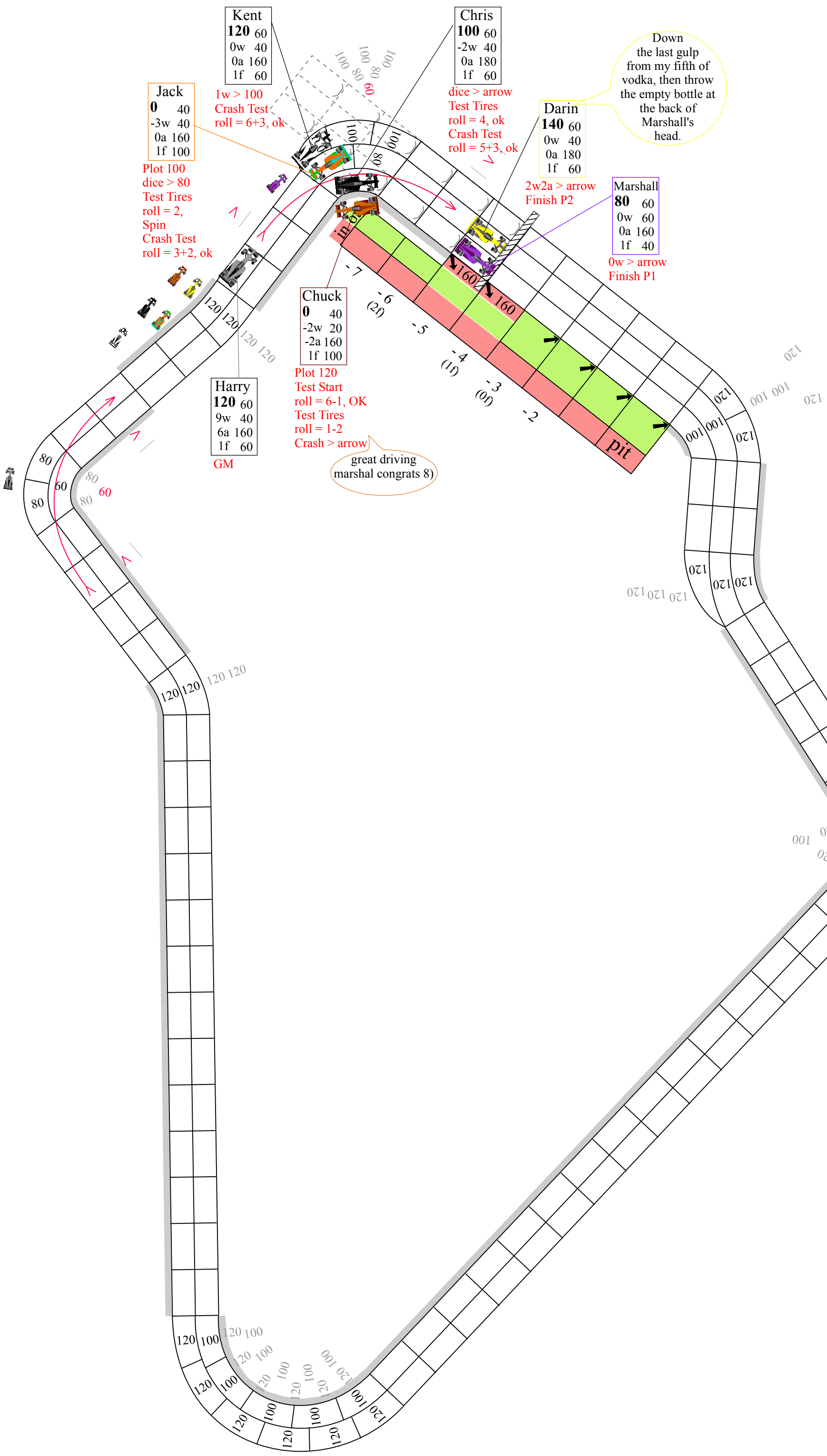
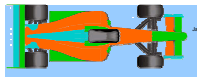
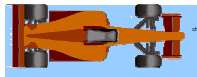
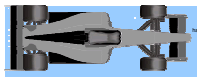

