

RALLY – INTERNATIONAL TEAM – 1980

The box contains:

interchangeable road sections

1 Table of "Risks and Damages"

Mechanical assistance, tire, R.P.M., and tune up charts

6 gear simulators

6 metal cars

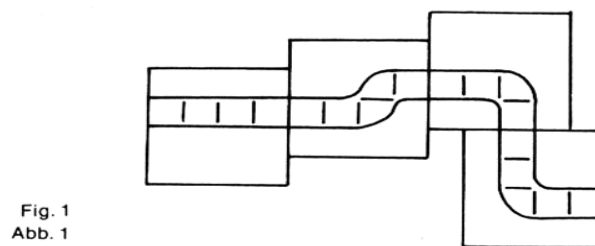
1 weather chart

1 rule booklet

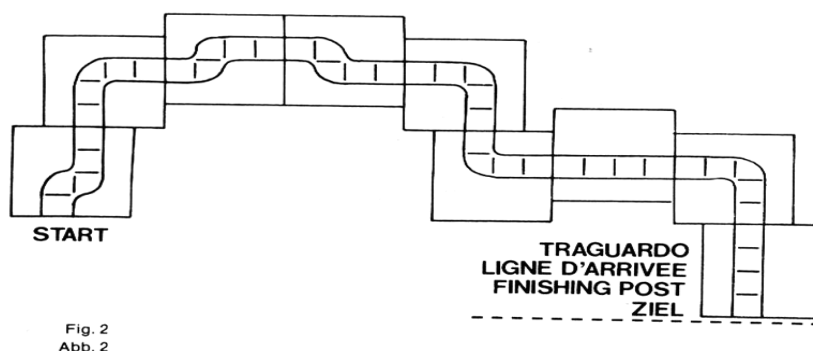
RALLY is the simulation of a road race. According to the amount of time available, one can simulate single races (like the Montecarlo) or the whole open champion- ship. The game times thus vary from 2 to 10, or more hours.

THE ROAD SECTIONS

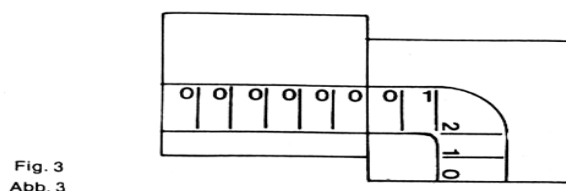
In order to have a different race every time, the race courses are built using a variable number of interchangeable road sections, placed next to each other on the table according to the instructions for entry and exit from the various sections (Fig. 1).



It is never necessary for the race course to be a closed circuit, that is, the first section need not coincide with the last (Fig. 2).



Beside each space is printed a number indicating that road's speed and safety factors (with 0 corresponding to highest speed and safety; on to four, corresponding to minimal speed and safety) as well as a progressive number to indicate the placement of mechanics (Fig. 3).



The number of sections necessary for any particular game and the special characteristics of the games in questions are given on the Calendar.

The choice and succession of the games is decided by the player who arrived last in the preceding game (instead for the first race, just like the order of departure, it is left to any means of chance at the choice of the players), following the stipulations given on the Calendar.

In any case, the first road section must be a section with a speed and safety factor of 0.

MECHANICAL ASSISTANCE

Each driver has the right to establish the type of mechanical assistance he wishes at the beginning of the game, choosing a space corresponding to one given on the road section.

There are three types of mechanical assistance: STABLE (S), FAST (V), and PROTOTYPE (P). The mechanical assistance space chosen is distinguished by placing a marker on the space in question (Fig. 4).

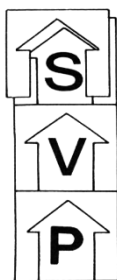


Fig. 4
Abb. 4

The type of mechanical assistance is to remain constant for the duration of any race, while it can be changed between races, but only by one level (therefore, it is forbidden to switch directly from "stable" to "prototype" or vice versa between races).

Assistance influences the basic characteristics of the cars, as far as their speed and chances to cross the various spaces is concerned.

