Books, Comics & Things NASCAR Race Day Season League Rules

Developed by Steve “Ghostwind” Creech and Rich “NorthernOriole” Strelec.

These rules supersede all other rules and cover the entire aspect of the game and all types of tracks.

Playing the Game

Race Day is designed to capture the excitement and feel of NASCAR Nextel Cup racing but maintain rules that are both comprehensive and easy to use. The object of the game is simple, be the first to cross the finish line. In the case of participating in a season long league, consistency is the key to performing well. Finish every race in the top five and the odds are good that you will be in the hunt for a championship at the end.

Determination of starting line up

Roll two six-sided dice. The player with the highest roll takes the pole position and may choose to put his car in either the “Start 1” or “Start 2” space. The player with the second highest roll will then occupy the space not chosen and remaining players will then fill spaces “Start 3” on back according to their dice rolls until the field has been filled. Even if the player with the highest dice roll selects the “Start 2” space, he still goes first. The turn order never changes, no matter who is leading the race. On your turn, follow these steps:

- Movement (including drafting)
- Engine Check resolution
- Body Check resolution
- Bumping
- Adding tire damage

Qualifications: In the event that more drivers are present than there are existing starting spaces for the race track *or during league season racing*, a qualifying lap may be run. Each driver has one lap to establish track position by attempting to complete a single lap with the fewest rolls. All normal movement and Body/Driver Check rules still apply. Special driver abilities text on the Dashboard cards also applies with the following exception:

- Driver abilities that state "You may add 3 to your roll to determine this car's pole position" may instead add 3 to every roll during the qualification lap.

Any damage incurred during the qualification lap (except for tire damage) remains on the vehicle at the start of the actual race. A driver may choose to remove that damage by using a backup car (same driver only) and starting at the back of the racing field.

The driver with the fewest rolls needed to cross the start/finish line and also going farther past the finish line than other drivers (in case of a tie) earns the pole position. The driver with the second fewest rolls get the number two slot and so forth. Once the field fills up on the track, the remaining drivers should race on a second track if possible.

Movement

Movement is based upon four different types of speed that the driver must announce before making a movement roll.

- **Stand On It:** Add 2 to the move roll result.
- **Cruise:** Use the move roll result.
- **Check Up:** Subtract 2 from the move roll result.
- **Hard Brake:** Subtract 4 from the move roll result, but only rolling a single die. Rules for hard braking are covered below.

After announcing your movement type, roll two dice (one die if you are racing on a short track) and adjust the final total based upon the type of movement speed. Move your car the correct number of spaces in a forward progression. A car may only move into a space that moves it in a forward direction towards the finish line. Only one car may occupy any single space at one time.

Drafting: Drafting is like a free move. If your car is directly behind a car that moves you may either move forward one space along the same path or follow the car to the next-to-last space the active car occupied before stopping. You may draft on your first move if wish.

If you end your draft move adjacent to the active car or a non-drafting car, then you must make a check to determine if bumping has occurred.

Blocked Path: If your car cannot move the correct number of spaces because there are cars blocking its path and you did not declare a **Hard Brake** for your movement, you must move the car as far as it can legally be moved. Your car then takes 1 Body damage for every space it could not move.

Hard Braking: If your car cannot move more than 6 spaces without colliding with another car you may declare that you are Hard Braking on your turn rather than Checking Up. When you do this, roll one six-sided die and subtract four. You then move the car forward the remaining spaces (1-2). If the result on the die is less than one space, you do not move at all. If the number exceeds the available spaces, you will take 1 Body damage and inflict 1 Body damage upon the car immediately in front of you that you collide with. You must then follow this procedure to determine if braking is a success.

1. Add 1 Tire damage. This effectively simulates the effects of putting your car's "nose to the asphalt" and the instant wear on the tires.
2. Make a Body Check to see if your car takes damage from the sudden brake. Failure means you take 1 Body damage.
3. Make a Driver Check to maintain control of the car. If successful, the car is now moving at Check Up speed.
4. If the Driver Check fails, the car goes into a spin and 1 Tire and 1 Body damage are added.
5. Repeat the Driver Check until a successful check is made or the car is out of the race.
6. Roll one six-sided die to see if the caution flag comes out. If the car is out of the race, the caution is automatic.

Controlled Hard Braking: If you car cannot move more than 2 spaces without colliding with another car, you may declare a Controlled Hard Brake. The rules for this are identical as Hard Braking with one exception. If the driver fails his checks after the 4th tire and 4th body damage, he need not make anymore checks. He may only drive at Check Up speed and must go into the pits for at least one turn to remove tire damage. This gives a driver the opportunity to get quickly back into the race but still reflects some of the realities of racing in terms of the body damage taken such as when cars get sandwiched on the speedway. This also allows a driver to still have some control over his fate in the game and not get crashed out over the actions of other drivers.