Kent
120 60
0w 40
0a 160
1f 60
1w > 100
Crash Test
roll = 6+3, ok
Chris
100 60
-2w 40
0a 180
1f 60
dice > arrow
Test Tires
roll = 4, ok
Crash Test
roll = 5+3, ok
Down the last gulp from my fifth of vodka, then throw the empty bottle at the back of Marshall's head.
Jack
0 40
-3w 40
0a 160
1f 100
Plot 100
dice > 80
Test Tires
roll = 2,
Spin
Crash Test
roll = 3+2, ok
Darin
140 60
0w 40
0a 180
1f 60
2w2a > arrow
Finish P2
Marshall
80 60
0w 60
0a 160
1f 40
0w > arrow
Finish P1
Chuck
0 40
-2w 20
-2a 160
1f 100
Plot 120
Test Start
roll = 6-1, OK
Test Tires
roll = 1-2
Crash > arrow
Harry
120 60
9w 40
6a 160
1f 60
GM
great driving marshal congrats 8)
in
pit
-7
-6 (2f)
-5
-4 (1f)
-3 (0f)
-2
160
160

next plot due: Mon. June 2 noon EST

plots and splits are written as p+/-s; number of plots +/- spaces across the line
the half lap mark for this track is exiting corner 6

track: Watkins Glen
group: B
lead lap: 3

car	driver	plot 31	plot 30	this plot notes	current wear aero fuel	acc dec top	ss H tire S tire	Q w+a bid tire/fuel	½ lap plot split	lap 1 plot split	lap split pit ?/- tire+fuel	½ lap plot split	lap 2 plot split	lap s pit - t+f	½ lap plot split	lap 3 plot split	lap s
		100 spd	100 spd		-2w	60	60	Q1	P3	P6	11+0	P7	P4	11+11	P3		
	Chris	-2 wear	0 wear		0a	40	9w	0+6	6+5	11+0	-6	17+2	22+5	no	27+7		
	Hancock	0 aero	0 aero	on arrow		180	6+6	S/1	6+5	5-5	H+2	6+8	5+3		5+2		
		140 spd	120 spd		0w	60	60	Q6	P6	P5	11+4	P1	P7	11+5	P6	P2	9-2
	Darin	2 wear	2 wear		0w	40	9w	0+2.07	6+1	11+1	no	16+3	22+6	-4	27+1	31+0	
	Morley	2 aero	2 aero	Finished P2		180	6+6	S/2	6+4	5+0		5+2	6-3	H+1	5-1	4-1	
		100 spd	100 spd		-3w	40	100	Q2	P1	P3	11+6	P2	P2	10+2	P5		
	Jack	-3 wear	2 wear		0a	40	11w	0+5.90	5+1	11+2	-4	16+2	21+0	-4	27+2		
	Cameron	0 aero	0 aero	on arrow		160	6+8	S/1	5+1	6+5	H+1	5+4	5-2	no+1	6+6		
		80 spd	120 spd		0w	60	40	Q7	P5	P4	11+9	P3	P2	11+10	P2	P1	9-5
	Marshall	0 wear	0 wear		0a	60	11w	0+0	6+2	11+0	-5	16+1	22+5	no	26+0	31+0	
	Collins	0 aero	0 aero	Finished P1		160	6+8	S/1	6+6	5+3	H+2	5+6	5+4		4-5	5+0	
		120 spd	140 spd		-2w	40	100	Q3	P4	P2	11+8	P4	P1	10+4	P1		
	Chuck	dice wear	-2 wear		-2a	20	12w	0+5.09	6+5	11+2	-5	16+1	21+1	no	26+1		
	Kifer	-1 aero	-1 aero			160	7+10	S/1	6+6	5+2	H+2	5+4	5+0		5+0		
		120 spd	100 spd		0w	60	60	Q4	P2	P3	11+8	P5	P6	11+12	P4		
	Kent	2 wear	0 wear		0a	40	11w	0+4	6+6	11+2	-5	16+0	22+7	-4	27+3		
	Lewellen	0 aero	2 aero			160	6+8	S/1	6+7	5+1	H+1	5+3	6+7	no+1	5+0		
		120 spd	100 spd		9w	60	60	Q5	P7	P7	11+3	P6	P5	11+7	P7		
	Harry	0 wear	1 wear		6a	40	11w	0+2.16	6+0	11+0	no	17+6	22+7	-4	27+0		
	Walls	0 aero	0 aero	Gm		160	6+8	S/2	6+3	5+0		6+6	5+1	H+1	5-3		
		spd	spd														
		wear	wear					+									
		aero	aero					/									
		spd	spd														
		wear	wear					+									
		aero	aero					/									
		spd	spd														
		wear	wear					+									
		aero	aero					/									

