

2ND EDITION COMPANION RULEBOOK

This rulebook introduces the Race! Formula 90 Basic rules, which we recommend for learning the game. Also, it summarises all variants and special rules that can be used to play Race! Formula 90.

When dedicated material is required, this is conveniently marked with an acronym in <> brackets both in this rulebook as well as on the components themselves.

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NOTE TO READERS

Throughout this rulebook we will use the following conventions:

A Movement value is indicated by a number followed by mp or MP or, alternatively, with a number in square brackets. Therefore [3] has the same meaning of 3mp or 3MP and indicates a Movement value of 3 points.

A number in round brackets instead represents the Check Value of a card. Therefore (38) stands for a card with a Check Value of 38.

- This icon indicates an example of play
- This icon introduces tips of how to play
- This icon highlights a reminder of other game rules

BASIC RULES

Setup

Unfold the track board you have chosen for this race and place the turn indicator pawn on the box representing the first turn. Place the tyre chips and all other chits and components that will be used during the race near the board.

The following game components can be ignored as these are not used in the Basic version of the game:

- Track Cards
- · Driver Skills tiles
- Tyres tiles
- · Movement and check modifiers tiles
- Tyres/Cards/Damage setup tiles
- Blue and Orange flag pawns and Yellow flag tiles
- · Weather pawn
- · Superfast robots

There are 10 different strategies in the game, but in your first games you should only use: Save Tyres, Balance, Hazard, Chase, Banging Wheels and Lucky. Put all other strategies back in the game box.

Note that only the "Bonus" part of each Strategy will be used. You can ignore the "Special" instructions.

There are 5 Qualifying chits per player, but in the Basic game only one is required. Take one randomly and put back all the others in the box.

Each player chooses one Car Chart among those available, the car of chosen colour, and one Qualifying chit (the number does not matter). Place the Car Chart in front of each player so that it is visible to other players at all times during the race.

Shuffle the Race Cards deck and place it face down within easy reach of all players. If during the course of the game, the Race deck is exhausted, reshuffle the discard pile and form a new deck.

Damage discs (red and brown discs) must be put in a cotton bag or in a cup so that they can be drawn randomly during the game. How much repairable and permanent damage you will place in the damage bag will depend on the number of players.

The number and type of robots participating in the race also depends on the number of players. To avoid confusion in the rest of this rulebook, we will use the term **PLAYER** to indicate a human driver, **ROBOT** to indicate a non-human driver and **DRIVER** to indicate any type of participant in the race.

Number of		
players	Number of robots	Damage mix
2-3	3 Fast, 3 Slow	18 red, 6 brown discs
4-6	2 Fast, 2 Slow	24 red, 6 brown discs

Before starting the race, it is necessary to perform the following three operations:

Free-practice	Qualifying	Pre-race
to receive all initial	to define the	to select a racing
resources	starting grid	strategy

Free Practice

Each player takes as many tyre chips as indicated on the car chart and draws as many Race cards as indicated on his car chart plus one.

Qualifying

At the start of the race, each car is placed on the starting grid behind the start/finish line based on how well he performed during qualifying.

QUALIFYING PROCEDURE

Each player selects a race card from his hand and places it face down on the table. Each race card has movement points [1] to [4] and a check number (1) to (99).

After all players cards are revealed, place all the qualifying/ refuelling chits for each type of robot car (slow or fast) facedown in a pool, to one side of the board, shuffle them and draw one chit for each robot participating in the race. Each chit indicates the robot Qualifying mp and its check factor. Chits will be used to determine the qualifying positions for the robot cars participating in the race.

QUALIFYING RESOLUTION

All players' qualifying cards count their full mp value, while the robot qualifying chits count 1mp less than what is printed on the chit.

∅ a player qualifying card with 3mp counts as 3mp. A robot qualifying chit with 5mp counts as 4mp.

The higher the mp and lower the check number, in this order, the better that car's position on the starting grid. For example, a car with 4mp and a check number of 25 achieves a better position than a car with 4mp and a check value of 30.

Grid alignment: The car with the best qualifying numbers is placed in the pole position on the grid. This is the slot furthest ahead on the track directly behind the start/finish line. The second place qualifier is placed to the left or right (depending on the track) of the pole position in the spot slightly behind the pole position. Stagger the remaining cars in order on the grid so the third best qualifier is directly behind the car in the pole position, fourth is behind the second best qualifier, etc.

Once all cars are placed on the grid, each player takes the card he used for qualifying and places it face up on his Car Chart in the Target Check area for use during the race when checks are required.

After the qualifying session is completed, each driver should flip over his qualifying chit to the refuel side and place it on the Turn Indicator to mark the location of his first pit stop. Place the refuelling chit of the first driver on the grid on turn 8, place the refuelling chit of the second driver on the grid on turn 10, the last driver will have his refuelling chit on turn 14 and all the others on turn 12. The refuelling chits of robots are on the back of their qualifying chits.

☐ Ignore any PIT turn information displayed on the qualifying chits.

A driver will have to take his first pit stop in any turn before



or on the very same turn where the driver's refuelling chit is located. At that point, his refuelling chit is discarded and there will be no further obligation to take another pit stop, unless a player wishes to do so.

Pre-Race

Starting with the player in pole position and proceeding according to the starting order on the grid, each player chooses a Strategy card. This strategy can only be changed with a pit stop.

When properly used, a strategy offers a Bonus: this is a unique capability which may allow him to move faster or make a best use of his resources while he is racing on the track.

The list of all available strategies with detailed rules of how to use them is presented in appendix A of the Game Rulebook.

Race

GAME TURN

The sequence of a game turn is the following:

- 1. Advance the Turn Indicator.
- 2. Activate a track section. If this is a corner section, follow the Contest procedure.
- 3. All cars in the active section who have not done so yet, take their individual turn in order.
- 4. After all cars in the active section have taken their turn, go to point 2 and activate the next track section.

A game turn is over when all cars have taken their individual turn.

When the last box of the Turn Indicator is reached and all drivers have taken their individual turn then the race is over. The winner is the race Leader at the end of the last turn. If more drivers have finished the race in the same section, finishing positions are assigned based on the relative order in the section and the number of laps completed.

ADVANCE THE TURN INDICATOR

Move the Turn Indicator pawn by one step (except in the first turn when the pawn is already on the first box).

The length of the race is measured by the Turn Indicator. The large number in each slot of the Turn Indicator is the game turn number and is an important element of the race. The small number in the upper right corner of each box indicates the laps covered by that game turn and has no functional value for the game. For example, game turn 2 may cover the second and third lap of the race but it still counts as one game turn.



ACTIVATE A SECTION

At the start of a game turn, locate the leader and make sure that the Leader chit is under his car. The Leader chit is used to indicate the car leading the race at any given time.

The order of play is based on activating track sections from front to back. The front is always the section where the Leader chit is. The next section to activate is found by moving backward from the front of the activation sequence until a section is found with one or more cars that have yet to take their individual turn.

When a section is activated, all drivers in there take their individual turn in order. After all cars in that section have had their turn, activate the next track section and continue this process until all drivers have had their turn. A section could be activated several times during a game turn, but each car can take its individual turn only once in each game turn.

Look at the example below:



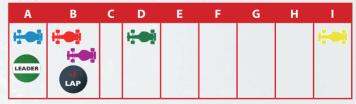
Section E is activated first (leader chit). Blue takes his turn and laps the purple car.



The next section to activate is found starting from the front of the activation sequence (section A now) and moving backward until a section is found with cars that have yet to take their turn. In this case section D. Purple takes his turn.



The next section to activate is found with the same procedure continuing from section A and moving backward till section G where two cars are that have to take their turn. Red and Green play their turn. Red also laps the purple car.



Finally section I is activated and yellow takes his turn. When all cars have played their individual turn, the game turn is over.

ACTIVATING A CORNER SECTION

Usually, cars in the same section take their turns in their relative order, however when a corner section is activated, resolving a contest may be necessary before determining the order in which cars take their individual turns.



CONTEST PROCEDURE:

When a corner section is activated, each driver in the section, starting from the one in last position and moving in reverse order of position, announces if he wants to initiate a contest. The first driver declaring a contest is considered the one who initiated the contest (Contest Initiator). Drivers who refuse to initiate a contest (Contest Disqualified) will not be able to participate in case someone else triggers it later.

Once a contest has been initiated, continuing in reverse order of position from the Contest Initiator, each remaining driver announces if he wants to participate in this contest (Contest Participant).

When announcing that he initiates or participates in the contest, a driver must play one or two cards, of any type, face down on the table. It is understood that players who do not play cards are not participating in this contest.

CONTEST RESOLUTION:

The following rules apply to a contest resolution:

- Any driver participating in the contest, with the exception
 of the first car in the section, gets a bonus or penalty to his
 contest value as indicated on that particular point of the track.
- Any player using the BANGING WHEELS strategy (in any position in the section) receives a +3 modifier to the contest.

All cards are revealed at the same time and each car sums up the movement points of the two cards and all modifiers (Contest Value).

Drivers that declined to participate in the contest (Contest Disqualified) are now placed behind the Contest Initiator according to their original positions.

The remaining car positions are reorganised according to the Contest Values, high to low. In case two or more cars score exactly the same Contest Value, then these cars make contact and suffer one damage for each car they tie with. Their respective positions remain the same.

Cards played in the contest are frozen on the table throughout the turn; i.e. the owner will not be able to use them during the entire game turn. If the player pits this turn then these cards cannot be discarded during his pit stop, they must be kept and count when calculating the total number of cards in the player's hand. The owner takes them back to his hand at the beginning of the next game turn soon after the Turn Indicator pawn had advanced.

Individual Turns

Once a section is active, cars in that section can take their individual turn according to their relative car positions.

Each individual turn consists of six phases:

A.Turn Start Declarations

B. Draw

C.Play cards

D.Resolve symbols

E. Movement

F. Turn End Declarations

A - Turn Start Declarations

In this phase a player can declare the following actions in this order:

SKIP TURN

A player may declare he will skip his turn. In this case his car does not move at all. The player is allowed to change his strategy, and then his turn is over.

Place the NO MOVE chit underneath the car to remind all players that this player has skipped its turn. Overtaking and lapping this car will be easier for the rest of this Game Turn.

list is very rare for a player to skip his turn. This is a last resort action when you really need to change your strategy or you run out of playable cards, but do not want to take the penalty of a pit-stop.

PIT STOP

A pit stop must be announced at this moment, before taking any further action. If the Turn Indicator pawn reaches a box with one or more refuelling chits, the corresponding cars must pit on this turn or are immediately eliminated as they would be left with an empty tank.

The actual position of the car on the track does not matter when taking a pit stop. Once a pit stop has been announced, the car must be moved back as many sections as the pit stop time indicated on the game board. If the car finishes in a section with other cars, it is positioned last after anything else in that section. If there is a free trajectory point (including an Extreme Trajectory point) then this car can occupy it, assuming that it satisfies the conditions above (i.e. being placed last in the section).

If the Leader is pitting, and as a result of the backward movement he loses the lead, then the Leader chit must be immediately re-assigned to the new car leading the race.

PIT STOP PROCEDURE:

When taking a pit stop, a player must perform the following actions:

- · Discard his refuelling chit if still in play
- Repair all red damages (removed damage goes back to the reserve)
- · Discard as many cards as he wishes from his hand
- Draw new cards up to the maximum number of cards indicated on the Car Chart
- Discard all unused tyre chips taking new tyre chips up to the number indicated on the Car Chart
- Change strategy or keep the existing one

A player is not allowed to complete a pit stop having more cards in hand than the number indicated on the Car Chart, even if the player had cards in excess of this limit before declaring



the pit stop. He will have to discard a sufficient number of cards to satisfy this limit.

Having completed his pit stop, his turn freezes exactly at this point and the game proceeds with the next driver to play in the active section or by activating the next section. The car that has just pitted will resume his individual turn later, when the game order will reach the new section where he is now placed. Use the "just pit" chit as a reminder that this car has still to complete his individual turn.

B - **D**RAW

The player draws one Race Card from the deck.

Players using the LUCKY strategy draw two cards and discard one card from their hand. Players using the CHASE strategy may take one of the Movement Cards by the chased player in lieu of drawing from the race deck.

C - PLAY CARDS

The player can play one or two cards from his hand for movement. We call these cards **Movement Cards**.

If one card is played, this can be any card. If two cards are played, these can be a pair formed by any card and a [1], or a pair of [2]. Other combinations are not allowed (therefore it is not allowed to play together a [4] [2], or a [3] [3]).







THIS PAIR IS NOT LEGAL



THIS PAIR IS LEGAL

D - RESOLVE SYMBOLS

Now players resolve all tyres, damage, check and card draw symbols displayed on the Movement Cards and on the trajectory they are using (if any). All other symbols are ignored in the Basic game.

