

# NASCAR Grandstand RULES of Play

## RULES:

### 1. Setup

- 1.1. Determine number of "LAP GROUPS" (or GAME TURNS) according to the Events/Track Rating Chart for the year being simulated and event being run. For example, the Daytona 500 is 200 laps. That equates to 20 game turns according to the chart. The Pepsi 400, also run at Daytona Speedway is 160 laps or 16 game turns on the chart. Short tracks and Road Courses will have a number of turns in the race equal to total race mileage divided by 15. These are all on the Track charts and the Events Charts for each rated year.
- 1.2. Determine all the drivers eligible to qualify, or those you wish to have attempt to qualify for the race. Consult each driver's card to ensure it has a result column for the kind of track you are using. For example, Dick Trickle's 2002 card has results for short tracks and speedways but not super speedways or road courses. Obviously, he is only eligible to qualify and race on short tracks and speedways.

### 2. Qualifying

- 2.1. Qualifying is accomplished by two rolls per driver, reading the correct column on the QUALIFYING chart and adding the results to determine qualifying points.
- 2.2. Example:
  - 2.2.1. Go to Events/Track Ratings chart to determine type of track (Daytona is a SUPER speedway)
  - 2.2.2. Look at driver's card to determine ability to qualify on that type of track (2002 Tony Stewart is a C qualifier on Super speedways)
  - 2.2.3. Roll 2 dice and consult the QUALIFYING chart for results
  - 2.2.4. Dice roll is 97. Look on QUALIFYING chart for 97 in the C column (result is 19). Make note of this result.
  - 2.2.5. Roll again and consult the QUALIFYING chart.
  - 2.2.6. Roll is 3. Look on QUALIFYING chart for 3 in C column (result is 3)
  - 2.2.7. Add the results of step 3 and step 4 together (Total Qualifying result is 22)
- 2.3. When this is completed for all drivers, arrange them in order, with the LOWEST Total Qualifying value on the pole.
  - 2.3.1. In case of a tie, the driver with the best qualifying rating gets the higher starting position.
  - 2.3.2. If two or more drivers are tied and have the same qualifying rating, re-roll once and use the die roll to break ties, lowest die roll gets the higher starting position. If still tied, re-roll until the positions are set.
  - 2.3.3. If two or more drivers qualify driving the same car (i.e. Stacy Compton and Mark Wallace both qualify in Pontiac 14), you may either a) only qualify the higher driver or b) assume the lower qualifying driver is actually driving another car.
- 2.4. On your race scoresheet, list the drivers in order (from lowest to highest qualifying total) making sure to record the starting point value for each driver according to the START GRID chart. (The starting point values are filled in for you on the supplied scoresheet that comes with the game. Also fill in the name of the race and the appropriate Crash and Mech ratings for that race in the upper left corner of your scoresheet. These ratings will be found on the Events/Track Ratings sheet.

### 3. Racing

- 3.1. Beginning with the driver in the pole position (fastest qualifier), roll the dice and refer to the driver's card under the appropriate column for the track being used.
- 3.2. Make the indicated adjustments to the driver's points total.
  - 3.2.1. For example, using the 2002 Tony Stewart card at Daytona (a super speedway) a roll of 45 indicates "-5" or a five point reduction to Stewart's starting total. If the roll had been 15 an increase of 5 points (+5) would be indicated.
- 3.3. Continue rolling the dice for each driver in the race noting their new point totals on the scoresheet.
- 3.4. After each complete turn of Racing, re-order the drivers for the next turn from highest total to lowest total. If two drivers are tied with the same amount, the driver who went first in the previous turn wins the tie.