Tables and Charts

Car Design Chart
- Use 2 pts on the following

	-2	-1	0	-1	2
Acceleration		20	40	20	
Deceleration		20	40	20	
Top Speed	120	140	160	140	200
Start Speed	20	40	60	40	
Tires	6w|5w+2a	8w|5w+4a	9w|6w+6a	8w|5w+4a	12w|7w+10a

Tire notes: The wear only number to the left of the pipes is for the hard compound.
The wear plus aero formula is for the soft compound.

Test Tires Table
- Reduce each die roll for any negative wear currently on the car.
- Consult only if you are out of wear

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

* Negative wear acumulates until tires are changed.

Test Engine Table
- Reduce each die roll by any negative aero currently on the car
- Consult only if you are out of aero pts.

die roll (1-6)	result
1 or less	engine damage†: -20 mph to tested stat
2 or more	success: +20 to tested stat for this plot, -1 aero*

† Retire car if this is the car's second engine damage result.
* negative aero accumulates until the end of the lap and is then reset to 0

Deceleration Chart

exceed decel by	spend
20 mph	1w* or 1a*
40 mph	2w or 1w + 1a
60 mph	2w + 1a
80+ mph	3w + 1a + spin

* 1a can be used here only if plotted. Additional decel attempted during movement must include at least 1w.

Cornering Chart

exeed corner speed by	spend
20 mph	1w or 2a
40 mph	2w or 1w + 2a
60 mph	2w + 2a
80+ mph	crash off course

Start Speed Test
- Consult only with < 2 aero pts.

die roll (1-6)	result
1 or less	engine damage†: -20 accel
2	fail but no damage: -1 aero*
3-6	+20 start speed, -1 areo*

† Retire car if this is the car's second engine damage result.
* negative aero accumulates until the end of the lap and is then reset to 0

Fuel Load Chart
- At the start of every lap, reset aero based on the fuel left in the car.

fuel load	aero this lap
1 lap	6
2 laps	3
3 laps	0

Pit Chart
- Immediately on entering the pit space, move backwards based on how much fuel is added to the car.

fuel added	spaces lost*
0 laps (only tires)	3*
1 lap	4*
2 laps	6*

* plus consult pit crew table

Pit Crew Table

die roll (1-6)	change to spaces lost
1	+1
2-5	--
6	-1

Other Aero Uses

+20 acceleration* = 1 aero
+20 top speed* = 1 aero
+20 start speed* = 2 aero
forced pass = 2 aero

* Each can only be done once per plot

Notes: Wear, Tires, Aero, and Fuel

Tires. The normal amount of wear is split between two sets of tires: a hard compound that is all wear and a soft compound that provides aero pts that can be used only the first lap on that tire. Your starting tire compound is selected at the same time your qualifying bid is made. When pitting to change tires, you must use the other compound.

Fuel. Every car can start the race with between 1 and 3 laps of fuel. Running less fuel provides aero points but requires pitting to re-fuel.