Symbols are resolved in this order:

- D.1 Pay any resource required (spend tyre chips, discard cards, take damage)
- D.2 Perform one or more checks
- D.3 Draw additional cards

For using a trajectory at least one of your Movement Cards must be of a type matching the trajectory type (speed, driving,

control or event). This requirement is valid for any type of trajectory. If you have not played at least one card matching the trajectory type, you must ignore all related trajectory symbols.

If there are two types of symbols associated with the trajectory, then at least one of your Movement Cards must match one of the two types.

In case the trajectory spot has a tyre, damage or card symbol next to it, then you have to add that cost to your sub-phase D.1 payments. If you do not have or do not wish to spend those resources, then ignore the trajectory for all purposes.

In case of an Extreme trajectory you must also perform a blind check in sub-phase D.2 as explained later. Also here, if you do not wish to attempt this blind check, ignore the Extreme trajectory for all purposes.

D.1 Pay Resources

SPEND TYRE CHIPS

A player must consume his tyres by discarding the required number of tyre chips and/or cards from his hand or a combination of the two. At least one resource must be a tyre chip, the rest could be other tyre chips or cards from his hand.

Player pays 1 tyre chip

Player pays 2 tyre chips or 1 tyre chip and 1 card

Player must pay 3 tyre chips or 2 tyre chips and 1 card or 1 tyre chip and 2 cards

The tyre points on the cards and on the trajectory are all added together e.g. playing a pair formed by a card costing 1 tyre point and a card costing 2 tyre points will cost 3 tyre points in total and therefore can be paid with 1 tyre chip and 2 cards.

Players using the SAVE TYRES strategy have their costs reduced by one tyre point. Also, with Save Tyres, even if you have run out of tyres, you may still play cards demanding the payment of 1 tyre chip only.

DISCARD CARDS

A player must discard from his hand the total number of cards indicated on the Movement Cards and on the trajectory.

Player discards one card from his hand to the discard pile

TAKE DAMAGE

Randomly draw the number of damage discs required and place them in the proper slots on the Car Chart. Brown discs represent permanent damage and will remain on the Car Chart until the end of the race; red discs can be repaired and removed with a pit stop.

Player takes 1 damage disc and places it on the Car Chart.

Player takes 2 damage discs and places them on the Car Chart.





∅ To play this [3] movement card, a player must discard 2 tyre chips (or alternatively 1 tyre chip and 1 card) and draw one damage disc.

If the player had the SAVE TYRES strategy, he would pay 1 tyre chip only and draw one damage disc.

D.2 Perform a Check

Performing a check is a general concept in this game and can be triggered by many different events. The most common ones being: playing a movement card requiring a check, attempting a Late Brake or an Extreme Trajectory, passing a leader lapping check.

Performing a check basically means comparing the Check Value of one card against the Check Value of the one card located on the player's Car Chart, also called the Target Check card.

Check Values are the red lined diamond numbers visible in the bottom right of any Race or Track card.



The player shows the card he is using for checking, and if its Check Value is equal to or lower than the Target Check on his Car Chart then the check is successful, otherwise the check is a failure.

Independent of the check's success or failure, the card used for checking must be placed on the Car Chart replacing the old Target Check card which is discarded.

Check values range from (1) to (99); therefore, for example, playing a (79) against a (83) target is a success, playing a (79) against a (37) target is a failure.



In the game you will find two symbols asking you to perform a check.

NORMAL CHECK (BLACK OUTLINE AND WHITE BACKGROUND)

In a normal check you have several choices of which card to use for checking. You may discard one card of your choice from your hand or draw the card on top of the Race Deck. If this check was required by a movement card you may also use one of the cards played for movement, including the card requiring the check.

BLIND CHECK (SOLID BLACK BACKGROUND)

In a blind check your only choice is to draw from the top of the Race Deck. Therefore, in a Blind check you have much less control on the outcome.

The target displayed on his Car Chart is (56). This player has several options to perform this check:

- He may use the card with (13) and pass the check, or
- Use the card with (88) and fail the check, or
- Use any other card from his hand, or
- Draw the card on the top of the Race Deck

Whatever his choice, the card used for checking becomes the new Target Check card on the player Car Chart.

If multiple checks must be resolved, the player can freely choose in what order to resolve his checks. There is only one exception to this rule: a player must first resolve the Blind check required by an ET attempt and then he can proceed resolving his remaining checks in whatever order he prefers.

He then decides to perform the first Normal check using his (11) card which is a success, discards the (32) Target Check card from his Car Chart and replaces it with the (11).

For the second Normal check he decides to play a (91) card from his hand. He fails the test but replaces his Target Check card with (91) making subsequent tests easier to pass.

A player may voluntarily decide to play a card with a check value higher than the Target Check and fail his check. This way the car will take one damage, but at the same time the value of his Target Check will increase and make any subsequent check easier.

CHECK MODIFIERS

The Target Check could be modified by a -xx penalty (which makes the check more difficult) or by a +xx bonus (which makes the check easier).

PLAYER MUST PERFORM A NORMAL CHECK AGAINST HIS TARGET MODIFIED BY -10

PLAYER MUST PERFORM A BLIND CHECK AGAINST HIS TARGET MODIFIED

 \mathcal{O} A player plays a movement card (11) requiring a +20 Normal check. The card on his Car Chart has a check value of (56) which, thanks to the modifier, becomes (76).

This player feels confident and decides to make a blind check, he draws a race card with a check value of (89) and fails. He will take one damage and replace his Car Chart card with the new (89) card.

Assume instead that he used the very same movement card



(11) to pass the check - he would have avoided failing the check but, at the same time, he would have made subsequent checks more difficult because his new Car Chart card would have been the (11).

CONSEQUENCES OF FAILING A CHECK

All checks in the game are resolved using to the procedure explained above but the outcome for failing a check varies:

Movement card: if the check was required by a card used for movement, then failing a check causes one damage to the car. If you fail multiple checks this way, then you draw a damage for each check failed.

Extreme trajectory: if the check was required by your attempt to use an Extreme Trajectory, then failing costs you 2MP points and the trajectory is lost.

Late Braking: if the check was required by your attempt to Late Brake, then failing forces your car off-track on the first reentry position and the turn is over.

Leader lapping: if the check was required by the Leader attempting to lap for the first time a slow car, then failing forces you to stop your movement behind that car.

D.3 Drawing Cards

Not all actions indicated on a card will increase your car's wear. Some actions allow a player to draw Race Cards from the deck.

Race Cards and adds them to his hand

■ Note that there is no limit to the number of cards a player can have in his hand. The only limitation to the number of cards in hand is immediately after a pit stop, when a player cannot leave the pit with more cards in hand than the number indicated on the Car Chart.

E - **M**OVEMENT

After performing all the actions required, the player can move his car by spending movement points (MP).

CALCULATE YOUR TOTAL MP

His total mp for the turn are given by the sum of

the mp of card(s) played for movement plus any trajectory bonuses plus any other mp bonus provided by the chosen strategy minus any penalty

Standard Trajectories - identified by a circled mp bonus. The trajectory mp bonus is added only if the driver has used for movement at least one card matching one of the trajectory's symbols (speed, drive, control or event) and paid all related costs during phase D.

Extreme Trajectories (ET) - portrayed on the board with a diamond symbol with a movement bonus printed inside. The trajectory mp bonus is added only if the driver has used for movement at least one card matching one of the trajectory's symbols, paid any cost required and passed during phase D the initial trajectory blind check.

Adding a trajectory bonus is often a good idea to boost your car movement.

For standard trajectories you only need to ensure that you are playing a movement card matching one of the trajectory's symbols and paid any necessary cost in resources.

Extreme trajectories are more demanding. You need to pass a risky blind check - but if you commit and pass the check you can add a juicy bonus to your movement.

You always have the option to decline a trajectory if you do not intend to pay the associated cost or face the blind check.

So, now that you know how many mp a player has in total, how is he going to spend them?

SPEND YOUR MP

First of all, note that spending mp is not optional: a driver must use all his available MP, where possible. When his mp are exhausted his car movement stops immediately.

Entering a new section always costs 1 mp independent of the type of section; if during the movement the car intercepts an opponent or an obstacle then it may be necessary to spend additional mp to advance as explained later.

Throughout the rulebook the following terminology is used:

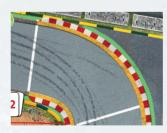
- Overtaking = passing another car on the same lap
- Lapping = passing another car to gain an extra lap "advantage" over the opponent
- Unlapping = passing another car so reducing an extra lap "disadvantage" against the opponent

OVERTAKING

The cost for overtaking a car depends on the type of section where this happens. Also, special rules govern overtaking on the first and last turn of the game. A player cannot decline to overtake if he has enough movement points.



Straight Sections (maroon edges) - Straights are the simplest section for overtaking. It costs 1 mp to overtake an opponent. If there are more cars in the straight, the player who overtakes must spend 1 mp for each car overtaken.

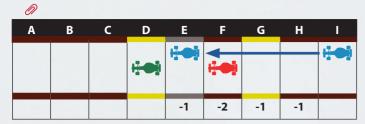


Corner Sections (yellow edges) - If the section where the opponent's car is intercepted is a corner section, then the player must stop and any movement points remaining are lost. Note that the BANGING WHEELS strategy allows you to overtake in a corner by spending 2 mp per overtake.

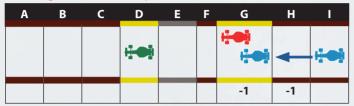


Braking Sections (grey edges) - A player entering a braking section with opponents loses any remaining movement points and must stop. Note that the BANGING WHEELS strategy allows you to overtake in a braking section by spending 1 mp for each car overtaken.

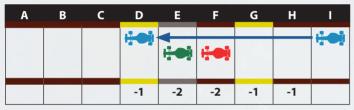




The Blue car has 5MP to spend. He spends 1MP each to enter sections H, G and F. Then 1MP to overtake the red car on a straight, and his last mp to enter section E.



Same example but now the red car is in a corner section. The Blue car has 5MP to spend but he loses all remaining movement points when he enters section G (a corner section occupied by another car). If he had the Banging Wheels strategy he would pass the red car spending 2MP, so finishing his movement in section F.



The Blue car has 7MP to spend. He spends 1MP each to enter sections H, G and F. Then 1MP to overtake the red car on a straight, then 1 mp to enter braking section E. Normally, he would lose all remaining movement points as the braking section is occupied by the green car. Blue however has the Banging Wheels strategy and he can overtake green by spending 1MP. Blue consumes all his movement points and finishes in corner section D.

LAPPING

Similarly, the cost for lapping depends on the type of section where this happens. Lapping a car is usually easier than overtaking an opponent.

Straight and Braking Sections - If the car to lap is on a straight or braking section the lapping car must spend 1 mp to pass.

Corner Sections - If the car to lap is in a corner, the lapping car must spend 2 mp to pass.

LEADER LAPPING

The race Leader must pass a check against his Target Check before he can lap any car. The Leader must perform a check for every car he wants to lap during his movement.

The following rules apply:

- This check is not required if the Leader laps through a contest or through a Late Brake manoeuvre
- This check is not required if the Leader is lapping for the second or any subsequent time (-2, -3 laps)

If the check is successful, the Leader can proceed and lap the car ahead by paying the necessary movement points. If the

check fails the Leader must stop, any remaining movement points are lost, but no damage is taken.

The Leader cannot voluntarily refuse this check if he has enough movement points to lap the car in front. However, he may decide to attempt a Blind Check if he does not want to use cards from his hand. In any case, the card drawn to perform the Blind Check must replace the Target Check on the Car Chart.

If the Leader fails a Leader check in a braking section, he may still attempt a Late Brake in phase F.

In essence, the race Leader finds it more difficult to lap other drivers. When the race Leader reaches another car, usually this car has not moved yet (the race Leader is always the first to move). If he is unable to lap immediately because for example the slow car is in a corner section and the Leader does not have the required 2 movement points left or because he fails his Leader check, then his opponent will move away in his turn, re-building some distance between himself and the Leader.



When a car is lapped by the race Leader, place a "-1 lap/-2 laps" chit underneath the lapped car as a reminder.

UNLAPPING

A lapped player can try to unlap himself. Movement rules for unlapping are the same as for lapping: in a straight and in a braking section the car must spend 1 mp to unlap, in a corner the car must spend 2 mp to unlap.

When a car un-laps the Leader, readjust or remove the "-1 lap/-2 laps" chit underneath the car.

SPECIAL CASE:



A car that has skipped its turn or, for other reasons has not moved at all, can be overtaken/lapped/unlapped by other drivers by spending 1 movement point independently of the section it

is in. Use the NO MOVE -1mp chit as a reminder for trailing drivers and remove the chit at the end of this Game Turn.