Engine Damage

When you choose to **Stand On It**, you must make an Engine Check at the end of your car's movement before all other checks can be made. The purpose of the Engine Check is to see if your engine begins to fail under the heavy strain of racing. To make an Engine Check, roll two dice and compare resultant total to the number listed on your car's Engine value. Remember to include any modifiers such as tire damage. If the check succeeds, you take no engine damage. However, if you fail the check, insert 1 smoke counter into the hood of your car. If a second smoke damage is sustained, the engine is severely crippled and you may only move at Check Up speed until the car is able to pit and remove 1 Engine damage. When moving at Check Up speed under these conditions, it is not necessary to make Body Checks on every movement.

If your car would take Engine damage when it already has 2 Engine damage, you must apply the damage to either the Tires or Body instead.

Body Damage

When you **Check Up**, make a Body Check at the end of your car's move by comparing the check result to your car's Body value plus any modifiers, such as tire damage. If the check succeeds, you take no damage. If you fail the check, insert 1 damage counter onto your car's side. If a car accumulates a total of four body damages, it must move at Check Up speed until it can reach the pits and be repaired. When a car takes its 5th body damage, it is out of the race and must be removed.

Bumping

At the end of your turn, you must check to see if any of the spaces surrounding and/or adjacent to the active car has another car in it. If so, then both you and any drivers with cars in those spaces roll one six-sided die. If the same number comes up on any two dice on adjacent cars, those cars must each make a Body check. The reason for this is to determine whether each driver gets loose enough to infringe on the other's space, and the Body checks are to see if actual contact or contact resulting in significant damage occurs. A failure of the Body check means the car takes 1 Body damage and the driver must make a Driver check to maintain control of the car. Failure of the Driver check means the car goes into a spin.

Tire Damage

A car takes 1 Tire damage each time it crosses the finish line except for the first time it crosses at the beginning of the race. The damage makes it more difficult to make checks by increasing the value of the appropriate check (Engine, Body, Driver) by the amount of accrued tire damage. If a car already has 4 Tire damage and picks up an additional Tire damage, that damage is applied directly as either Body or Engine damage. (If the car does not have engine and body damage to give, then it must be removed from the race.)

Pit Road

You can enter Pit road during a race to repair your car only when moving at Check Up or Cruise speeds. When your car enters Pit Road, its move ends. You must choose to remain for one, two or three turns, during which time your car can do nothing else.

If you choose to pit for two or more turns, you may make a Body check when your car enters Pit Road. If it succeeds, reduce the number of turns you must skip by one.

One Turn: Turn your car's dashboard card face down to remind you to skip your next turn. Remove all Tire damage from your car. At the start of the turn, you move out of Pit Road and prepare to enter the race once again.
Two Turns: Turn your car's dashboard card face down to remind you to skip your next two turns. Remove all Tire damage and up to 2 Body damage from your car. At the start of the turn, you move out of Pit Road and prepare to enter the race once again.
Three Turns: Turn your car's dashboard card face down and put your car on its side to remind you to skip your next three turns. Remove all Tire damage, up to 2 Body damage, and 1 Engine damage from your car. At the start of the turn, you move out of Pit Road and prepare to enter the race once again.

Your car may exit Pit Road only when moving at Check Up or Cruise speeds. If a car moves out of Pit Road at Check Up speed, no Body check is necessary as this symbolizes the gradual increase in speed by a car to blend into traffic.

Pit Road contains a finish line. Record one lap completed when you exit Pit Road, but your car does not take 1 Tire damage for crossing the Pit Road finish line. A player cannot win a race by crossing the Pit Road finish line or his or her last lap.

Blocking of the pits

A driver may not end his turn on a square that will result in the direct impediment of a car's ability to leave the pits whenever possible. In an actual NASCAR race, the lane to leave the pits is quite long and allows the driver ample space to exit and blend. However, with Race Day, there are only two spaces available to exit. Therefore, they should not be blocked off. The only exception to this rule would be in the case of drafting the car ahead, which would put a car into a blocking space. This is allowed and will **not** result in a penalty assessment to the drafting car or cars.

If Pit Road is blocked due to cars drafting, you may exit pit road as normal treating a single blocked space as though it were empty for the purposes of counting spaces. In the unlikely event that more than a one row of cars are blocking the pits, you may ignore cars in that additional row only to proceed out of the pits in a direct manner moving to an outside open lane or space and not to further your position forward within either blocking line.

Yellow Flag Cautions

When there is a collision or other incident on the racetrack, there is a possibility that the field will fall under the yellow flag of caution. Any time that any one of the following conditions occurs, a single six-sided die is rolled. On a result of 1, the field is under caution. If there is more than one event occurring with a single car, such as multiple spins, the number for a yellow flag increases by one for every event.

