THE SPEED CIRCUIT CAMPAIGN GAME

With access to tracks representing every nation that currently holds a championship Grand Prix, players now can recreate an entire season. The following guidelines will help players organize their Grand Prix campaign.

SEQUENCE OF RACES

Throughout the 1960's and early 70's, a fairly rigid and traditional sequence of Grand Prix races was held. Now, because of the increased number of races and internal bickering between the organizers, car constructors and driver's association, the schedule has been radically altered. The 1980 sequence will serve as a guide to players wishing to play the entire campaign:

Jan. 13	*Argentina*
Jan. 27	*Brazil*
Mar. 2	*South Africa*
Mar. 30	*United States (West)*
Apr. 13	*United States (East)*
May 4	*Belgium*
May 18	*Monaco*
June 1	*Spain*
June 29	*France*
July 13	*Great Britain*
Aug. 3	*West Germany*
Aug. 17	*Austria*
Aug. 31	*Netherlands*
Sept. 14	*Italy*
Oct. 5	*Canada*
TBA	*Las Vegas (tentative)*

SCORING

The races in the World Driving Championship are scored the following way:

1st place—9 points
2nd place—6 points
3rd place—4 points
4th place—3 points
5th place—2 points
6th place—1 point

This system has been in effect for nearly 20 years. What has changed every few years is the number of races that may be counted in a driver's total. In 1979, the governing body of Grand Prix racing decided to divide the season into two equal halves and allow drivers to count the points scored in their best four finishes from each half. Since there are 16 races scheduled for 1980, 72 points are the maximum that can be scored by any driver, assuming that he would win four races in each half of the season. The Grand Prix racing fraternity is not entirely happy with this scoring system. Gamers who feel the same way should feel free to adopt any scoring system which they think is more representative of a championship series. Since there are usually no more than six cars running in any race, the following scoring might better emphasize a champion within the Speed Circuit format:

1st place—10 points
2nd place— 5 points
3rd place— 3 points
4th place— 1 point
5th &
6th places— 0 points

OPTIONAL RULES

9.4—Whenever a spinout is indicated, due either to cornering or on the chance table, cars must roll on the HAZARD TABLE (Table One). If the driver is required to make a pit stop, he must do so at the first opportunity unless it occurs on the last lap in which case he may ignore it.

18 WEATHER

18.1—Before the race beings and the turn the lead car crosses the finish line on each subsequent lap, roll a die for weather and consult the WEATHER TABLE (Table Two). The results are effective immediately.

18.2—If rain is indicated, reduce all posted speed limits in corners by 20 mph.

18.3—If a car makes a pit stop to take on rain tires, that car may proceed at the normal posted speed limits.

18.4—If rain is indicated before the race begins, all cars may designate they are running on rain tires and incur no penalties.

18.5—If the weather die rolls indicate dry for two laps in a row after a turn when rain was indicated, on any subsequent laps cars equipped with rain tires are forced to obey a 20 mph corner speed limit reduction in all corners unless they pit for dry tires. (This rule reflects the fact that rain tires chunk and shred upon extreme heat which dry road conditions induce).

19 PITS

19.1—Any time a pit stop is indicated, cars must proceed to the pits at the first opportunity. They may pit in the stall of their choice. All pit stops on the last lap are ignored.

19.2—Cars may enter the pits at any speed. There is no deceleration required. Cars merely stop when reaching the pit of their choice.

19.3—When leaving the pits, cars must use their Start Speed as shown on their Performance Chart.

19.4—Cars in the pits must yield the right of way to any cars on the track. If the track is blocked preventing a car from exiting the pits, he must wait until the track is clear. The pits are considered the inner most lane for movement priority purposes.

19.5—Cars may proceed with normal acceleration following the turn in which they leave the pits.

20. QUALIFYING

20.1—Instead of using the starting positions sequence as outlined in rule 2.7, drivers may wish to actually qualify for grid position. Starting from a dead stop at the start line, drivers individually complete one lap, using their normal specification chart. Count the number of turns required to complete one lap as well as the number of squares inclusive beyond the finish line the car crosses on the last turn. Record that time as NUMBER OF TURNS/ SQUARES. Car with the best time is on the pole, second best time outside 1st row etc. Ties can be determined by die roll, with highest number getting the more advantageous position.

EXAMPLE—Car A completes one qualifying lap in 8 turns and ends up on the 8th turn 4 squares beyond the finish line. Its line is recorded as 8/4. Car B qualifies as 8/6 and is awarded the pole because it went farther (6 squares as compared to 4) in the same number of turns. If car B had qualified at 9/6, car A would have been awarded the pole because it took fewer turns to go the same distance.