All mp spending rules are summarised in this table:

		Overtaking	Lapping / Unlapping
Entering a section (any type)	1 MP	-	-
Straight section		1 MP	1 MP
Corner section		Not allowed	2 MP
Braking section		Not allowed	1 MP
Cars that skipped their turn		1 MP	1 MP



F-TURN END

In this phase a player can perform the following actions in order:

F.1 LATE BRAKING

A driver who has terminated his movement in a braking section with a LB symbol can announce he will attempt a Late Brake. To succeed in a Late Braking, a driver must make a Blind Check with the target modified by the value printed on the board.

If the check is successful this car passes all cars in the braking section and advances to the next section. If the check is unsuccessful, the car will go off-track as explained in the Recovery Manoeuvres chapter.

A driver can attempt a Late Braking even if the braking section is free of opponent cars. In this case his only benefit is to move one additional section.

Only one Late Braking per turn is allowed to any driver.

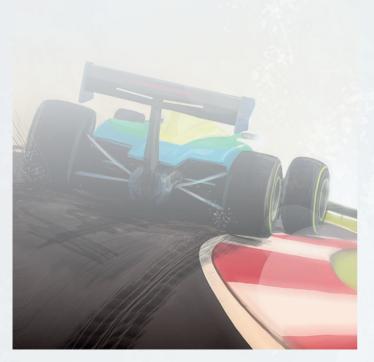
F.2 Trajectories

When a car terminates its movement in a section with a free trajectory spot it can occupy the starting point of that trajectory. Each trajectory point can accommodate one car only. There is no way an approaching car can kick another car out of the trajectory point. If a car abandons a trajectory point for any reason e.g. takes a pit stop, the trajectory point does not become automatically available to another car already in that section, but remains available to any car taking its turn later and able to terminate its movement exactly on that point.

☐ The printed positions of trajectories on the board are for reference only. If a car has moved and landed on a trajectory spot, it can never be forced off that spot, even if another car subsequently overtakes it in that sector; when this happens you just place the overtaking car partially in front to indicate it is ahead.



Blue has terminated its movement on the +2 green trajectory. It's Red's turn, he has 4 movement points. Because he has Banging Wheels, this is enough to reach the braking section where Blue is and overtake him. Red occupies the +1 orange trajectory putting the nose of his car ahead of Blue. The pre-printed position of the trajectories has no implication on the cars' relative position.





Robots

Robots have no Car Chart, do not manage a hand of cards and are not affected by damage, tyre points, check and strategies.

SECTION ACTIVATION

When a corner section is activated and contest declarations are announced in reverse order of position in the section, a robot will

 Declare a contest if there is at least one human player ahead in the section within the same lap (overtaking opportunity) or if a human player on the same lap has already announced a contest (defending against an overtake attempt)

In all other cases, the robot will not declare a contest. In particular, in a corner section with only robots, robots will never challenge each other in a contest. Also a robot will never announce a Contest in the attempt to unlap itself or to defend against a lapping attempt.

In a contest, robots play two cards randomly drawn from the Race Deck. The Contest resolution follows the normal rules.

ROBOT INDIVIDUAL TURN

Robots play a simplified individual turn composed of:

- A.Turn Start Declarations
- E. Movement
- F. Turn End Declarations

A. TURN START DECLARATIONS

A robot cannot skip its turn. He may declare a Pit Stop though.



When the Turn Indicator reaches a refuelling chit of a robot, the robot of the corresponding type in the best racing position must take a pit stop. The robot is moved backward as many section as the

track pit top time and a "Just Pit" chit is placed underneath to indicate that the robot will resume its turn later when the newly reached section is activated. The refuelling chit is discarded.

E. MOVEMENT

Robots have a pre-set number of movement points and move without spending any resource. Specifically:

- FAST robots (yellow) always have 3 movement points to spend before any bonus
- SLOW robots (purple) always have 2 movement points to spend before any bonus

Robots then add the trajectory bonuses to their mp without the need to play any card and deduct any penalty due. The total mp can then be spent to move on the track. Entering a new section always costs 1 mp independent of the type of section; if during the movement the robot intercepts an opponent then it may be necessary to spend additional mp to advance. A robot must use all his available MP. When his mp are over, the robot stops.

OVERTAKING

In general, robots overtake like the human drivers, however with some advantages and limitations:

- Robots overtake each other without spending any movement point.
- In a straight, they spend 1 movement point to overtake a human player.
- In a corner section with human players they must stop and any remaining movement points are lost.
- In a braking section with human players they must stop and any remaining movement points are lost.

LAPPING AND UNLAPPING

- Robots lap each other without spending any movement points.
- Robots lap human players according to the usual rules, therefore spend 1MP in straights and braking sections and 2MP in corners.
- Robots in the lead do need to pass a Leader Lapping check in order to lap another robot or player, using a blind check against a Target Check value of 70.
- Robots lose any remaining movement points when they reach a driver with more laps.

As like humans, a robot can overtake/lap/unlap a car that has skipped its turn or, for other reasons not moved at all, by spending 1 movement point independently of the section it is in.

F. TURN END DECLARATIONS

TRAJECTORIES

When finishing their movement in a section with a free trajectory bonus robots are always placed on the trajectory with the highest bonus. If more trajectories have the same bonus they are preferentially placed on the most external trajectory.

Robots never occupy an Extreme Trajectory spot.



RECOVERY MANOUVRES

A car that has failed a Late Brake or an Extreme Trajectory attempt has temporarily lost control of the car.

PROCEDURE WHEN FAILING ET CHECKS

An ET check attempt is made in phase D.2. If this is failed, remove the car from the ET trajectory. The ET movement bonus will not be available as you failed the original ET check. Instead, you receive a -2MP penalty for this turn.



Note that, when a failing an ET check, as result of the penalties you may end up not moving at all. In this case a NO MOVE -1mp chit is placed underneath the car miniature as a reminder that

this car can be passed by spending 1 movement point. Also note that you are not allowed to re-occupy the ET trajectory or any other trajectory available in this section.

In the Basic game you ignore all icons depicted in the Extreme Trajectory recovery box.

PROCEDURE WHEN FAILING LB CHECKS

An LB check attempt is made in phase F. If this is failed, place the car off-track exactly over the first green car icon on the edge of the track.

The player's turn is now over and he will re-enter the track in his next individual turn. While staying on this re-entering position, the car is still considered off-track and does not block other drivers. It is simply ignored by other cars for all game purposes.

In the Basic game you ignore all icons depicted along the Off-track Trajectory

WHEN THE LEADER GOES OFF-TRACK

If it is the leading driver to go off-track, the Leader chit is assigned to the leading car in the section where he lost control. If there is no such a car, the off-track driver keeps the Leader chit.

RE-ENTERING THE TRACK

When re-entering the track, the driver will not be able to participate in any contest. He will play his individual turn after any driver positioned in the section where he lost control.

Re-entering the track costs 1 mp with the car placed behind anyone else in the re-entering section.

A driver declaring a pit stop during phase A of his re-entering turn will be moved backwards starting from the section where he originally lost control.

OUT OF THE RACE

A car is out of the race at any time when

- Draw damage that cannot be accommodated on the Car Chart
- Must pay tyres and has not enough tyre chips and/or cards left
- Must discard cards and has not enough cards to discard from his hand

When a car is out of the race, remove the corresponding car

from the track, return all player's resources (including tyres, damage chits, etc) on his Car Chart to the available resource piles. Remove his refuelling chit if still on the board.

Other Rules

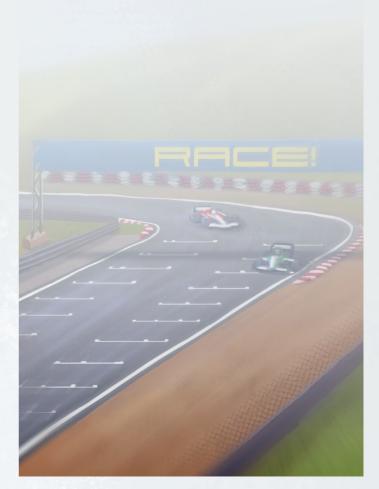
FIRST TURN, LAST TURN

Overtaking is easier at the race start and on the last turn of the game: you spend only 1 movement point for overtaking / lapping / un-lapping, independently on the type of section.

Nothing else changes in relation to other elements of the game. In particular:

Contests - If two or more cars are in a corner section in the last turn of the race, then a contest must take place before any of these cars in the corner section can move.

Trajectories - Trajectories are not available at the race start and restarts to simulate the fact that you are not attacking the track at full speed yet.



BASIC GAME PLAYTHROUGH

Setup

We start a 2 player game at the Hungaroring and we will take the place of the Blue Player. He will receive:



THE BLUE CAR CHART



A BLUE CAR MINIATURE



6 STRATEGY CARDS





1 PLAYER REFUEL CHIT AND 1 CHASE CHIT

As indicated on the Car chart, Blue also receives

10 TYRE CHIPS (BLACK DISCS) AND 6 RACE CARDS PLUS ONE.

The other Race participants to this race will be:

- · The Red player
- 3 Fast robots and 3 Slow robots

The damage bag will contain 18 red and 6 brown discs.

Time to move to qualifying. Let's have a look at Blue's hand:









For qualifying Blue decides to play the [4] (56) card. Red also reveals his qualifying card, this is a [3] (33) and qualifying tiles for the robots are drawn:





BLUE'S QUALIFYING

RED'S QUALIFYING









FAST BOTS QUALIFYING



SLOW BOTS QUALIFYING

And the grid is sorted in this order (remember that in the Basic game the robot's qualifying chit counts 1mp less):

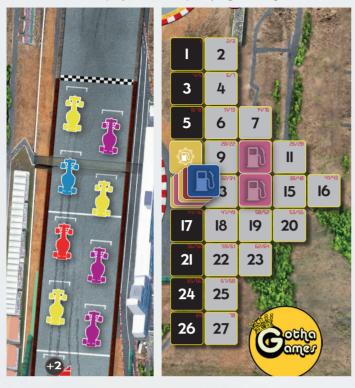
Fast robot [4] (20) pole position Slow robot [4] (35) Blue player [4] (56) Fast robot [3] (20) Red player [3] (33) [2] (35) Slow robot Fast robot [2] (45) Slow robot [1](35)

Blue takes the [4] (56) card he used for qualifying and places it face up on his Car Chart. His Target Check value is now (56). Red's Target Check value is (33).

One Fast qualifying chit is flipped and placed on the Turn Indicator at on turn 8, one Slow qualifying chit is flipped and placed on turn 10. The last driver is a Slow robot and his chit is



flipped and placed on turn 14. All others on turn 12, including the Refuel chit of Blue and Red. Remember that in the Basic game any PIT information displayed on the qualifying chit is ignored.



Blue has to choose a Strategy - he takes Lucky. Red chooses Banging Wheels.



Everything is now ready to start this Race!

Turn 1



We activate the section where the leader is with cars taking their turn in order. The leading Fast bot moves with 3mp finishing on a +2 trajectory. The trailing Slow bot moves with 2mp finishing in the middle of turn 1.

It is a good chance for Blue to pass that Slow bot - remember, in the first turn of the race all overtaking cost 1mp only!



Blue draws two cards (thanks to the Lucky Strategy) and discards the [3] (62) card that he started with.



Then he plays a pair [3] [1] for a total of 4mp. He has to pay 1 tyre and draw 1 card.

He moves spending 1mp to enter the braking section, 1mp to enter the first section of turn 1, 1mp to overtake the Slow bot and 1mp to enter the section where the Fast is. He occupies the remaining +1 trajectory.



The last Fast in the section moves with 3mp finishing behind Blue.

Remember that robots ignore each other, and therefore there is no cost for overtaking the Slow bot in the corner.



We now activate the section with the Red car.

Red plays a total of 4mp, enough to overtake the Slow bot.



All remaining bots move in this order: Slow (purple), Fast (yellow) and Slow (purple).

The leading Slow bot moves 2mp and finishes on the +2 trajectory before turn 1. The Fast bot spends 3mp to enter turn 1, behind Red and the Slow bot. The final Slow bot moves 2mp, ending behind the other Slow bot.



This brings the first game turn to an end. We advance the Turn marker on the Turn Indicator and are ready to start the second game turn.

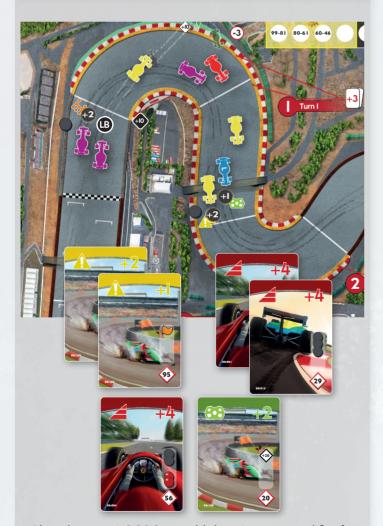




We activate the corner where the leader is. This is a corner section, therefore a Contest must be played to decide the order of play.