Aero. You no longer buy skill, instead you get aerodynamic points as your car becomes lighter on fuel. Every lap you get a certain amount of aero based on your current fuel load. You also get aero for the first lap you run on soft tires. Aero does not carry over from lap to lap.

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

Test Tires Table. When you are out of wear you can use the test tires table to replace wear in the charts. You can consult this table more then once per turn to replace multiple wear, however, negative wear accumulates as you use the table.

Engine Test and Start Speed Test Tables. Similar to older tables, except that negative aero accumulates the more often the tables are used during a lap. These tables can be used if, and only if, you do not have enough aero to otherwise push a stat. The Engine Test table may only be consulted once per turn per stat tested. If used to push both acceleration and top speed on the same plot, roll first to test acceleration then again to test top speed, if needed. Note that negative aero accumulates between the push accel and push top speed rolls.

Qualifying Bid. Aero and wear count equally for qualifying bids. Both are deducted from your starting alotment.

Notes: Plotting & Moving

Plot Conventions. Write as complicated a set of if/thens as you'd like for your movement on each plot. But also indicate wether you are feeling aggressive or conservative on each plot for unforseen options.

Changing Lanes in Corners. You can change lanes while in a corner to a space that is fully diagonal or shares part of a side but is farther forward. When moving to a space with a higer speed, you may be able to accelerate without incuring additional penalty. When moving to a space with a lower speed, you may have to slow down or spend additional wear or aero.

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

Braking After Moving. First note that it is legal again to plan to brake after begining your move. Note that the deceleration table has a new convention for exceeding deceleration by only 20 mph: if the excess deceleration was plotted, then skill can be used to achieve it. However, if the additional deceleration is needed after moving one or more spaces, then wear must be spent. This is true even if the deceleration was planned.

Notes: Car Construction

Points. Note that I changed the values of the columns because I think it makes it easier to do in your head this way. The point values work out to be exactly the same as before other then the start speed modification.

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

Classifications

fastest lap times

rank	time	lap	driver	group
1	9-1	3	John	A
2	**9-2**	**3**	**Darin**	**B**
2	9-5	3	Doug	A
	9-5	**3**	**Marshall**	**B**
3	10+10	3	Bob	A
4	10+7	3	Bruno	A
5	10+5	3	Tim	A
6t	10+4	2	Chuck	B
6t	10+4	2	Scott	A
8t	10+2	2	Bruno	A
8t	10+2	2	Jack	B
10	10+1	2	John	A
11	10+0	1	Doug	A
12	10-1	2	Bob	A
13	11+12	2	Kent	B
14	11+11	2	Chris	B
15	11+10	2	Marshall	B
16t	11+9	1	Marshall	B
16t	11+9	1	Scott	A
18t	11+8	1	Chuck	B
18t	11+8	2	Doug	A
18t	11+8	1	Kent	B
21	11+7	2	Harry	B
22t	11+6	1	Jack	B
22t	11+6	2	Jim	A
24t	11+5	2	Darin	B
24t	11+5	1	John	A
26t	11+4	3 tied at 11+4		
29	11+3	1	Harry	B
30	11+2	1	Bruno	A
31t	11+0	2 tied at 11+0		
33t	11-1	2 tied at 11-1		

fastest first half lap times

rank	time	lap	driver	group
1	4-5	3	Marshall	B
2	5+6	2	Marshall	B
3	5+5	3	Bob	A
4t	5+4	2	Chuck	B
4t	5+4	2	Jack	B
4t	5+4	2	Scott	A
7	5+3	2	Kent	B
8t	5+2	3	Chris	B
8t	5+2	2	Darin	B
8t	5+2	3	John	A
9t	5+1	1	Jack	B
9t	5+1	3	Scott	A
11t	5+0	2	Bob	A
11t	5+0	2	Bruno	A
11t	5+0	3	Chuck	B
11t	5+0	1	Doug	A
11t	5+0	3	Doug	A
11t	5+0	2	John	A
11t	5+0	3	Kent	B
11t	5+0	2	Tim	A
19	5-1	3	Darin	B
20	5-3	3	Harry	B
21	6+10	3	Tim	A
22t	6+9	3	Bruno	A
22t	6+9	2	Doug	A
22t	6+9	2	Jim	A
25	6+8	2	Chris	B
26	6+7	1	Kent	B
27t	6+6	5 tied at 6+6		
32t	6+5	2 tied at 6+5		
34t	6+4	2 tied at 6+4		
37t	6+3	4 tied at 6+3		