For example, a car with prototype assistance has 2 extra points in speed, but also an increase of two points on the roll of the die, which determines its risk factor. The details of these factors will be seen in the special paragraphs

MOVEMENT OF THE CARS

The movement of any given car does not depend on the roll of the die, but on the choice of the driver. By putting the car into a certain gear, the driver can cross a minimum or maximum number of spaces at will, according to the figures given on the gear chart (Fig. 5).

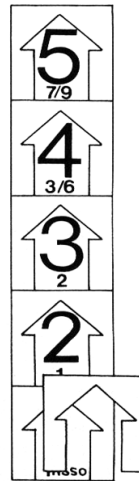


Fig. 5
Abb. 5

A shift from one gear to another must be gradual, that is, it is not possible to change from 2nd to 4th or vice versa.

The gear used is to be shown by placing a marker on the gear chart itself. Along with the speed, the number of spaces the car can cross is also given (stable: + 0, fast: + 1, prototype: + 2).

These additions are not to be calculated when travelling in first gear, in which case the factor is always 1.

R.P.M.'s TOO HIGH

Once per race it is possible to downshift, skipping a gear (from 5th to 3rd for example), giving up the R.P.M.'s too high card, given to each player at the beginning of each race (Fig. 5 b).

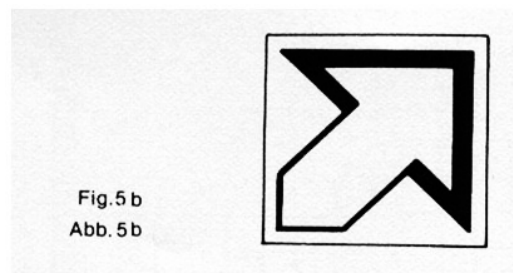


Fig. 5 b
Abb. 5 b

Entering spaces occupied by the adversaries does not modify any of the factors, while passing to get into other spaces proportionately increases the number of spaces by the number of cars to be passed (Fig. 6).

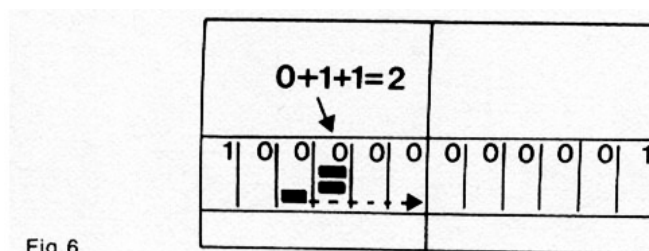


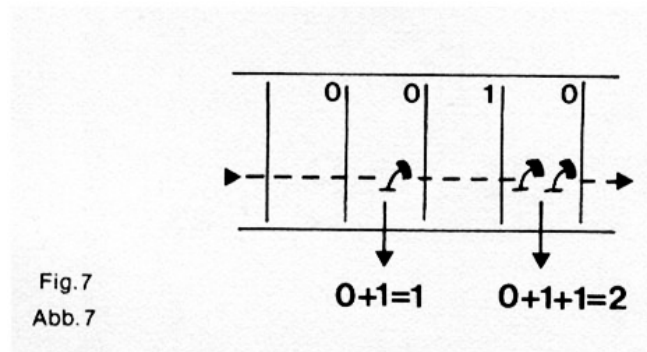
Fig. 6
Abb. 6

For each departure, after going off the course, or after stops for mechanical assistance, the first gear must be used. A forward movement of at least 1 space is always obligatory, even if the calculation of movements gives a negative result, -1 for example.

BRAKING

As it is obligatory to move the minimum number of spaces provided for each gear, modified by the assistance available, a car can be forced to enter a space that it is not able to negotiate according to the result of the roll of the die.

It is possible to reduce the number of the aforesaid spaces by braking: for each time you brake, it is one less space to cross. However, it is necessary to declare the spaces where you will brake (1 braking per space or more), which at the same time raises the speed and safety factor of the spaces in question by as many points as the number of times you brake (Fig. 7).



Example:- Braking twice on a space that counts 1 gives the space a factor of 3; the minimum movement of 6 spaces is reduced to 4.