We start from the back of the pack: one Fast declares Contest to attack Blue. Blue declares Contest. And the Fast in the lead must declare Contest to defend from Blue.

Note that if no human player were there, there would have been no Contest as robots ignore each other.



Blue plays a pair [4] [2], we add the +3 corner modifier for a Contest Value of 9.

We draw two cards each for the robots:

The Fast in the back draws [2] [1], +3 corner modifier for a Contest Value of 6.

The Fast in the lead draws [4] [4]. As the corner modifier does not apply to the first car in the section, his Contest Value is 8.

Blue has won the contest and is the new leader of the race. He moves first.

Note that in case of a tie, Blue would have taken damage.



The pair [4] [2] Blue played for Contest is now frozen. He cannot use these cards for movement.

Blue draws two cards (Lucky strategy) and discards one from his hand

Blue is on a Green trajectory, so he plays a [3] (60) green card. Adding the +1 trajectory bonus this gives him 4mp, enough to reach the next trajectory spot.



In order to play the [3] (60) green card, Blue has to spend 1 tyre chip (being left with 8) and perform a check with -20 modifier. His Target Check (56) on the car chart is therefore reduced to (36). If Blue fails he will have to draw one damage. His options are: he may use the movement card (60) failing this check; he may use a card from his hand; or draw blind from the deck.

Blue concludes that it is too early to take damage and uses a [4] (25) card from his hand to pass this check. This card replaces the Target Check card on the car chart.





Blue moves and occupies the +1 green trajectory in turn 3. He purposefully avoids taking the +3 Extreme Trajectory, as his Target Check is too low and the risk of failing the ET check next turn would be too high.



Fast moves with 3mp base points plus 2mp because of the trajectory (note that robots do not pay trajectory costs). When he enters the section where Blue is he has 1mp left, but because this is a corner section any MP left is lost and Fast finishes behind Blue.

Next turn Fast will declare Contest, so the battle is still on!

The other Fast bot in the section moves with 3mp and finishes in the straight section before turn 3.



Next section to activate is the corner section where Red is.

The Fast bot declares Contest to attack Red and subsequently Slow and Red declare Contest.

The contest is resolved, and the positions in the section are unchanged. Red moves first.



Red plays a pair [4] [1] for a total of 5mp and manages to overtake the Fast bot (overtaking on a straight section costs 1mp only).



All other bots move, and above is the final position at the end of the second game turn. Note that one Slow bot moved with 4mp thanks to the +2 trajectory he was occupying.

Blue is in the lead, but Red and a Fast bot are very close.

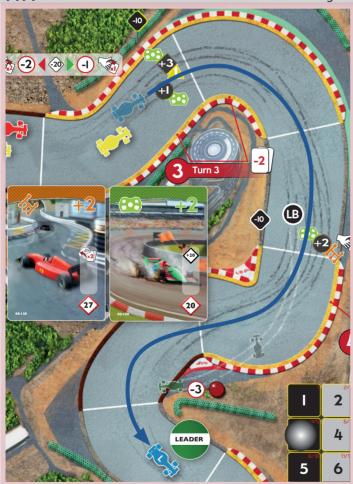
Turn 3



Third turn. Blue can now unfreeze his cards. We start with a Contest between Fast and Blue. The corner modifier is now -2 making more difficult for Fast to overtake.



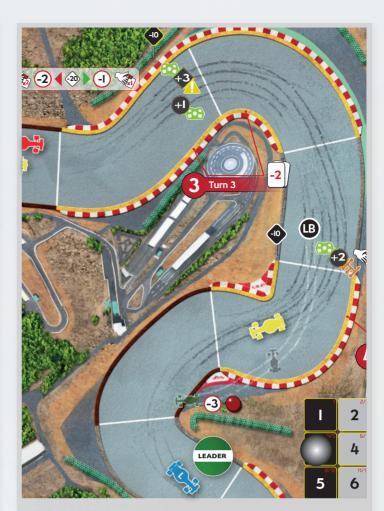
Blue plays a pair [4] [2] for a Contest Value of 6. Fast draws a pair [3] [1] -2 modifier is a Contest Value of 2. Positions are unchanged.



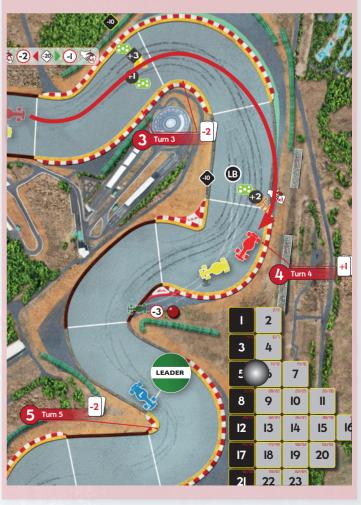
Blue draws two cards (Lucky strategy) and discards one from his hand. He plays for movement a pair [2] (27) [2] (20) that, thanks to the green trajectory, gives a total of 5mp.

Blue must perform a check with a +20 modifier. His Target Check is therefore (45) and he can pass this check with the (27) movement card, which becomes the new Target Check card. Also Blue draws two race cards.

He finishes in the braking section before turn 5.



Fast moves with 3mp, finishing in a corner section.





Red moves with 4mp. With 6mp he could have passed Fast thanks to the Banging Wheels strategy (-2mp in corners). Next turn Red will declare a Contest against Fast benefitting from the +1 modifier in corner 4, as well as a +3 modifier of Banging Wheels. A good chance to gain second position and put pressure on Blue!

Turn 8



We fast forward to the start of turn 8.

Blue is still in the lead, but is running out of cards and has no tyres left.

Red is two sections behind, and the robots are not a threat at the moment.



Blue declares he will pit. His car moves backwards by 8 sections as indicated on the board.

Red is now the Leader of the race, and gets the Leader Chit.



Blue refreshes his 10 tyre chips, clears any red damage on the car chart, and refreshes his hand of cards to have 6 race cards as indicated on his chart. Also, he changes his strategy to Save Tyres.

Blue's refuel chit on the Turn Indicator is discarded. He has satisfied his obligation to pit on or before turn 12! Blue's turn is now frozen. It will resume when the new section where he is, is activated



We activate now the section with Red, as this is the new leader.

Red unfortunately does not have a red card to use on the trajectory, and moves with 3mp occupying an orange trajectory.



Next section to activate is corner 9 with two Fast bots. The one ahead must pit as there is a Fast refuel chit placed on game turn 8. We move this Fast backwards 8 sections and discard the Refuel chit. Place a "just pit" chit next to it as a reminder that this robot will have to move when that section is activated.

The second Fast robot moves with 3mp finishing on the long straight ahead.



We continue to activate sections moving two robots, the Fast before corner 8 moves with 5mp due to the +2 trajectory, and the Slow robot behind just moves 2mp.



Finally we activate the section where Blue is. He draws a card. Unfortunately there are no orange cards in his hand, so cannot use that +1 trajectory.

Blue plays a [4] (12) but only spends 1 tyre chip thanks to Save Tyres. He moves with 4mp, however he must stop in corner 8 due to the presence of a Slow robot. Blue is stuck in traffic.



This is the situation at the end of game turn 8: Red is in the lead, but will be forced to a pit stop soon - he is trying to push as much as possible in order to exit the pit ahead of Blue (overcut). Blue is in traffic, but that Slow bot in the corner could be overtaken with a Contest, and the other two Fast bots will pit in turn 12, so he is now focused on managing his tyres and cards the best he can.



VARIANTS

In this section we present several official variants to Race! Formula 90 that you can adopt to better tune the game to your personal taste. Some of them are usable with both the Basic game, as well as the Standard game. Others are specific to one game system only, as summarised in the table below. When specific material is needed, this is indicated in the relevant rules section.

	Basic game	Standard game	
SHORT RACE	Yes	Yes	V1
DRAW AT THE END	Yes	Yes	V2
SPRINT FINISH	Yes	Yes	V3
JUNIOR RACE	Yes, together with V1	No	V4
FULL VERSATILITY	No	Yes	V5
TEAMMATE	Yes	Yes	V6
CHAMPIONSHIP	Yes, without Superfast robots	Yes	V7
TIME LIMITED YELLOW FLAGS	No	Yes	V8
PHANTOM CARS	Yes	Yes	V9

V1 Short Race - Variant

Use this variant if you want to reduce the play time.

We estimate the play time to reduce from 45min per player to 30min per player. A 4 players' race could therefore last 2hrs instead of the usual 3hrs.

Faster play is also possible by combining V1 and V2.

DEDICATED **M**ATERIAL

18 V1 setup chits

6 V1 play aid cards

1 V1 Finish chit

SETUP

Place the Short Race Finish chit next to the Game Turn when the race should end. We recommend the following setting:

Track	Short Race Finish
Monza	Turn 19
Hungaroring	Turn 20
Monaco	Turn 20
SPA Francorchamps	Turn 18
Barcelona	Turn 19
Silverstone	Turn 19
Suzuka (Expansion #3)	Turn 19
Magny-Cours (Expansion #3)	Turn 18

at Monza, a Short Race will finish at the end of Game Turn19.



The race will finish at the end of the Game Turn which is next to the Short Race Finish chit.

Use the following amount of Damage discs, according to the table below.

Number of players	Damage mix
2-3	15 red, 6 brown discs
4-6	18 red, 6 brown discs

Use 5 points maximum for setting up players' cars (the Tuning Skill will provide 7 points instead of 8).

There are 18 dedicated V1 setup chits with 0 setup value that can be used to better tune your car. Complete a custom set up of your car if you are playing the Basic Game using exactly 5 setup points.

This is a valid setup configuration for a short race:







QUALIFYING

After the qualifying session is completed, place the refuelling chits two turns before the value stated on each Qualifying chit (in the Basic game this is two turns before the predefined refuelling turn).

For example, in the Standard game, if the Qualifying chit indicates that the first mandatory pit-stop will be at turn 10, you place the refuel chit on turn 8 instead. In the Basic game, if the rules say that you have to pit turn 12, you place the refuel chit on turn 10 instead.

PIT STOP

After every pit, the refuel chit advances of 8 spots on the Turn Indicator (instead of the usual 10). You may increase your pit stop time to embark fuel up to a maximum of 12 turns (instead of the usual 16). Your car will move backwards by one additional section for each 2 turns of additional fuel pumped into the tank.

Use the V1 marked play aid cards as reminder of the special rules above.



V2 Draw at the End - Variant

Use this variant if you want to reduce the play time. Faster play is also possible by combining V1 and V2.

The regular card draw is moved at the end of the individual turn. Therefore, the new turn structure is

Phase A - Turn start declarations

Phase C - Play cards

Phase D - Resolve symbols

Phase E - Movement

Phase F - Turn end declarations

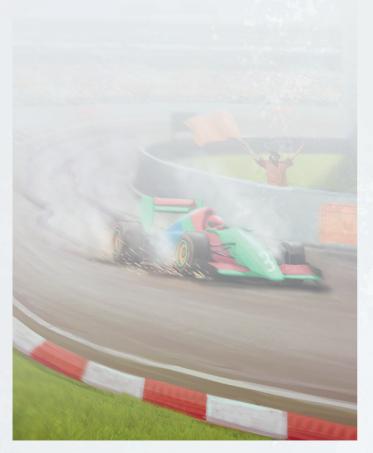
Phase B - Draw

Lucky Strategy - works in a similar way but all effects take place at the end of the turn.

Chase Strategy - also works similarly with the difference that the card acquired by the Chased player can be used immediately in phase C and the Chasing player must remember to skip his regular card draw at the end of the turn.

Save Fuel strategy - works in a similar way but all effects take place at the end of the turn.

Note that at race start and after leaving the pits, players will have one card less for playing their turn as the regular card draw will take place after they move. Also, the card draw in the last turn of the race can be ignored.



V3 Sprint Finish - Variant

This variant provides uncertainty on when the last turn of the game is going to take place and simulates the crossing of the finishing line with the chequered flag.

DEDICATED MATERIAL

1 Sprint Mode chit

SETUP

Place the Sprint Mode chit next to the Game Turn when the race should enter Sprint Mode. We recommend the following setting:

Track	Sprint Mode Finish
Monza	Turn 22
Hungaroring	Turn 23
Monaco	Turn 25
SPA Francorchamps	Turn 22
Barcelona	Turn 23
Silverstone	Turn 21
Suzuka (Expansion #3)	Turn 22
Magny-Cours (Expansion #3)	Turn 21

At Monaco, the race will enter Sprint Mode at the end of Game Turn 25.



