieu of the normal rules; however, when you do so you must shift your refuel chit one turn earlier on the Turn Indicator.

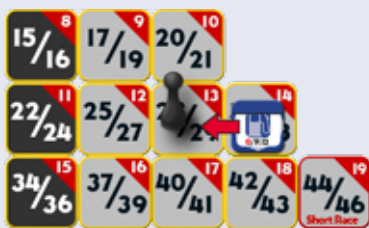
Special - phase C

Draw one Track card when you pay at least 2 black tyre chips for movement (must be chips only, no cards).

Note: The refuel shift movement only applies when you play a +2 in pair with a +3 card or higher against the normal rules; if you play a +2 together with a +1 or +2, or if you are using a track card with a pair symbol, then the refuel chit does not move.

REFUEL CHIT MOVEMENT ON THE TURN INDICATOR

When moving the refuel chit backwards through the PUSH strategy, you should not shift the chit to the current game turn, otherwise you run out of fuel.

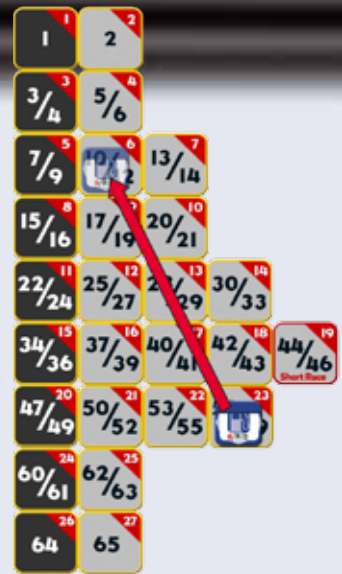


Example: it is game turn 13 and your refuel chit is on turn 14. During your individual turn, if you use the PUSH strategy to play a +2 card in pair with a higher one, you will run out of fuel and will be out of the race.

Conversely, when you end up with more turns of fuel in your car than is needed to complete the race, either through a pit stop or by moving the refuel chit forward using the SAVE FUEL strategy, place your refuelling chit on the top

of the Turn Indicator by as many additional turns as the additional fuel embarked.

Example: a race at Barcelona lasts 27 turns. If you have pitted at turn 23 and embarked 10 turns of fuel, then place your refuelling chit in the spot corresponding to turn 6. That way you can keep using Push and move your refuelling chit backward keeping track of the additional fuel.



WISE DRIVING

This driver can easily change his hand of cards during the race.

Effect - phase A

Only once per stint in phase A of your individual turn, you can announce that you will discard as many Race cards from your hand as you wish and draw Race cards from the Race deck up to your hand limit.

In addition, Track cards in your hand never count towards the hand limit when drawing new cards in a pit stop or with Wise driving.

Example: it is the start of your individual game turn. Your hand of cards is formed by one Race card and three Track cards. None of them are deemed particularly useful to you, so you decide to use Wise Driving as first thing in your turn. You discard your only Race card and draw 6 new cards from the Race deck (assuming 6 is your hand limit). The 3 Track cards will remain in your hand as they do not count towards the limit. Now you have 9 cards in your hand. Rotate the skill chit now. You will not be able to use Wise driving again until you reactivate the skill with a pit stop.



RAIN EXPERT

This driver can better cope with changing weather conditions.

Effect - phase D

The player with the Rain Expert skill has excellent driving skills in uncertain and wet conditions. He does not suffer penalties in uncertain weather when fitting hard/soft/rain tyres.

Additionally, he receives three +1MP bonuses (blue discs) when fitting rain tyres.

These bonuses work like the movement bonuses of soft tyres: you can use maximum one per turn to increase your total movement value by 1MP. When pitting, any unused blue discs are discarded. If the player with Rain Expert fits a new set of rain tyres, he receives three new blue discs.

Example: weather is uncertain. The player with Rain Expert declares a pit stop. He fits rain tyres and receives three +1MP bonuses (blue discs) in addition to any other tyre chip due (black discs). In the current and next turns he can spend one of his blue discs to gain +1MP.

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Note: none of us has English as his first language; we made every effort to produce a solid rulebook in plain English and we hope that some inevitable grammar errors will be forgiven.

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