PLAYER'S TURNS IN THE RACE

In order to simulate the graduated departures customary in rallies, the player's turns will be as follows

- 1st round** – the first player moves.
- 2nd round** – the first and second players move, one after the other
- 3rd round** - the first, second and third player move (and so on).

In order to keep track of the order of the players we advise placing the second car to the left of the first, and the third to the left of the second, and so on, thus maintaining a clockwise round during the whole game.

At the departure all the cars are placed outside the first road section.

Once all the determining elements of the game have been distributed (gear charts, assistance tables, etc.) the first player will place the desired gear (in the first round a scratch off start is foreseen) and AFTERWARDS he must throw a die. – The number that comes up is to be used to form a ratio with the gear used to find the limits of speed and safety the driver can reach during that round on the Table of Risks.

Example:- 4th gear, die 3, locating the intersection of the corresponding line and column on the Risk Table, we find that the speed and safety factor is 3.

The driver will then move the car as many spaces as he wishes, within the limits of the maximum and minimum given for the gear in use.

The type of assistance is established at the beginning and influences not only the speed, but also the result of the roll of the die.

This brings about the following modifications:

Stable assistance, no change

Fast assistance, add 1 to the roll of the die (corresponding to + 1 in speed)

Prototype assistance, add 2 to the roll of the die (corresponding to + 2 in speed)

For prototype assistance, thus, a roll of 3 on the die would always mean 5; it is impossible to go over 6.

DAMAGES

Whenever a space bearing a speed and safety factor greater than those found on the Table of Risks is reached during movement, the player must check what happens (that is, if there are damages and, if so, the severity).

The Damages Table is used for this purpose, and rolling the die again, the intersection between the result of the die and the difference of the speed and safety factor given and that on the space itself, expressed in the form of a ratio, is located.

Example:- A car is travelling in 4th, the die gives 5, chances of passing are factor 2, minimum speed with fast assistance 4 spaces.

In the second space a factor of 3 is met: the difference between the factors is $3 - 2 = 1$.

The roll of the die gives 2, which, on the Damages Table, means N (no damage).

The car goes ahead and finds a factor of 4 on the third space: the difference between factors is $4 - 2 = 2$.

The next roll of the die, which comes up 6: on the Damages Table the outcome of 6 means 2°.

Thus, the car must stop here.

Damages can be as follows:

_ - None

tc - tail spin, the car stops to one side of the course and takes off again in the next round

1° = at a halt through the next turn

2° = at a halt through two turns

3° = at a halt through three turns

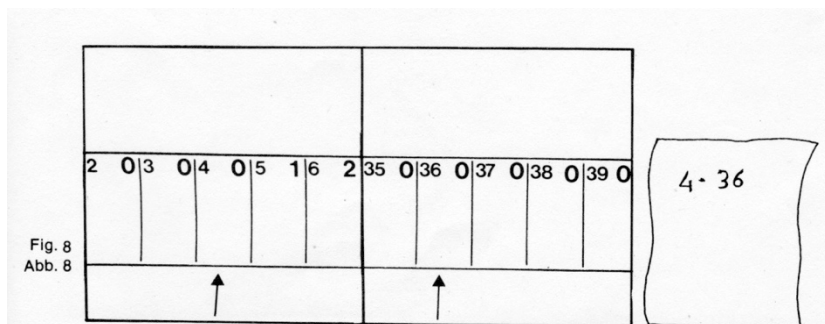
e - eliminated for the duration of the race.

Passing cars that have gone off the road does not increase the factors of those spaces.

MECHANICS

Each car can be assisted anywhere along the course, by 1, 2 or 3 mechanics, who can transform damages into the same results as a "tc" (tail spin).

The mechanics are placed at the beginning of the game according to the wishes of the drivers (Fig. 8), recording the numbers of the spaces where they are placed on a separate sheet.