### 4. Pit Stops

- 4.1. Determine the number of pit stops required for the track you are using and the length of the race you are running. Refer to the TRACK chart for the pit stop requirements. Drivers may make a Pit Stop on any turn except the first two turns and the last two turns of a race. For solitaire play, all drivers may all pit on the same turn for convenience's sake. (e.g. in a 20 turn race, all drivers could Pit on Turns 3, 7, 11, 15, and 18 for the required 5 stops.
- 4.2. On a Pit Stop turn, only one roll is made against the PIT STOP chart. Do NOT roll on the Driver's card for that turn.
- 4.3. When conducting pit stops be sure to consult the PIT STOP chart using the Crew rating for each driver.

## Trouble

- 4.4. Anytime a roll indicates a MECH or CRASH result on the driver's card, the driver faces the possibility of mechanical problems or a crash.
    - 4.4.1. Re-roll the dice and check against the appropriate ratings for the track being used as given on the Events/Track Ratings chart.
    - 4.4.2. Be sure to use the correct MECHANICAL TROUBLE / CRASH chart depending on the season of races you are running. There is a separate MECHANICAL TROUBLE / CRASH chart if you are running any of the 1970s seasons.
    - 4.4.3. If the roll is within the specified range (using Atlanta 2002 that would be 00-27 for a mechanical problem) then you must roll again and consult the MECHANICAL TROUBLE / CRASH chart to determine if the driver is eliminated from the race or if he continues. If he continues, record a '0' result for that turn.
    - 4.4.4. If the roll is outside the specified MECH or CRASH range for that track, treat the result as a 0 result (no positions gained or lost).
    - 4.4.5. If the driver is eliminated for Mechanical reasons (eliminated on the MECH chart), re-roll the dice and consult the MECHANICAL FAILURE chart to determine the exact mechanical failure that eliminated the driver.
  - 4.5. When referring to the MECHANICAL TROUBLE / CRASH chart be sure to use the appropriate "Crew" ratings.
  - 4.6. IF a Driver is eliminated from the race due to Mechanical Failure or a Crash, give him an automatic -100 score for that turn and each succeeding turn until he reaches a maximum of -999 (for the first driver eliminated from the race) Each successive driver eliminated will reach the maximum at one less score. (i.e. next eliminated driver loses -100 a turn until he maxes out at -998, next eliminated driver after that loses -100 a turn until he maxes out at -997, etc. etc.)
  - 4.7. **OPTIONAL RULE:** If you wish to simulate the propensity for multiple car accidents at a given track, use the following procedures for CRASHES ONLY. (Mechanical Failures still follow the procedure above.) Each turn, roll once again the Track's Crash rating. IF THE ROLL IS IN THE TRACK'S CRASH RANGE, any Driver who rolls his CRASH rating that turn automatically goes straight to the MECHANICAL FAILURE/CRASH Chart to see if he has been eliminated. IF THE ROLL IS OUTSIDE THE TRACK'S CRASH RANGE, no crashes are possible that turn, if a driver rolls his CRASH rating, treat it as a '0' result instead. (Playing this way will 'clump' crashes together on the same turns without affecting the statistical accuracy of the game.)
5. **Charge**
    - 5.1. In the final 2 lap segments of a race, certain drivers have the opportunity to drive "flat out" to make up as many places as possible. These results occur under the following circumstances:
      - 5.1.1. On the 2<sup>nd</sup> last lap segment of the race (not including Pit Stops) any drivers 30 to 50 points behind the leader.
      - 5.1.2. On the last lap segment, drivers 10 to 30 points behind the leader.
      - 5.1.3. For eligible drivers (6.1.1 and 6.1.2) refer to the CHARGE Chart.
      - 5.1.4. Refer to the appropriate Crew Rating on the CHARGE Chart.
  6. **Coast**
    - 6.1. When a driver is 35 or more points ahead of his nearest competitor in the final 2 lap segments (not including Pit Stops) he is considered to be "coasting" to victory. Refer to the COAST chart for appropriate adjustments and results.
  7. **Checked Flag**
    - 7.1. If two drivers finish tied for the lead the winner is the driver with the best current race position BEFORE THE TURN STARTED.
    - 7.2. This applies for all other ties in the race as well. Best current race position before the turn started wins all ties.