- A car taking on Engine damage
- A car spinning one or more times
- A car taking on its fourth Body damage
- Incurring tire damage does not cause a caution roll to be made

When a caution flag comes out, the car that causes the caution is automatically sent to pit road for a mandatory **two turn** pit stop. The rest of the field is then moved to the start-finish line and lined up according to current racing position. All drivers are given credit for the lap being run before the caution. Each driver is now given the option to go to the pits to remove tire and/or other damage. Note that tire damage will be accrued as each car crosses the finish line when the race resumes so that may be an influencing factor as to whether or not a driver wishes to pit under caution.

Lucky Dog

The Lucky Dog rule states that the first driver one lap down automatically gets his lap back when the caution comes out. However, there are some exceptions and qualifications to this rule.

- If the driver is a lap down because of a NASCAR penalty he is not eligible for the "Lucky Dog" pass.
- The "Lucky Dog" rule does not apply during the last three laps of the race.
- Drivers who are a lap down because of mechanical problems (i.e. driving Check Up speed) are not eligible for the "Lucky Dog" until the leaders have lapped at least one car on the track.

Ending the race under caution

If on the final lap of the race a caution occurs, the race is automatically extended by two laps that represent a green/white/checker restart sometimes seen in NASCAR racing. If a caution occurs while the race is in “overtime,” the field is frozen ending the race under the yellow flag.

Returning to Green Flag Racing

At the end of caution, turn order begins with the car currently lined up in first place at the start/finish line. That car is credited for the lap led and racing order resumes on a turn by turn basis as normal starting with the lead car.

Spinning

When your car spins, it is loose on the track, and if you cannot get it under control you will be out of the race. Follow these steps when your car begins to spin from an initial failed Driver Check.

1. The referee turns the car sideways so that it is in both its current space and an adjacent space, if possible. If not, your car remains in its space.
2. Your car immediately takes 1 Tire damage.
3. Make a Drive Check.
4. If the check succeeds, you gain control of your car and the spins ends. Roll a single six-sided die to see if a caution comes out.
5. If the check fails, your car takes 1 Tire and 1 Body damage.
6. Repeat steps 3 thru 5 until your Drive Check succeeds and you end the spin, or you have nowhere to assign the damage your car takes and you are out of the race.
7. Roll a single six-sided die to determine if a caution flag is waved, remembering that each spin raises the likelihood of a caution by one number. Crashing out of the race automatically brings out the caution flag.

A car that has been turned sideways because of a spin may on its next turn move from either of the two spaces it is in. A car that is in two spaces cannot draft, and when it next moves, no car can draft it on that move.

If there is a car occupying a space that is adjacent to a car that undergoes a spin, that driver must also make a driver check to avoid the spinning car. If he fails the check, follow the rules for spinning listed above.

Length of Each Race

The number of laps run for each race will vary according to the place where the race is taking place and the time allotted for racing. It is recommended that a race be a minimum of 7 laps in length and a maximum of 12 laps. The number of laps run should be predetermined before the start of the race. After qualifications have been determined, the average length of time for an eight lap race on a medium length raceway such as Pocono is approximately 3 hours. When over ten or more cars are participating, based on our experience using these rules, a ten lap race will come close to 4 hours to complete.

Track Hazards

Two track hazards must be overcome if your car ends its move in a space containing one of them: walls and marbles.

Walls

If your car ends its turn in a space marked with a wall (highlighted with red slash marks through the space), you must make a Body check. If the check fails, your car takes 1 Body damage as it scrapes against the wall.

Marbles

If you car ends its turn in a space marked with marbles (highlighted with small round circles in the space), you must make a Driver check. If the check fails, you car begins to spin.

Driver Behavior

The world of NASCAR racing has its share of colorful personalities and drivers, including those that tend to be highly aggressive and confrontational on the racetrack. In the interest of keeping the game fun but still allowing the “feel” of NASCAR Nextel Cup racing, the following rules have been put into place.

Intentional bumping

If a driver has the option to check up, hard brake, or otherwise avoid inflicting damage upon a vehicle in the front, he must do so. A driver who chooses to "slam bump" or “slam draft” a car in front with the intent to intentionally inflict damage will be **black-flagged** and must report directly to the pits for a stop-and-go penalty (where he must remain for one turn). While serving this penalty, no work may be done on the car and the driver must exit the pits and return in order to remove any tire, body or engine damage. This would be in accordance to what NASCAR does in the case of over aggressive driving.

If a driver, who has been penalized once during a race, commits a second intentional bump he or she will be assessed a one lap penalty for each additional incident plus a 10 point deduction in overall points per incident.