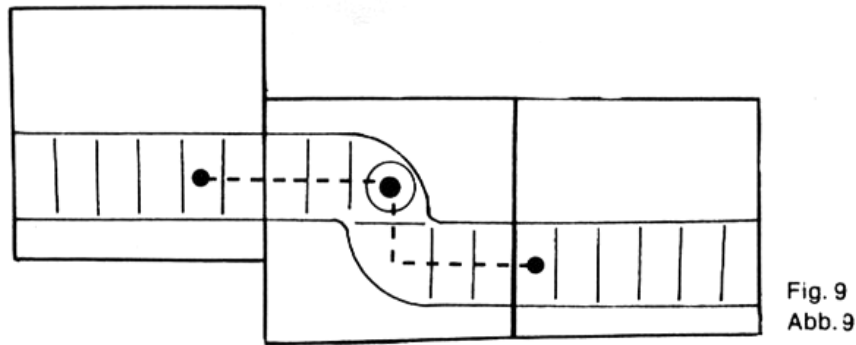


One mechanic can repair damages of the 1st degree, while two mechanics together can repair damages of the 2nd degree, and three mechanics together can repair damages of the 3rd degree.

Once they have been placed, they cannot be moved for the duration of the race.

Being damaged to the 3rd degree within the range of one mechanic means the damage is reduced to the 2nd degree.

The range of each mechanic (alone or combined) is of 4 spaces in either direction (Fig. 9).



Mechanics from opposing sides can be situated in the same space with no effects on each other.

Mechanics can also change tires (see special paragraph).

In order to stop at a mechanic, it is necessary to be in 1st or 2nd gear, or run off the road.

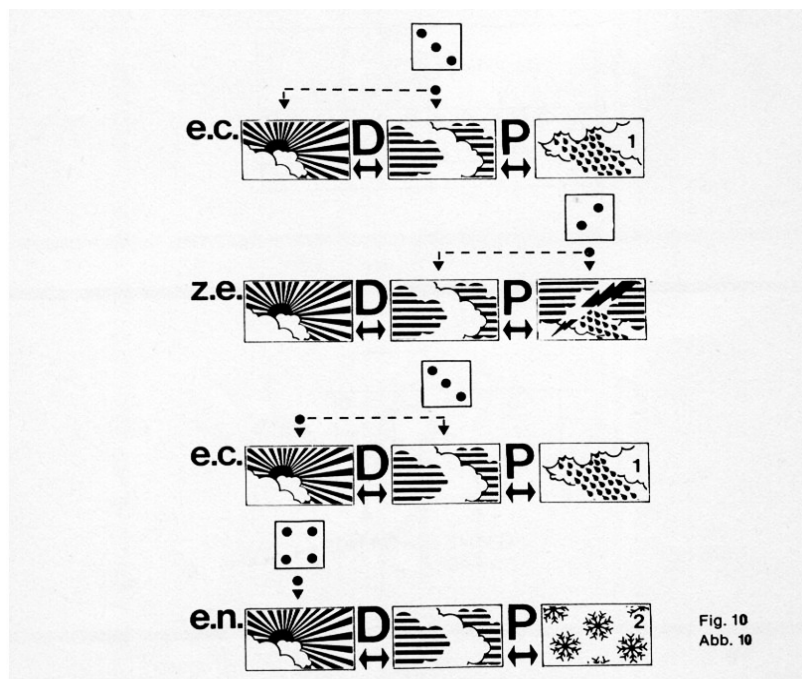
It is not possible to repair a car and change tires during the same turn (in order to do both, it is necessary to sit out a turn).

Drivers always move out in first gear after stopping at the mechanics.

THE WEATHER FACTOR

Each time it is the first player's turn, this player must throw the die to determine the weather factor for the rest of the round for all the players.

The result is considered in terms of even or odd numbers, and thus the weather marker is moved either forward or backwards from the preceding sector (Fig. 10).



Each race is divided into a series of weather situations classified as follows: Central Europe (EC), Northern Europe (EN), and Africa (A), also written on the names of the races on the Calendar.

The negative weather factors (rain, storms, snow) increase the points written in parentheses on the Weather Table when the die is thrown to determine the risks all the players take during that round.

In case of rain or storms, the fords have a risk factor of 5, while in case of snow, they have a factor of 3.

SPECIAL TIRES

Before starting or after a stop at the mechanic's a driver can opt to use rain or snow tires (Fig. 11).