fastest second half lap times

rank	time	lap	driver	group
1	**4-1**	**3**	**Darin**	**B**
2	4-2	3	Bruno	A
3	4-3	3	John	A
4t	4-5	3	Doug	A
4t	4-5	3	Tim	A
6t	5+5	3	Bob	A
6t	5+5	1	Scott	A
8	5+4	2	Marshall	B
9t	5+3	2	Chris	B
9t	5+3	1	Marshall	B
11t	5+2	2	Bruno	A
11t	5+2	1	Chuck	B
13t	5+1	1	Bob	A
13t	5+1	2	Harry	B
13t	5+1	2	John	A
13t	5+1	1	Kent	B
17t	5+0	2	Chuck	B
17t	5+0	1	Darin	B
17t	5+0	1	Doug	A
17t	5+0	1	Harry	B
17t	**5+0**	**3**	**Marshall**	**B**
18t	5+0	2	Scott	A
23t	5-1	2	Bob	A
23t	5-1	1	Bruno	A
23t	5-1	2	Doug	A
23t	5-1	1	John	A
23t	5-1	1	Tim	A
28t	5-2	2 tied at 5-2		
30t	5-3	2 tied at 5-3		
32	5-5	1	Chris	B
33	6+7	2	Kent	B
34	6+5	1	Jack	B
35t	6-3	2 tied at 6-3		

Race Log										pushes							
plot	car	P	gap	spd	accel	w	a	corner	slip	ss	acel	ts	dec	e dec	pass	note	
27	chuck	1	0	160	0												
27	marshall	2	0	180	20		1					1					
27	chris	3	-2	160	0			4									
27	kent	4	-6	160	0			4									
27	jack	5	-7	120	0			4									
27	darin	6	-8	140	-40	2		4									
27	harry	7	-9	140	-20	1		4	1								
28	marshall	1	1	140	-40	1		5									
28	chuck	2	-1	120	-40		1	5					1				
28	chris	3	-2	140	-20	1		5									
28	kent	4	-5	160	0												
28	jack	5	-5	160	40				1								
28	darin	6	-6	180	40												
28	harry	7	-8	160	20												
29	marshall	1	2	100	-40		2	6									
29	chuck	2	-2	80	-40		1	6					1				
29	chris	3	-3	100	-40		2	6									
29	darin	4	-3	160	-20	2	2	5							1		
29	jack	5	-4	120	-40			5									
29	kent	6	-4	120	-40			5									
29	harry	7	-7	120	-40			5									
30	marshall	1	3	120	20			7									
30	chuck	2	-3	0	-80	-2	-1	7								spin	
30	darin	3	-3	120	-40	2	2	6,7									
30	chris	4	-4	100	0			6,7									
30	jack	5	-4	100	-20	2		6	1								
30	kent	6	-5	100	-20		2	6									
30	harry	7	-8	100	-20	1		6									
31	marshall	1	0	80	-40			8								finish P1	
31	darin	2	0	140	20	2	2	8								finish P2	
31	chris	3	-3	100	0	-2		7,8								crash test in final corner ok	
31	jack	4	-4	0	-100	-3		7,8								spin, crash test ok	
31	kent	5	-5	100	0	2		7,8								crash test ok	
31	harry	6	-6	120	20			7									
31	chuck	7	-3	0	0		-1	8								crashed on test tires table	