In "sprint mode" the last game turn of the race is the turn when the leader crosses the finish line in the forward direction. The game will be over at the end of that game turn.

In other words, once the "sprint" turn is activated, players will race to the finishing line knowing that when this is crossed by the Leader, the game will be over at the end of that turn.

This could be the very same game turn when the "sprint mode" commences.

■ The leader crossing the finishing line is defined as the leading car starting its movement in any section before the finish line and ending its movement into any section after the finishing line.

Clearly, crossing the finishing line moving backwards as consequence of a pit stop does not trigger the end game - the crossing must take place in the forward direction.

A car with the refuel chit placed in the same turn when the end game is declared will have to resolve his pit stop before taking its individual turn as per the normal rules.

Last turn rule: as per the game rulebook, in the last turn of

the game, drivers can overtake, lap and unlap as if any section was a straight, i.e. at the cost of 1MP only. The rule remains valid for this variant with the caveat that the last turn rule applies to the Leader movement only occurring after the finishing line (after the last game turn has effectively been declared). Therefore, the Leader has only partial advantage in overtaking and lapping in the last game turn, while all the trailing drivers use the Last Turn conditions for their entire individual turn.

V4 Junior Race - Variant

We recommend using this variant when playing with kids less than 12 years old, and recommend using the Basic Rules together with the V1 Short Race variant.

After qualifying, do not place the refuel chits on the Turn Indicator and ignore any rule related to refuel and mandatory pit stops.

The Junior Race does not use Strategies.

During the race, you have to pay tyre points using tyre chips only (cards cannot be discarded). Also, all checks performed in the game are Blind checks, i.e. you cannot discard a card from your hand to pass a check.

Use these simpler rules when overtaking and lapping:

Straight sections: cost 1mp for both overtaking and lapping

Braking sections: cost 1mp for both overtaking and lapping. Note that you do not lose your movement points when reaching a braking section occupied by other cars.

Corner sections: cost 2mp for both overtaking and lapping. Note that you do not lose movement points when reaching a corner section occupied by other cars.

Play a Contest when multiple cars are in a corner section which has just activated. However, ignore any contest modifier.

Late Braking and Extreme trajectories are played according to the usual rules, but remember that all checks are always blind!



V5 Full Versatility - Variant

This variant is recommended for expert players only. It allows for a more dynamic play with strategies.

At setup, each player receives the Versatility skill in addition to whatever other Skill they have selected. Now all players can change their strategy freely during a stint.

Having Versatility as a base skill allows more complex racing strategies. For example, during a stint you may CHASE your opponent, and after you manage to overtake him, you can use BALANCE to exploit the advantage of being the first to choose a trajectory. Or you may SAVE TYRES during the first part of the stint, and then you can switch to PUSH to consume your tyres fully before entering the pits.

V6 Teammate - Variant

The following rules describe how two drivers can pair together racing for the same team.

Two human players can always decide to drive in the same team, and therefore are considered teammates. In case you have no human teammate, the following rules also allow you to race together with a robot teammate, effectively giving you some degree of control over a second car.

Interaction Between Teammates (valid for both human and robot teammates)

During movement you ignore your teammate, so you don't have to spend movement points for overtaking or lapping your teammate. Also, your teammate does not block you when he is in a braking or corner section and vice versa. You simply continue your movement as if the teammate car was not there.



 \oslash The green and red cars are teammates. It's green turn to move and he plays a +2 gearing card. Adding the trajectory bonus he has now 3 movement points to spend. He ignores

his red teammate and spends 2 movement points to reach the braking section before the Rivage. Here he has to stop, and loses all remaining movement since the blue car is an opponent in a braking section.

ROBOT TEAMMATE

Each player that wants a robot teammate takes one of the robots of the highest category in the game, i.e. a Fast robot in the Basic game or a SuperFast robot in the Standard game, and replace it with a car miniature of a colour he associates with his team. If there are no robots left of that type (because other players have already exchanged all robot cars available of that type) then the robot teammate will be an additional robot of the highest category that will take part in the game.

<i>(i)</i>		
Number of players	Number of robots	
2-3	3 Fast, 3 Slow	
4-6	2 Fast, 2 Slow	

Above is the recommended starting configuration in a Basic game depending on the number of players.

Assume it is a 4 player game, and each player wants a robot teammate. The participants will be 4 human players, 4 FAST robot teammates and 2 SLOW robots: 10 cars in total.

Assume it is a 3 player game, but only one player wants a robot teammate. Then two players form a team, and the remaining player takes a robot teammate. The participants will be 3 human players, 1 FAST robot teammate, 2 FAST robots and 3 SLOW robots: 9 cars in total.

Number of players	Number of robots
2-3	2 SuperFast, 3 Fast, 3 Slow
4-6	2 SuperFast, 2 Fast, 2 Slow

Above is the recommended starting configuration in the Standard game depending on the number of players.

Assume it is a 3 player game, and each player wants a robot teammate. The participants will be 3 human players, 3 SUPERFAST robot teammates, 3 FAST robots and 3 SLOW robots: 12 cars in total.

Assume it is a 4 player game, but only two players want robot teammates. Then two players form a team, and the remaining players takes one robot teammate each. The participants will be 4 human players, 2 SUPERFAST robot teammates, 2 FAST robots and 2 SLOW robots: 10 cars in total.

In qualifying, robot teammates use a randomly drawn qualifying chit of the corresponding robot type, i.e. a Fast qualifying chit in the Basic game and a SuperFast qualifying chit in the Standard game. However, after having established the starting grid, but before placing the refuelling chits on the Turn Indicator, replace this chit with the refuelling chit matching the robot teammate car colour. This way, during the race, you will be able to identify which robot teammate has to stop for refuelling.

Robots teammates follow all rules that apply to robots. A teammate robot has no car chart, and automatically benefits from trajectory bonuses on the track like other robots. In the Basic game a robot teammate will have 3 movement points at the beginning of each turn, and in the Standard game 4 movement points. During movement, robot teammates ignore other robots and overtake and lap other cars in accordance

with the usual robot overtaking/lapping rules.

During the teammate robot turn, the associated player may discard one, and only one, of his cards to help the robot teammate car with one of the actions listed below:



DURING THE TEAMMATE ROBOT MOVEMENT

Discard one speeding card (red) in order to increase the total robot movement by 1 point. Ignore the symbols on the card.



At the End of the Teammate Robot Movement

Discard one driving card (green) to force your teammate to attempt a Late Brake or to take an Extreme Trajectory at the end of his turn. Ignore the symbols on the card. The following blind check will always benefit of a +20 bonus. Any subsequent check required along the Off-Track trajectory will not benefit of this bonus.

Not used in the Basic game.



WHEN THE TEAMMATE ROBOT SECTION IS ACTIVATED

Discard one gear card (orange) to force your teammate to declare contest against other cars in a corner section with a +3 bonus, or to defend in a contest declared by other cars with a +3 bonus. Ignore the symbols on the card. Contested cars could be robots, humans or any mix of those.

In a contest, a teammate robot draws two random cards like any other robot.



AT THE BEGINNING OF THE TEAMMATE ROBOT MOVEMENT

Discard one event card (yellow) to use the yellow flag, green flag, or weather icon that is on the discarded card. Ignore any other symbols on the card.

Not used in the Basic game.

Usually during the race you will try to help your robot teammate. However, keep in mind that he is racing his own race and will fight against you too.

SPECIAL SITUATIONS

CONTEST BETWEEN TEAMMATES

It could happen that both teammates start their turn in a corner section. In this case, the teammate in the back of the section may declare a contest to overtake his teammate. This is absolutely legal, and a normal contest takes place.

OTHER PLAYERS CONTROL ON YOUR ROBOT TEAMMATE

In the Standard game, if the orange flag is in play, the controlling player can force your teammate robot to attempt a Late Brake or take an Extreme Trajectory.

You cannot prevent these attempts. However, you may play a driving card (green) to add +20 to the initial check.

Whenever in doubt of how a robot teammate should behave, always treat it as a robot.

V7 Championship - Variant

The RF90 Series Championship allows players to play a full motorsport racing season composed of several races. The Series can be played either as an individual driver, as a team, or both. Racing drivers and teams earn Championship points based on the finishing positions of their cars in each race. After the completion of all races, the driver and team with the most Championship points are crowned the RF90 Series Champion!

DEDICATED MATERIAL

RF90 Series Report (2 pages) at the end of this rulebook

To start, one player is selected as the RF90 Series Director. The Director acts as the organizer and as a referee, enforcing the rules and settling any disputes during a race.

A RF90 Series Championship is run along a minimum of 4 circuits, and a maximum of 12 circuits. The Director decides which and how many tracks will be used, and in which order. This must be communicated to all the other players before the start. The same circuit can be raced multiple times. The information is reported in the RF90 Series report and cannot be changed during the season.

The Championship can be played either with the Race! Formula 90 Basic game rules or the Standard game rules. It is up to the Director to decide this.

Once the Championship calendar has been established, players proceed in defining their teams. Teams are always formed by two cars. Players could form a team between them or pair with a robot teammate, which are in addition to any other robot in the game. See the V6 TEAMMATE - VARIANT.

Robots form three teams: a SUPERFAST, a FAST and a SLOW team. The recommended starting number of robot cars in the game is overruled by the following three robot teams configuration. Other robot setups are possible and the Director has the last word in how many and what type of robot teams will participate in the Series.

SUPERFAST team

First driver: Bruno Gourdo Second driver: Don Matrelli

FAST Team

First driver: Travis Daye Second driver: Cal Tyrone

SLOW Team

First driver: Peter Kurtz Second driver: Vito Giuffrè

Three players, Alan, Bob and Carl start a RF90 Series Championship. Alan is the Tournament Director, he fills up the RF90 Series Report indicating that the series will follow the Standard game rules with 6 races in total on these tracks: Monza, Hungaroring, SPA, Monaco, Monza and SPA again.

Alan and Carl decide to form one team together. Bob decides to pair with a robot teammate. The 5 participating teams are as follows: Alan/Carl, Bob/R-teammate, Gourdo/Matrelli, Daye/Tyrone, Kurtz/Giuffrè.

If Alan and Carl would not agree to form a team then each human has a robot teammate and the 6 participating teams will be: Alan/R-teammate, Bob/R-teammate, Carl/R-teammate, Gourdo/Matrelli, Daye/Tyrone, Kurtz/Giuffre.

In the RF90 Series report the Director will note

- The name of the players and the composition of the teams
- The car setup chosen by each player (cannot be changed during the Championship).
- The skill selected by each player (cannot be changed during the Championship).

DRIVERS CHAMPIONSHIP

At the end of each race Championship points are assigned to each driver as follows:

Finishing Position	Points Granted
1st place	10 Pt
2nd place	6 Pt
3rd place	4 Pt
4th place	3 Pt
5th place	2 Pt
6th place	1 Pt

For robot teams, the first driver always scores the highest points of the two.

In case of a tie at the end of the Championship, the driver prevailing is the one with the most 1st places achieved during the Championship. In case a tie persists then the winner is the driver with the most 2nd places and so on.

TEAMS CHAMPIONSHIP

Each team scores the sum of the points of both its drivers.

The team winning the championship is the one with the most points at the end.

In case of a tie at the end of the tournament, the team prevailing is the one with the most 1st places achieved during the Championship between its two drivers. In case a tie persists, then the winner is the team with the most 2nd places, and so on.

A template RF90 Series Championship report is presented at the end of this rulebook and can be photocopied freely by the RF90 Series Director.

The final positions in the first race at Monza are Bob 1st, Carl 2nd, a superfast 3rd, Bob's robot teammate 4th, Alan 5th, the other superfast 6th.

Driver points are assigned as follows: Bob (10), Carl (6), Gourdo (4), Bob's teammate (3), Alan (2), Matrelli (1).

Team points are as follows: Bob/R-teammate (13), Alan/Carl (8), Gourdo/Matrelli (5)

V8 Time Limited Yellow Flags - Variant

Use this variant if you want to put a realistic limit to how many yellow flags could be on a track at any given time.

The maximum number of yellow flags allowed on the track at any given time is

1-3 players: 3 yellow flags 4-6 players: 4 yellow flags

When resolving a yellow flag symbol and the maximum number of flags is already on the track, the active player could move one yellow flag to another corner section of the track. He cannot reposition the flag in a different position within the same corner section.

Note that the Yellow flag chits have two different sides:



front with a white background



And the back with a dark background.

When placing a new yellow flag on the track, use the front of the chit (white background).

At the beginning of a new race stage, remove any yellow flag showing the dark background, and flip all other yellow flags to their back.