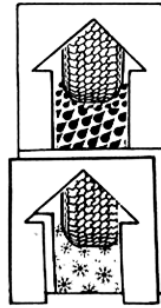


Fig. 11
Abb. 11

These tires, used during the turns when it is raining or snowing lower the safety and speed factors of the spaces crossed by one point (a factor of 4 becomes a factor of 3, for example).

During the rounds when it is clear or cloudy, instead, one or two points, respectively, are subtracted from the movement of the cars using them (the minimum movement is in any case 1).

In order to remember the type of tires used a marker should be placed on the special space on the Table.

SUMMARY OF THE MODIFYING FACTORS

Roll of die for risk factor

- a) assistance, stable + 0, fast + 1, prototype + 2.
- b) weather - rainy + 1, stormy + 2 or + 3, snow + 2 or 3.

Speed and safety factors

- a) passing: + 1 for each car passed
- b) weather: it can influence fords either negatively or positively.
- c) tires - during turns when it is raining or snowing these lower the factor by one point.
- d) braking

SCORES

There are two ways of calculating the scores, either once per race (A), or once per general championship (B).

- A) In "Rally" the racing times are calculated in relation to the rounds in which the various players finish the course from the first road section to the last. In other words, relative to the round when the first player, or players, finish the race, keeping track of the number of rounds the following players complete the course respective to the others.

Example of arrivals:

The 2nd and 3rd player complete the course; after two rounds the 1st player finishes, and after 4 rounds the 4th player finishes.

To the number of rounds behind the first to arrive we subtract the number representing the order of departure, thus obtaining the true relationship of the finishing times.

At the same time, we have this order of arrival:

- 1) 3rd player: $0 - 3 = -3$
- 2) 2nd player: $0 - 2 = -2$
- 3) 4th player: $+ 4 - 4 = 0$
- 4) 1st player: $+ 2 - 1 = 1$

Obviously, the winner is the one who takes the least time to complete the course.

- B) The driver who, at the end of the road tests comprising a race, has totalled the fewest points, will be the winner and earns 9 points towards the general championship. The second earns 6 points, the third earns 4, the fourth earns 3, the fifth earns 2 and the sixth earns 1.

In case of ties, for example between 2 second places, the third will be considered fourth.

Whoever totally destroys a car during a race is penalized with the same average given to the last to arrive with a handicap of two more points, and is then able to start a new race.

The order of departure of each race (except for the first race, which is decided upon by using some means of chance) is that of the order of arrival in the preceding race.

In case of ties, a means of chance is to be used (draw straws, flip coins etc.).

OPTIONAL RULE

Special races

As is shown on the Calendar, there are special races which are to be carried out after the normal races.

In these races there are no legal speed limits. This means that in 3rd, 4th, and 5th gears, 2, 4 and 6 extra movement points respectively can be added. The minimum remains invariable, just as all the other rules do. Whether or not to have these races is up to the drivers at the beginning of the game.

THE CALENDAR

The calendar of the World Championships is divided into 8 races, which are in turn divided into several minor races of variable length.

MONTECARLO (EC) = 3 races over 6 road sections each, plus one special over 5 road sections.

The choice of sections is free, but includes no more than one sharp curve and 1 ford.

SWEDEN (EN) = 2 races over 7 road

sections each plus 1 special over 5 sections.

No more than 2 fords or 2 fast roads.

ITALY (EC) = 1 race over 7 sections plus 1 special over 5 sections, the choice of sections is free.

SAFARI (A) = 2 races over 8 sections.

No more than 1 sharp curve, no less than 3 fords.

MOROCCO (A) = 2 races over 6 sections; the choice of sections is free.

AUSTRIAN ALPS (EC) = 2 races over 6 sections plus 1 special over 6 sections.

Maximum 1 ford.

ALPINE CUP (EC) = 3 races over 6 sections.

Minimum of 2 sharp curves, and a maximum of 1 ford.

GREAT BRITAIN (EC) = 3 races over 6 sections. Maximum of 1 sharp curve.

EC = Central Europe

EN = North Europe

A = Africa