



SPECIAL RACE RULES FOR THE ISLOPPET

The following provides special rules for the Laxforsen Isloppet Grand Prix. In summary, the special rules detail new, more historically accurate rules for pit stops, new rules for driving on the sections of the course that are on the ice track, and special tire selection rules for ice racing (studs vs. chains).

SPECIAL RULE #1. PIT STOPS

Background

The configuration of the pit area marked on the circuit map reflects historic practice from the 1930s, where a "pit lane" was not employed. Instead, drivers simply pulled their cars to a stop at trackside alongside the raceway and went to work on their car at their assigned place on pit row. The pit crew would work commonly with the driver's assistance, all within feet of the main straightaway as other cars raced by at incredible speed close by. The crew would change tires and refill the gas tank (using a funnel and gas can), and when done, the driver would leap back into the car and drive ahead into the race.

Special Rules for Pit Stops

In the Isloppet, the pits are located in the pine forested section of the track. At that point, the track widens from two lanes to four. The extra two lanes to the sides are for use as pit stops.

The placement of the pit area, separate from the start grid and half a lap ahead, means that in a three lap race, the pit stops may be made.

When pitting, cars do not pull off the track, but remain in the side lanes, adjacent to their assigned space (each nationality depicted by the flag). When occupying a pit space, it is therefore impassable to the other cars. When clear, that portion of the track may be used as part of the regular race course.

To make a pit stop, a player must declare prior to the roll of the dice that he/she intends to pit and whether the pit is intended as a fast stop (tires only) or a long stop (tires and other WPs to be repaired).



To enter the pit, the car must then drive adjacent to its assigned pit space while in either 1st or 2nd gear -- a higher roll will not result in the car passing the assigned space -- the stop is accomplished at the assigned space and the additional movement spaces are disregarded.

Thus, if a car was one space short of their assigned pit space, and at the start of the next turn the player declared the intent to pit, he/she must shift down to either 1st gear or 2nd gear and then roll the die. A roll of a 4 in 2nd gear, as an example, would result in the car moving one space and coming to a complete stop, not 4.

When the pit stop is completed, the car must restart in 1st gear using the same rules as for the race start (i.e., with a roll to determine if the driver gets a fast start or stalls, etc.).

Fast Stop

Prior to entering the pits, the player must have declared his/her intention to make a fast stop. If a fast stop is declared, a d20 is rolled and the following table is consulted:

Roll of 1-2

Failed Pit Stop! In the rush, the pit crew fumbles the tire change, resulting in a recovery of only half of the car's Tire WP (rounded up). The driver may either elect to remain in the pits one additional round, and thereafter, when it is their turn again, he/she may declare their intention to either execute a Fast Stop or a Long Stop, and the pit stop procedure will start anew (a second failed pit stop could result, with no additional Tire WP being added, and even a third, and so forth if a player were to be really unlucky).

Roll of 3-11

Delayed Pit! The car's Tire WP are refreshed to the level at the start of the race. Spend a full turn stationary before reentering the race. In other words, the car leaves the pit area after an additional movement round is skipped (i.e., as if their movement is skipped one turn). The following movement round, the car leaves the pit area in 1st gear employing the race start rules.

Roll of 12-20

Success! The car's Tire WP are refreshed to the level at the start of the race. The car leaves the pit area the following movement round in 1st gear, employing the race start rules.



Long Stop (aka Technical Stop)

All Tire WP are refreshed to the level at the start of the race. The player may also repair two (2) WPs in any other category. In addition, one (1) WP in any other category may be repaired if the player elects to remain in the pit for one additional turn beyond the normal pit requirement. Once repairs are made, the car leaves the pit area in 1st gear, employing the race start rules.

As an example, with a Long Stop, in the first round, the player would roll and enter the pit area. In the second round, all Tire WPs would be refreshed to the race start value and two (2) WPs in any other category would be fixed (i.e., the player could repair two Gearbox WPs or could split the repairs, such as repairing one Gearbox WP and one Car Body WP). On the third round, the driver could either choose to reenter the race in 1st gear (race start rules apply) or elect to remain in the pit to repair one additional WP in any other category. If the player elects to remain in the pit, the car would then depart in 1st gear in the fourth round (once again, start rules apply). No more than three other WPs may be fixed during any pit stop (plus the Tire Wps).

SPECIAL RULE #2. ICE DRIVING

Background

Historically, ice racing was very challenging. Cars would slip and spin out in the curves and it was difficult to accelerate or decelerate rapidly. Players may note that the arrows that define movement in the curves are designed to represent the difficulty of cornering on the ice.