This ensures that each yellow flag can last on the track for a maximum of two race stages - not longer.

V9 Phantom Cars - Variant

This variant streamlines the racing rules in situations when one or more players are lapped.

Differently from robots, lapped players are allowed to unlap themselves, and this causes constant battling between the leader of the race and these slow players.

To smooth this situation, you can use the Phantom Cars rules.

DEDICATED MATERIAL

3 Phantom markers







When a player gets lapped, put the "phantom" marker underneath his car in addition to the lapped marker.

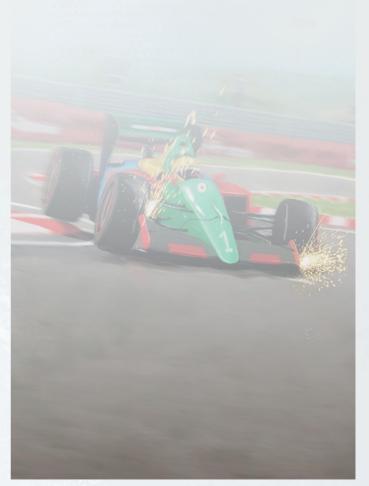
A car with both the phantom and "lapped" marker ignores any other car with full laps, and likewise is ignored by these cars for all purposes in a similar way as robots ignore each other. Therefore:

- no contest takes place between a car with full laps and a phantom lapped car
- overtaking/lapping a phantom lapped car has no cost
- a phantom lapped car can unlap without spending mps

Phantom cars however DO NOT ignore other lapped drivers. For these interactions, the usual racing rules apply.

When a lapped player manages to unlap himself, i.e. when the "lapped" chit is removed, the "phantom" marker chit is flipped on the other side "phantom - leader only". In this situation, this car is considered Phantom only for the Leader and not for the other cars. In other words, an unlapped phantom car returns to battle with the other drivers but is not disturbed by the Leader in case he approaches again.

The phantom market is removed when, for at least two consecutive turns, at the end of the phantom car individual turn there are more than 6 sections distance between him and the leader.



KICKSTARTER EDITION ONLY

Additional Tyres <TY>

Use this variant if you wish to have more flexibility and variety with the type of tyres available to players.

DEDICATED MATERIAL

12 Tyres chits marked with <TY> 12 White tokens

At the start of the race or during a pit stop, you can choose to fit three new type of tyres: Supersoft, Medium and Superhard. These are in addition to the type of tyres already included in the game, bringing the total to seven compounds: Supersoft, Soft, Medium, Hard and Superhard used in dry conditions together with Intermediate and Rain used when the track is wet.

The new tyres are described below.



Supersoft tyres provide you with two +1mp bonuses (azure coloured tokens) and two +2mp bonuses (white coloured tokens). Only one token can be discarded per turn.

However, supersoft tyres wear fast and for this reason deduct 5 tyre chips from the total number of tyre chips you take when fitting these tyres.

During a race, each player is entitled to a maximum of two sets between Soft tyres and Supersoft tyres in any combination.





Use the provided chits as a reminder of how many sets each player has used.



Medium tyres provide you with one +1mp bonus (azure coloured token) as well as one Track Card. Discard this token to add 1mp to movement. Deduct 2 tyre chips from the total number of tyre chips you take when fitting these tyres.



Superhard tyres provide you with the full number of tyre chips available for your car plus an additional three.

Martino Weather Variant < MW>

This variant introduces new rules that make weather changes completely independent from players' moves with deep implications on the strategy to adopt during the race.

DEDICATED MATERIAL

1 Martino Weather Board

14 Weather cards

14 chits



WEATHER SETUP

Place the Martino Weather Board next to the track board.

At the race setup, when defining the weather conditions for this race, you draw two cards rather than one. The first card sets the Weather conditions at the Start of the race (S), the second card is the Forecasted weather conditions at the end of the race (F).

Use the S-Weather and F-Weather chits to mark these points on the Weather chart. Then measure the number of slots between the starting and ending point (starting point not included). Depending on the distance and the starting weather conditions where the S token is, you compose a 7-card weather deck according to the table below.

Starting weather (S token)		sunny	or rain	у	u	ıncertair	1
Distance between S and F tokens	0-1	2-4	5-7	8+	0-1	2-4	5+
Deck composition	Erratic	Unsettled	Regular	Divergent	Volatile	Capricious	Turning

Each Weather card shows the names of the decks it belongs to. You should end up with exactly 7 cards.

Shuffle the 7 card weather deck, randomly remove two cards without looking at them, and place the remaining 5 cards face down on the appropriate slot on the Martino Weather Board.

n The S card has a check value of 59, the F card has a check value of 27. The starting weather is sunny, but the forecasted weather will be rain. There is a 5 slot distance between the S and F markers and the Weather deck will be composed of the cards marked REGULAR.



5 SLOT SPAN WITH STARTING WEATHER SUNNY, USE THE DECK "REGULAR"



4 SLOT SPAN WITH STARTING WEATHER UNCERTAIN, USE THE DECK "CAPRICIOUS"

After you have formed the weather deck, place the Weather pawn on the slot where the S-Weather is. Then shift the S-Weather and the F-Weather chits to their respective edges of the weather chart to indicate the "directional trend" from the initial weather to the final weather conditions.

⊘ First example above - the S-chit moves to the extreme left and the F-chit moves to the extreme right. The Weather pawn is placed on the 60-41 slot where the S-chit was. The "directional trend" is from sunny to rain.



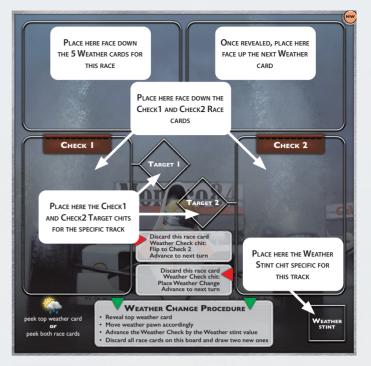
② Second example above - the S-chit moves to the extreme right and the F-chit moves to the extreme left. The Weather pawn is placed on the 60-41 slot where the S-chit was. The "directional trend" is from bad weather to sunny.



If the S-Weather and the F-Weather chits happen to be on the very same slot of the Weather chart, shift the S-Weather to the extreme left and the F-Weather to the extreme right. The "erratic" and "volatile" decks that are associated to this position are symmetrical, and therefore the placement of the chits is not relevant.

Take the Check1 and Check2 Target chits for the specific track where you are racing and place them on the proper slots of the Martino Weather Board. Do the same with the Weather Stint chit.

Then draw two Race cards and place them face down next in the Check1 and Check2 slots of the Martino Weather Board.





Finally, place the Weather Check chit on the initial Weather Check turn specific for this track with the Check 1 side face up.

Track	Game turns	Check1 target	Check2 target	Initial Weather Check turn	Weather Stint
Monza	26	20	65	5	+3
Hungaroring	27	30	75	3	+4
Monaco	28	30	80	4	+4
SPA Francorchamps	26	15	70	5	+3
Barcelona	27	25	80	3	+4
Silverstone	24	35	60	4	+3
Suzuka (Expansion #3)	26	35	45	5	+3
Magny-Cours (Expansion #3)	26	30	55	5	+3

WEATHER MANAGEMENT

Each time the Turn Indicator pawn reaches a game turn with the Weather Check chit, before doing anything else, players check if there is a change in weather:

- If the Weather chit shows the check 1 side, reveal the Race card on the Check1 slot of the Martino Weather Board, and perform a check against the Check1 target specific for this track. If the check succeeds, then follow the Weather Change procedure. If the check fails, then flip the Weather chit to Check2 and advance it to the next game turn. The Race card used to perform Check1 is discarded.
- If the Weather chit shows the Check2 side, reveal the Race card on the Check2 slot of the Martino Weather Board, and perform a check against the Check2 target specific for this track. If the check succeeds, then follow the Weather Change procedure. If the check fails, then remove the

Weather Check chit from the Turn Indicator, and place the Weather Change chit on the next game turn. The Race card used to perform Check2 is discarded.

 If there is a Weather Change chit, then follow the Weather Change procedure.

WEATHER CHANGE PROCEDURE:

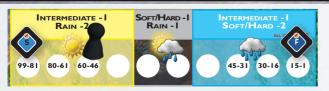
Reveal the card on the top of the Weather deck and move the Weather pawn on the Weather chart accordingly. A positive value means that the weather pawn moves towards the F weather chit edge by as many spaces. A negative value means that the weather pawn moves back towards the starting S weather chit edge by as many spaces. The Weather pawn can never go beyond the last slot of the Weather chart, ignore any surplus movement. As per the normal rules, the new weather conditions apply immediately to all the drivers.

Then place the Weather chit (Check 1 side showing) further ahead on the Turn Indicator by as many spaces as indicated by the Weather Stint value. Discard any remaining Race cards on the Martino Weather Board, if any, and draw 2 fresh Race cards placing them face down on the appropriate slots of the Martino Weather Board.

We are at the Hungaroring. The Martino Weather Board is portrayed below and the current weather is sunny.







- 1 The Turn Indicator advances to turn 3 where the Check1 Weather chit is.
- Players draw the Check1 race card on the Martino Weather Board performing a check against the Check1 target (30) as indicated. The Race card check value is (47) and no Weather change takes place.
- 3) Flip the Weather chit to its Check2 side and advance it to game turn 4.







- 4 At the start of Turn 4, players draw the Check2 race card on the Martino Weather Board performing a check against the Check2 target (75) as indicated. The race card check value is (21) and a Weather change is now triggered.
- 5) Players draw the card on top of the weather deck and this is a +2.
- 6 Consequently, the weather pawn moves two spots in the direction of the F token entering the Uncertain area: these will be the new weather conditions for all drivers.
- 7 Then the Weather chit is placed on turn 8 (the current turn 4 plus 4 weather stint spaces as displayed on the Martino Weather Board); any remaining race card is discarded (if any), and two new race cards are drawn.

WEATHER NOWCASTING

In phase D.4, when a player resolves the events shown on his



Movement cards, for each weather symbol displayed he can either

- Peek at the top card of the Weather deck
- Or peek at the two Race cards currently on the Martino Weather Board

The former information provides knowledge of where the weather pawn will be at the next Weather Change procedure; the latter information indicates exactly in which turn the Weather Change procedure will occur.

When two weather symbols are played, a player may look at both things.

It is not possible to peek at any weather cards below the one on the top; however a player may look at the top card or the race cards again in case he plays a weather symbol later on during the same weather stint.

Also, it is not allowed to peek through the Weather cards revealed previously through the race. All revealed Weather cards form a single face up deck with only the one on top remaining visible.

For no reason players should swap the position of the Check1 and Check2 Race cards when peeking.

Play Aids <PA>

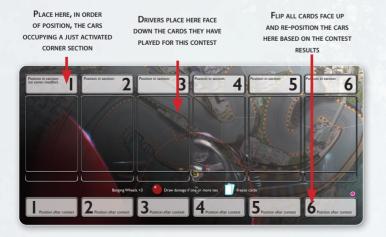
QUALIFYING CHART

Use this chart to resolve the qualifying phase and prepare for the race.



CONTEST CHART

After the race has started, flip the Qualifying chart and use the back to resolve Contests with three or more cars.



CARDS

Leader card - the leading player takes this card as a reminder of the special rules that apply to him

Start / Restart / Last Game turn - a reminder to all players of what special rules apply at start, restart and in the last game turn

Safety Car - use this card when the SC is triggered as a reminder of how-to line-up cars behind the Safety Car and how to play individual turns while the SC is on the track

Yellow Flag - a reminder to all players of how Yellow Flags work and when they are removed

List of Symbols - give one card to each player as a reminder of the meaning of the different symbols on the cards and on the boards

TEAMMATE CHITS

Use these chits as a reminder of who is your player or robot teammate - see variant V6













ACTIVE / INACTIVE CHITS

Use these chits as a reminder of when the Versatility and Wise Driving Skills have been used and are inactive. These skills can be reactivated with a pit stop; at that point flip this chit to its "active" side.





Alternative Safety Cars

The Safety Car tile included in the game is inspired by a Porsche 911 GT2 used at Spa Francorchamps in the 1995 GP.





In the Kickstarter version of the game, you can find two alternative safety cars. There are no changes to the SC rules - having more safety cars to choose from just adds chrome to the game.

The Lamborghini Countach was used during the 1981, 1982 and 1983 Monaco GPs:





The second time an official safety car had been seen in Formula 1 following its trial at the Canadian Grand Prix several years earlier, was a Fiat Tempra that entered the track during the 1993 Brazillian GP due to the wet conditions.