Intentional blocking

This will be a "hot button" issue because of the number of drivers and different opinions on the subject. Blocking is an integral part of racing. It happens in every NASCAR race and does sometime result in a crash. Simply put, it is part of the strategy of racing. When blocking becomes problematic is when numerous cars are all diving into the corner sometimes going "three wide." This forces the bottleneck and leads to hard braking for one or more cars. The biggest hurdle is how to address the issue in the game without removing the enjoyment.

A driver that is effectively blocked in and unable to move 2 or more spaces must make a "controlled" hard brake. A controlled hard brake is the same as a hard brake with the following exception: If the driver fails his checks after the 4th tire and 4th body damage, he need not make anymore checks. He may only drive at Check Up speed and must go into the pits for at least one turn to remove tire damage. This gives the driver the opportunity to get quickly back into the race but still reflects some of the realities of racing in terms of the body damage taken such as when cars get sandwiched on the speedway. This also allows a driver to still have some control over his fate in the game and not get crashed out over the actions of other drivers.

A car that has been lapped more than one time should move to the **inside** lanes on straightaways and the **outside** lanes on corners as a racing courtesy if the lead cars begin to overtake and pass it thereby giving them the right of way on the inside line. However, if the opportunity arises, the lapped car may position itself to take advantage of drafting the lead car(s).

A car that has been lapped should refrain from actively blocking cars on the lead lap for more than one turn. This is a move often characterized through the teamwork of two drivers with the same car owners in NASCAR racing. If Jeff Gordon is currently leading the race and laps Henrick Motorsports teammate Kyle Busch, Kyle may drop down and attempt to impede the rest of the field from passing or gaining upon Gordon. If after the end of two turns that are not the result of a draft, the lapped car is still actively blocking other lead cars and has not made a move to the outside to give adequate passing room, he may be subject to a stop-and-go penalty at the referee’s discretion.

Points System

In a league, points are awarded. You get points for finishing a race in a certain position and you get points for leading laps. A Race Day season length is generally 12 races although that can vary depending on individual groups and what a store wants to support. Here is a breakdown of how points are awarded in a Race Day season league:

- 50 points are awarded to the driver who finishes in first place. Beyond that, points are awarded in the following order: 45, 40, 37, 34, 31, 28, 26, 24, 22, 20, 18, 16, 14, 12, and 10 pts.
- Drivers who lead a lap earn 5 bonus points.
- The driver who leads the most laps in a single event earns 10 bonus points.
- A car that does not complete a race (a DNF) due to malfunction or crashing will receive 10 points.
- Drivers who qualify for the pole position receive 5 bonus points.

- Drivers gain 1 point for each position they have gained at the finish compared to their original starting position. For example, if Kasey Kahne started the race in the 8th position and finished 2nd, he would gain 6 points.

The most points a driver can earn in a single race starting from the pole is 65. If you win the race and lead the most laps you would receive 50 for winning, 5 bonus points for being on the pole, 5 bonus points for leading a lap and 5 bonus points for leading the most laps. However, it is possibly to earn more points by starting at the back and working your way up to a win. For example, if Dale Earhardt Jr. began the race at the back of the field in 15th position and moved up to not only win the race but also earn points for the most laps lead, he would gain a total of 74 points (50 + 14 + 10).

At the end of the season, both the highest point total and the lowest point total for each driver will be discarded and the remaining races added up to determine the points champion.

Optional Chase for the Cup

At the beginning of the season, it should be determined whether or not drivers want to mimic NASCAR racing and have a “chase for the cup” with the points race. If they do, it is suggested that the total number of races for the season be increased to 15. At the conclusion of the first 10 races, the total number of points is tallied *without discarding any races* and the order is determined. The top five and any drivers within 100 points of the leader are locked into the final five races for the Chase for the Cup.

These drivers have their points manually set. The point leader automatically gets 5,050 points, the second place driver gets 5,045 and so on, five points per position. For the last five races, NASCAR points are still assigned the same way as the rest of the season to determine the champion.

Optional Car Owner Points System

Just as drivers have a points system in NASCAR racing, so do owners and manufacturers. If players in a league wish, a separate team points system can also be run to reward the car owner whose team outperforms everyone else during the season. Here is a breakdown of how owner points are awarded in a Race Day league:

- The car owner who has a driver take first place in a race earns 9 points for that race. Second-best performance by an owner gets 6 points, third place earns 4 points and fourth place, 3 points. For example, if Hendricks Motorsports finishes first and third, while DEI Inc., takes second and fourth, Hendricks would receive 13 points and DEI would get 9 points for that race.
- Car owners also receive an addition 1 point for every lap lead during a race by one of his cars. This is a reflection of both the driver’s abilities and the car’s durability and fine tuning.

At the end of the season, the points will be added up and the owner with the highest points total will be the Car Owner Points champion for the season.