Special Rules for the Ice

Spaces defined by blue lane marks are considered to be on the ice. When a car begins its movement on the ice, ice rules will apply to that car's movement that round. Thus, if a player ends a movement round one space before the ice portion of the track, regular driving rules apply for the full portion of the movement round to come. Similarly, if a player ends a movement round one space before the non-ice, land portion of the track commences, the ice driving rules will apply to that car's entire movement round.

If a car commences its movement on the ice, the player's gear selection at the beginning of the round will NOT apply to the current round, but rather to the movement round that follows. Thus, the gear selection from the previous round, will apply to the current movement round.



An example is helpful:

First Movement Round

In the first movement round, imagine that a car is on the ice and in 2nd gear. At the start of the round, the player decides to shift up to 3rd gear. The car will nonetheless still move based on a 2nd gear dice roll. The 3rd gear selection will only apply to the following round's movement.

Second Movement Round

In the second movement round, the player may elect to shift to 4th gear (he/she started the current round in 3rd gear, even if a 2nd gear dice roll governed the previous round's movement). Despite the selection of 4th gear, the car's current movement will be governed by the roll of the 3rd gear die (the selection from the previous round).

Third Movement Round

For a better illustrated example, let's imagine that the car ended the second movement round back on the land, i.e., off the ice. The car is in 4th gear at beginning of the turn and the ice rules no longer apply. Thus, the player may select 5th gear for the current movement round. As the ice rules no longer apply, a 5th gear dice roll would therefore be made to govern the movement.

Of note, when entering the iced portion of the track, the same rules would apply in reverse -- i.e., imagine a car in 4th gear that ends its movement on the ice. At the beginning of the next round, seeing a curve immediately ahead, the player elects to downshift to 2nd gear (using a Gearbox WP). Nonetheless, a 4th gear dice roll would still be used to govern movement in the current movement round and the 2nd gear selection would apply only to the following round -- and so forth.

In short, plan on slipping and sliding all over the track. You will quickly develop an "out of control" feeling, particularly in the curves.

SPECIAL RULE #3. TIRE SELECTION

Background

Historically, ice racers in the 1930s were fitted with either studded/spiked tires or fitted with tire chains to maximize traction. For high speed, studded/spiked tires were preferred. For more effective acceleration and deceleration, chains were preferred.



Special Rules for Tires

Studded/Spiked Tires

Normal racing movement rules for land or ice apply.

Tire Chains

On the land portions of the track, -2 will be applied to all movement points that result from dice rolls (gear dice). A minimum of 1 space movement will apply at all times -- thus, if a car is on land and in 2nd gear, and a 4 is rolled, the car will move 2 spaces. If a 2 was rolled, the minimum movement of 1 space would apply.

On ice portions of the circuit, during any movement round where the car begins its movement on the ice and the gear is being shifted up (for instance, shifting from 3rd gear to 4th gear), 1 point will be added to the movement points that result from the dice roll (to the maximum number of movement points allowed in the applicable gear). At the start, if on ice, cars with chains shall move one space forward (whereas cars with studs will not move in the first round).

During any movement round when the gear is shifted down, 1 point will be subtracted from the current movement points that result from the dice roll (minimum movement of 1 space) and also subtracted from the movement points that result from the dice roll in the following round.

As an example, if tire chains are used on the ice, the following example would apply:

First Movement Round

A car with tire chains is on the land and in 2nd gear. For purposes of this illustrated example, the driver moves normally onto the ice, but subtracts 2 from his/her movement.

Second Movement Round

The car is on the ice and the driver elects to remain in 2nd gear. No modifications are made to the dice roll.

Third Movement Round

The car is on the ice and the driver elects to shift up to 3rd gear. Therefore, as ice racing rules apply the movement would be rolled based on the previous round's selected gear (2nd gear would be rolled) and, since the driver had shifted up, +1 would be added to the result for the current round and the following rounds.





Fourth Movement Round

The car is on the ice and the driver elects to shift up to 4th gear. Thus, movement would be again based on the previous round's gear selection (a 3rd gear die would be rolled), and +2 would be added to the result (+1 for the current round's shifting up and +1 for the previous round).

Fifth Movement Round

The car is on the ice and the driver shifts down to 3rd gear. Movement would be based on the previous round's gear selection (a 4th gear die is rolled) and no modifier would be made (+1 from the previous round would be cancelled out by the -1 from shifting down).