As an anecdote, after the race was completed, the track invasion of the crowds was so multitudinous for a new victory of Ayrton Senna, that the Brazilian pilot was unable to reach the podium in his McLaren and had to be taken aboard the safety car. The local hero sat in the window to greet his fans as you can see below.





TRACKS

Monza



DESCRIPTION OF TRACK

Monza is a true cathedral to speed, unmatched around the world for its sense of history and passion, fuelled in part by its long history and also the fanaticism of the Italian fans, the tifosi. With the steadily decaying remnants of the high speed banked circuit providing a backdrop through the parkland trees, the atmosphere here is like no other; a mix of speed,

melodrama and more than a hint of melancholy.

The Monza circuit can basically be described in one word - fast.

Running little wing to take advantage of the long straights, the cars slip and slide through the chicanes that interrupt the circuit in the name of safety.

You cross the start line at around 320 km/h, then accelerate towards the first corner, reaching a speed of nearly 350 km/h before braking hard for the new, very tight chicane. Braking is at over 3.5g for this corner, and you will be on the brakes for over 180 metres before taking the corner at less than 70 km/h in 1st gear.

Remain in 1st gear for the second part of the chicane before accelerating through Curva Grande and approaching the second chicane at about 330 km/h. Again it's hard on the brakes, with a force of up to 4g, for the 2nd gear 95 km/h first part of the chicane. Then follows a short 4th gear straight where you reach up to 260 km/h by the end and this leads into the first of the Lesmo corners which is taken in 3rd gear at 165 km/h.

Accelerate through 4th gear to just under 260 km/h before dropping down to 3rd gear for the second Lesmo corner which you take at about 150 km/h. Another long straight leads to the Ascari chicane where the car reaches 335 km/h in 6th gear before dropping to 3rd gear to take the first part of the chicane in at 140 km/h and the second at 180 km/h.

The final back straight leads to Parabolica where you reach 340 km/h in 4th gear before entering this very long corner, the minimum speed of which is just under160 km/h. A good exit is imperative to carry speed on to the main pit straight.

DESIGNER NOTES (ALESSANDRO LALA)

Monza is the first track I have designed for Race! Formula 90 and for a very good reason: it allowed me to experiment with the basic concepts of the game without distraction. High speeds, heavy braking, dangerous points like the Ascari variant where a single mistake could lead to a crash out.

Monza is also renown for being a "short" track in terms of race duration and that made it a perfect starting circuit for beginners. Weather also tends to be pretty stable, mostly sunny, and this was desirable.

For the 2nd edition of Race! Formula 90 I have redesigned this track adding a very much needed Extreme Trajectory at the Parabolica and, also, offering players the possibility to take some risk at the Lesmo II by cutting through the kerb. If not careful, the risk here is to finish on the grass and deteriorate your lap time.

What I like most of the Monza track is that it fits with many combinations of Strategies and Skills. It is an ideal playground for experimenting with the game system.

Hungaroring



DESCRIPTION OF TRACK

The Hungaroring is a twisty, technical track with many 180-degree corners and few overtaking zones, meaning that over a race weekend qualification is crucial.

Turn 1 at the Hungaroring is a tight hairpin right that requires late braking and a clean exit. The circuit then falls downhill hill to the challenging Turn 3, a 180-degree left which is off camber

and easily creates mistakes.

Turn 4 at the Hungaroring is a quick right-hander that's flat in most cars - it's more of an extension to the straight than a corner.

Then we travel uphill to Turn 6, a fast blind-on-entry left where the apex is very difficult to spot. The circuit then transitions quickly to the right, with Turn 7 being another long, 180-degree corner.

After a straight, we head into the fiddly chicane of Turns 8 and 9 where the typical Hungaroring kerbs need to be utilised to maximise corner speed.

Turns 10, 11, 12 and 13 are the most fun of the Hungaroring circuit, a series of medium-high speed left-right-left-right where it's easy to make a mistake.

Then we move downhill to the 90-degree right of Turn 14. It always feels too slow on the apex, but if you try to carry more speed here you'll likely run wide.

Turn 15 is yet another 180-degree long corner followed by a short straight before a final 180-degree right onto the start/finish straight.

DESIGNER NOTES (ALESSANDRO LALA)

Hungaroring has been designed to be hard on tyres and really challenging the players' ability to manage their car rather than always driving as fast as possible.

The deck of track cards provides 42 cards, of which 26 require some payment of tyre chips. Also, there are three trajectories demanding a tyre chip for using. The track comes with a long pit stop time (8 sections) and 27 turns, which is a lot. A two pit stops strategy is possible but a third stop often becomes a necessity.

It is really important to manage traffic and your resources well, especially in the central part of the race. Between game

turn 8 and 20 there are only three race stages, which together account for 50% of the race duration - long stages mean flags lasting longer, so make sure you grab a blue flag and get clear of traffic or you will get stuck.

Finally, always prepare for a possible Safety Car. There are two SC triggering points at the Hungaroring - this does not make Hungaroring very different from other tracks, however the long race stages can keep the Safety Car longer on the track, drastically altering the pit stop strategy of the teams.

Monaco



TRACK DESCRIPTION

The tiny Principality of Monaco, which covers a total area of little more than two square kilometers, put on its first grand prix in 1929, more than two decades before the world championship began.

A course through the streets of Monte-Carlo was devised by Anthony Noghes, the general commissioner of the Automobile Club of Monaco.

Today's circuit includes many of the same roads, although construction in the city and increasing safety requirements have led to some changes. This includes the section passing along the harbour front, into which Alberto Ascari famously crashed his Lancia during the 1955 race.

In the seventies a swimming pool was built further along the harbour and the circuit acquired four additional corners to dodge around it. A fast chicane was built at the harbour, and this too was changed on safety grounds in 1986.

The Monaco Grand Prix is the one race of the year that every driver dreams of winning. Like the Indy 500 or Le Mans, it stands alone, almost distinct from the sport from which it was born. A combination of precision driving, technical excellence and sheer bravery is required to win in Monte Carlo, facets which highlight the differences between the great and the good in Formula One. The Armco barrier-lined circuit leaves no margin for error, demanding more concentration that any other Formula One track. Cars run with maximum downforce and brakes are worked hard. Overtaking is next to impossible, so qualifying in Monaco is more critical than at any other Grand Prix.

The start is on a short straight. Driving in a clockwise direction, your short acceleration period is rapidly followed by a struggle for position as everyone tries to negotiate the right hand ST. DEVOTE for the first time. This is the most dangerous part of the Monaco Circuit and over the years many spectacular accidents have occurred on this the first bend. Curiously enough, this is one of the few bends with a run-off area, if you do have to go straight on here, it should be survivable.

Accelerating up the hill from St. Devote into Casino Square is your first chance to go up through the gears. Be careful as the road can be bumpy, and those white traffic lines are very slippery. Out accelerating someone at the start of the hill is a possibility, but further up the race line is much too close to the barriers. Slow down for the tight left and then right through Casino Square and accelerate downhill past the HOTEL METROPOLE.

Keep tight to the right as you approach the HOTEL MIRABEAU. This is a favorite spot for late braking if you leave a gap. If you do miss the corner, there is a run-off area (try not to miss it). Then forever downward as you take the 30mph hairpin at the MONTE CARLO GRAND HOTEL and the sharp right past the fountains and into the VIRAGE DU PORTIER.

Darkness falls as you enter the tunnel. You are about 40 seconds into the race and it's time to open up and follow the sweeping curve of the tunnel. This is another opportunity to out-accelerate the car in front if he leaves room. Breaking back into the sun in 6th at 270kmh is the fastest you will drive today. Once again, keep the correct line as you slow down into the chicane or you might lose a place or two.

The tight left-right of the chicane leads into a short straight and then the swimming pool complex. Keep the right line and you should have no problems here or at the hairpin of VIRAGE RASCASSE. A bad line or trying too hard will finish your race very quickly against the unforgiving track side barriers.

Slightly uphill now into the very nasty right of VIRAGE ANTHONY NOGHES. If you are still on track it is full speed ahead as you climb up through the gears to complete the first lap. Only 77 more laps to go!

DESIGNER NOTES (ALESSANDRO LALA)

Monaco is the most technical circuit of those I have designed so far. A lot of corners and braking sections make overtaking particularly difficult and the long pit stop time means you have to be extra careful with your consumption of resources.

Another characteristic of Monaco is the length of the race, which in the game lasts 28 turns. This has major implications on your pitting strategy, as players strive to accommodate two pit stops, while at the same time consider moving up or delaying their pit stop to re-enter the track with clear road ahead.

Robots get particularly challenging at Monaco because they struggle less than humans in traffic, and lap more efficiently. Also, robots have a big push in the second part of the track with plenty of trajectories available to them at the Tabac, Piscine and Rascasse/Noghes sections.

Humans find the +2 trajectory spot before the Chicane particularly advantageous in order to get a boost before attacking the slowest part of the track. And as always, it is critical to collect Track cards by making your selected strategy work hard for you. Save Tyres and Banging Wheels are two good choices at Monaco. Some Track cards with their bonus to contest can also help to accomplish a critical pass in an almost impossible area like the Piscine or the Rascasse/Noghes.

SPA Francorchamps



TRACK DESCRIPTION

Spa-Francorchamps is nestled neatly in the Ardennes forest of Belgium. The 1924 original 15km triangle-shaped circuit was based on public roads between the towns of Francorchamps, Malmedy and Stavelot and was used for the Belgian F1 GP until 1970 when it was finally banned due to Jackie Stewart's safety campaign. F1 returned to Spa after a long break

and many modifications in 1985 when Ayrton Senna won in a Lotus-Renault. This roller-coaster circuit is the longest of the F1 season at 7,004 meters.

Spa-Francorchamps is described as "the most complete test of a F1 car". It is one of the most challenging race tracks in the world, mainly due to its fast, hilly and twisty nature. Spa is steeped in motorsport heritage and is one of racing drivers's most beloved race tracks.

The most famous part of the circuit is the Eau Rouge / Raidillon combination. Having negotiated the La Source hairpin, drivers race down a straight to the point where the track crosses the Eau Rouge stream for the first time, before being launched steeply uphill into a sweeping left-right-left collection of corners with a blind summit. Properly speaking, the Eau Rouge corner is only the left-hander at the bottom. The following right-hander that leads steeply uphill, which was introduced in 1939 to shortcut the original hairpin "Ancienne Douane", is called "Raidillon". The corner requires a large amount of skill from the driver to negotiate well and the long straight ahead often produces good overtaking opportunities for the best drivers at the following "Les Combes" corner.

This is how World Champion driver Fernando Alonso describes it: "You come into the corner downhill, have a sudden change of direction at the bottom and then go very steep uphill. From the cockpit, you cannot see the exit and as you come over the crest, you don't know where you will land. It is a crucial corner for the timed lap, and also in the race, because you have a long uphill straight afterwards where you can lose a lot of time if you make a mistake. But it is also an important corner for the driver's feeling. It makes a special impression every lap, because you also have a compression in your body as you go through the bottom of the corner. It is very strange but good fun as well".

The challenge for drivers has always been to take Eau Rouge-Raidillon flat out. Regular touring cars can take the corner at 160,or180 km/h, Formula One does it at over 300 km/h. This is due to the huge amount of downforce on the cars.

Still, a loss of control in this section often leads to very heavy shunt as usually the rear-end of the car is lost and the impact is most of the times lateral. Eau Rouge has claimed several victims over the years, including Stefan Bellof in a Porsche sportscar, Guy Renard during the 24h of Spa-Francorchamps in 1990 driving a Toyota Corolla GT, and also caused Alex Zanardi's incident in 1993 and Jacques Villeneuve's spectacular off in qualifying in 1999, which he described as "My best-ever crash".

At the end of the 340kmh Kemmel Straight is the 140kmh Les Combs, an off camber right-left combination and one of the best overtaking points. Next a short downhill straight to the 180deg Rivage and another downhill 290kmh straight to a double-left hand Pouhon. Next is a series of left and right sweeping turns leading to the 245kmh Stavelot. A long flat out 320kmh back straight includes a flat-out sweeping left turn, Blanchimont, to the right-left Bus Stop chicane and back to the start-finish straight.

DESIGNER NOTES (GIUSEPPE ROSSINI)

Spa-Francorchamps is an historical track. Planned in 1924, it has currently a length of 7 Km and from the layout you easily conclude that, among all the Formula One tracks, it is one of the few left belonging to the old school. At SPA, all greatest champions have left their mark: Ascari, Nuvolari, Fangio, Brabham, Clark, Stewart, Lauda, Prost, Senna and Schumacher just to mention a few.

In addition to many exciting wins, there have also been many crashes, often caused by the rain. In 1966 under heavy rain, and in front of the Hollywood cameras present there to shoot some scenes for the "Grand Prix" movie, took place one of the most incredible carom in motor racing. One of the most affected drivers was Jackie Stewart who commented: "Racing at SPA is like walking on a suspended rope in a windy day".

Because of the numerous collisions and the serious dangers to the drivers, during the 70s the track was made more secure and reduced in length. Nevertheless the Belgian Grand Prix has never lost its charm.

SPA is also linked to two specific incidents that triggered unrest at the boxes. In 1987, following an hazardous overtake attempt by Mansell against Senna which took both cars off the track, a furious Mansell grabbed Senna by the neck. In 1998 a very fast Schumacher was forced to retire after colliding with Coulthard's McLaren during a lapping attempt.

Drivers are in love with this track and it is easy to understand why. The track offers a mix of fast corners, breathless up and down traits, long straights and thrilling braking points. Only the greatest champions are able to properly manage this mix, and only he who wins on this track can call himself a champion.

When playing videogames, SPA was the track I used to play the most. Attacking the Eau-Rouge and Raidillon one after the other with the right throttle, and then preparing for a hard brake at Les Combes was a fantastic experience. You must have an accurate car setup and a flawless driving style in order to make a difference and beat your opponents.

SPA is all of this, it is the history of motor racing and therefore it must be part of the tracks of Race! Formula 90. That is why I have decided to design this track for Race! Formula 90. To revive the feats of great champions is every motorsport fan's dream. I hope that the work done by Alessandro and I will be able to re-create all those emotions.

Have a good game.

Co-Designer notes (Alessandro Lala)

I have co-designed this track together with Giuseppe Rossini as we both love SPA. It was pretty clear from the beginning that we had to introduce something "new" in order to convey the feeling (and risk) of taking fast corners flat out and to reward "driving" over other elements of the race. My idea was therefore to extend the Late Braking concept to trajectories and this originated the Extreme Trajectory mechanism.

As typical in Race! Formula 90, taking additional risk only makes sense in critical moments of the race and recognising when and how to attempt a risky maneuver is where the best drivers differentiate from the their opponents.

The other element taken into account was the high weather uncertainty at SPA which we have addressed by stressing the weather table and by adding more weather symbols on the Track cards.

One problem we faced when designing SPA is that this is a very long circuit. So long that also after scaling it to the minimalist format used in Race! Formula 90, cars are so scattered around that the lapping element of the race becomes much less important than in other tracks. It required a long, laborious fine tuning of the number of turns, the value of the trajectories and of the pit stop time to come up with the current version which finally makes all elements work right together.

Barcelona (Circuit De Catalunya)



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 interest grew in the sport during the early 2000s due to the rise of Fernando Alonso. 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 as 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 4 is similar to Monza's Curva Parabolica, as 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, leftright 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.

DESIGNER NOTES (GIUSEPPE ROSSINI)

The Spanish Grand Prix is without doubt an historical event for the Formula One series. In the past, teams used to race at Pedralbes, MontjuèØc 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.

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.



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 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.

The Pits 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 the 1995/1996 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.

DESIGNER NOTES (ALESSANDRO LALA)

Usually before designing a track, I spend a significant amount of time watching videos of past races, searching for interviews to 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 areas: from the starting line down to turn 3, it is just a series of long straights and fast changing corners and you will notice no braking sections on the board and three different Sharp Trajectories there - you want to take at least one of them to get a boost in this part of the track.

Then, the overtaking area 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. There are two braking sections after the Abbey but no LB is 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. 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 built so far and certainly not for the faint of heart.

Suzuka (Expansion #3)

SPECIAL RULES

NON-BLOCKING CORNERS

Drivers can spend 2MP to overtake another car in that corner. All other corner rules remain valid.

ANY CORNER TRACK CARDS

There are three track cards at Suzuka which can be played at any corner on the track. The only requirement is for the car to use at least one corner section of the track. Often these cards are discarded to pass an LB or ET check without taking risks.



TRACK DESCRIPTION

Suzuka is an old-fashioned race track well known for its "figure eight" layout. When it was built in 1962, safety was not an issue, and it would probably be impossible today to design a similar track. Drivers have this feeling that you can make a difference, not just with being technical, but with being able to manage the risk you're taking, and that always makes Suzuka fun to

drive and to watch.

Turns 1 & 2: This whole section is pretty amazing and it's all a question of rhythm: if you get it wrong in the first corner, you won't be able to carry rhythm and speed through the next five corners. Turn 1 is not completely flat and very difficult, because you have to brake for Turn 2 and you're leaning in the car, so you're not breaking in a straight line. Turn 2 is actually not that slow and you have multiple lines, so you're always feeling the car's a little bit light.

"S" Curves (Turns 3-6): If you carry too much speed in Turn 3, you'll be too wide and you'll destroy your Turn 4. So, it's always a question of judging how much speed you want to carry through Turn 3. It's the same thing with Turn 4, you don't probably use all of the road, because then you'll destroy your Turn 5, and every corner until the end of Turn 6 is like that.

The Dunlop Corner is almost flat out. It is super fast and very dangerous as the whole acceleration is through a blind, flatout corner. You don't see where you're going!.

You arrive at the Degner with quite a lot of speed but you barely brake. It's very hard to judge when to hit the brakes, and you never know how much speed you're actually carrying into the corner. The following Hairpin Curve is a very slow hairpin, but it's banked, which means you can't be too wide. There are many lines and it's a good place to surprise someone when you overtake because everyone is busy looking at the road when they hit the brakes.

At the Spoon Curve is critical to set yourself up for the second part of the corner, where you need to carry enough speed to attack main straight line of the track.

Finally you get to the Casio Triangle. It's short, so just heavy braking here. It's a tight chicane and nothing exciting about it. You can only lose time here, not gain it. Overtake here is possible if you surprise someone into it but then the exit of the chicane is important, because the whole acceleration is while you're turning.

DESIGNER NOTES (GIUSEPPE ROSSINI)

A very fast track where trajectories really count a lot. Track cards are also very important. With the right hand of cards, and a matching strategy, you can achieve 7-10MPs easily. Robots are also pretty fast.

I particularly like the strong link between track cards and the board. Difficult LBs, powerful ETs, and trajectories can all be exploited via the track cards.

The Weather chart is pretty stable - perhaps some initial slots can be moved towards the centre. Turn indicator is good with fast stages (typically 2/3 turns).

There are good overtaking points on the long straights but also possibilities of big escapes or huge recoveries. Pit stop time favours a 3 stop strategy; however this clashes with getting back into traffic (robots only pit once) which is the worst situation you can get in at this track.

One thing to watch out for is the sequence of +2 trajectories which basically form a loophole for superfast robots, in that if they take one, they will get the next two trajectories unless they are slowed down by other players or flags.

Notes For All Tracks

Sections before a corner are, usually, quite important and they may include Extreme Trajectories (ET) and Late Braking (LB) points that can boost or ruin your race.

The Standard Game rulebook explains in detail how to attempt an ET / LB and how to regain control of the car when failing such risky manoeuvres. Below are listed some particular cases worth noting:

Braking sections with no LB icon

When finishing your movement in a Braking section with no LB icon, you are simply not allowed to attempt a Late Brake. Watch out for those braking sections before turns 4 and 7 at Monza, before turns 5 and 8 at the Hungaroring, before turns 6 and 9 at Monaco, before turns 6 and 7 at Silverstone and before turns 3 and 5 at Suzuka. If you get traffic here, it will be very difficult to pass.

OFF-TRACK TRAJECTORIES WITH NO RECOVERY CHECK

Check out the Late Brake points before turn 4 at the Hungaroring, before turn 3 at Magny-Cours and before turn 7 at Barcelona. If you fail a Late Brake at these points, you will go off-track and be placed on the re-entry point displayed (green car icon) taking any penalty indicated.

EXTREME TRAJECTORIES WITH NO RECOVERY PENALTY

Check out the ET resolution boxes before turn 6 at SPA, before turn 7 at Silverstone and before turn 8 at Magny-Cours. When you fail an ET attempt here, you will have to make a recovery check and, if you succeed, no penalty will apply. The ET bonus to movement will no count though as you have failed the original ET blind check.

Magny-Cours (Expansion #3)

SPECIAL RULES

NON-BLOCKING CORNERS

In turn 1, moving cars are not blocked by opponents standing in that corner, as indicated by this symbol ...

Drivers can spend 2MP to overtake another car in that corner. All other corner rules remain valid.

ANY CORNER TRACK CARDS

There are three track cards at Magny-Cours which can be played at any corner on the track. The only requirement is for the car to use at least one corner section of the track. Often these cards are discarded to pass an LB or ET check without taking risks.



TRACK DESCRIPTION

Magny Cours is a flat and smooth circuit with remarkable characteristics. There are some good medium-to-fast corners, but there are also a couple of tight hairpins which force cars to abruptly slow down. The pits are superb, the circuit is smooth, and the run off areas are immense. Even the weather is invariably hot.

Magny Cours is unusual in that it is probably the only circuit where you cross the start/finish line in first gear accelerating up towards the first left hand corner (Grande Courbe), which is taken at full throttle. The course then eases right into a long, fast hairpin, usually taken in fourth, known as the Estoril Bend. The drivers then speed down the main straight and pass through the flat out Golf Course kink before slamming on the brakes for the slowest hairpin on the course, Adelaide.

The entry to this corner offers one of the few overtaking manoeuvres, but the actual hairpin can only really be taken in single file. It's flat out down the next straight, however, and the drivers chase each other through the fast Nurburgring bend before attempting to outbrake each other into the next 180 degree slow hairpin.

The cars then accelerate off again and head towards the fast Imola Bend - a superbly challenging corner that dips down, right, then up and left again. There is no respite for the drivers though, as they have to slam on the brakes once more to negotiate the long right hander, Chateau d'Eau. The cars pass through another chicane, before negotiating the tight Lycee hairpin and begin another lap.

DESIGNER NOTES (STAN HILINSKI)

Corner 1 (Grande Courbe) is a fast corner, which means cars can overtake here. I realize overtaking here does not happen often, but I have used it mostly to prevent players from blocking traffic after moving only one or two spaces.

Corner 2 (Estoril) is a big, wide corner. It's named after a similar corner at Estoril, which is actually a pair of corners

separated by a very short straight. Estoril is -4 in contests because I think it's hard to overtake here, and knowing a long straight and a hairpin follow, I wouldn't even try overtaking. I'd wait for the following straight and corner. I put an ET and red trajectory here because cars should be going fast around the corner and down the straight. The ET is two-color because I wanted to make it easier to do the ET.

The stretch after 2 to 3 is prime overtaking track. I put two trajectories down the straight between corners 2 and 3 to speed up the cars here. I find trajectories tend to attract cars, so putting them on straight sections creates overtaking chances, which is what I wanted down the long straight.

Corner 3 (Adelaide) is the key corner on the track. At first I made it a 2-color sharp trajectory, but I decided to try two +2 trajectories here. This corner has also one other unique feature: if you fail the LB, it costs the same in MP to enter the corner from off-track as it does from the LB section. This means if you stop in the braking section, and cars occupy the trajectories, and you don't mind losing a tire chip, then you might as well try the LB no matter what the chances are.

The corner poses two problems for drivers. First, if someone occupies one of the trajectories, do you grab the other or do you LB? If you don't LB, the trajectory car will be in corner 5 next turn, and he can hop from corner to corner around the track. This may be your best chance to overtake. Second, if you are first to these trajectories and other drivers are hot behind you, do you stop here knowing they are almost certainly going to LB past you?

Corner 4 is a fast chicane built to slow down cars. Corner 5 is a simple left turn with a moderate chance to overtake, in my opinion.

Corners 6 and 7: I have put an ET here because it looks like a good place to go off-track. Corners 8 and 9 are a lot like corners 6 and 7 - you have a chicane followed by a sharper curve. I've watched videos of cars at each, and I thought there was a chance to overtake coming out of the chicane, if one was quick.

I put an ET (green) at corner 8 and a red +2 trajectory, plus a couple more trajectories at corner 9, because once past corner 9, it is fast driving until you get to 3, so I wanted a trajectory to boost the speed.









Scoring sheet 1st 10pt, 2nd 6pt, 3rd 4pt, 4th 3pt, 5th, 2pt, 6th 1pt

Driver name	stnio9	Points	stnioq	Points	Points	stnio9	stnioq	stnio9	stnioq	stnioq	stnioq	stnioq	JATOT
Bruno Gourdo													
Don Matrelli													
Travis Daye													
Cal Tyrone													
Peter Kurtz													
Vito Giuffre													
Team	stnio¶	stnioq	stnio9	stnio9	stnio9	stnio9	stnio¶	stnio9	stnio9	stnio9	stnio9	stnio9	JATOT
					Ī								
SUPERFAST													
FAST													
SLOW													