CLARIFICATION OF TABLES AND RULES: ALL REDUCTIONS OF SPEED LIMITS IN CORNERS ARE CUMULATIVE. HOWEVER, AT NO TIME MAY THE SPEED LIMIT FOR A CAR IN A CORNER BE REDUCED TO LESS THAN 20 MPH.

STRATEGY

Every gamer has his own style of play, be it aggressive or cautious. Both styles have their place in Speed Circuit. Neither is a guarantee of success. Common sense will have to be your guide as to when to take a

chance or when to move with caution. There are some things you can do to insure better lap times, fewer spins and more consistent placing.

First, some theories of race car driving that are very applicable of the game. The most important corner on the track is the one that precedes the longest straight. If you intend to make up time on another car or want to use some wear points up, this is the spot to do it. The second most important corner is the one that follows the longest straight. The basic objective is to be at maximum speed for the longest time possible.

Secondly, conserve your wear units. They are the single most important specification that you have. Whether you feel comfortable leading the race or lying back waiting for your chance, conserve those wear units. You may need them for something unexpected like a traffic jam at a corner when you are blowing down the straight at 180 mph with only two squares to the corner.

Third, when preparing your car, *NEVER* waste a valuable preparation point on increased start speed. You can only use that once a race (unless the optional rules here are used) and its overall effect may be one or two square advantage over a 2-4 lap race. On the other hand, spending those points for greater deceleration will permit you to use less wear for braking and more for bonus speed in corners.

Finally, slipstream whenever possible, particularly on long, straights with slow corners at the end of them. This will permit you to keep up with the pack while you are going at reduced speed, again saving your wear for bonuses instead of braking.

So now you are in the cockpit of a sleek Formula One car at Monaco and the grid marshal says, "Monsieurs, commencez vos machines!" It's the closest most of us will ever get to grand prix racing.

HAZARD TABLE

Die Roll	Result
1	*No effect.*
2	*No effect.*
3	*Hit curb, deflating tire. Lose one turn in pits (stopped for one turn) to change tire.*
4	*Ignition difficulties, stop in pits for two turns to change plugs.*
5	*Crunch nose on guard rail. Car loses aerodynamic effectiveness. Reduce top speed by 20 mph. Reduce all cornering posted limits by 20 mph for remainder of race.*
6	*Break suspension upright. Car crashes out of race.*

WEATHER TABLE

Die Roll	Result
1	*Rain*
2-6	*Dry*

Additional tracks for SPEED CIRCUIT are available by mail from the Avalon Hill Game Company. Please refer to our Parts List for details.

BACKGROUND ON THE TRACKS

Argentina *(Buenos Aires)*—International racing began in the Argentine in 1947 with the blessings of President Juan Peron. After holding numerous races in the 1950's, financial problems brought a halt to the Grand Prix until 1972. The Buenos Aires Autodrome is flat and featureless and most of the Grand Prix have been held in sweltering. heat. Crowd control used to be a problem in the '50s but the present races as well run and the organizers are very safety conscious.

Brazil *(Brasilia)*—Located near the ultra-modern capital city of Brazil, this modern racing facility has been used only once for a championship Grand Prix. However, its excellent facilities and close ties with the politically powerful Grand Prix Constructors' Assn. make it very likely that Brasilia will alternate with Interlagos, Sao Paulo as the site of the Brazilian GP.

United States West *(Long Beach)*—Conceived by promoter Chris Pook, Long Beach made its appearance on the calendar in 1976. Only the second race on the schedule to be run on regular city streets, Long Beach is full of glamour and color. Overlooking the Queen Mary anchored in the harbor, the Long Beach track has sought to become the American Monaco. Very tight and hard on cars, Long Beach is now a fixture on the Grand Prix calendar after financial troubles the first two years.

United States East *(Watkins Glen)*—Home of the U.S. Grand Prix since 1961, the Glen race has been moved from its traditional October date to spring for 1980. Rebuilt, lengthened and resurfaced in 1971, the track included in this kit updates the track originally included in Speed Circuit. The Glen Grand Prix has been a magnet for the college age set, attracting upwards of 100,000 young people for the race weekend. The atmosphere can best be described as a "rock festival on wheels." All-terrain vehicles are run through a mud hole known as "The Bog". Those vehicles that get stuck are burned. While the crowd may get unruly at times, the race itself is well organized and administered. Drivers like the track and the huge purse although some complain that driving at the Glen is like driving in a tunnel; a reference to the guardrail that lines both sides of the track.

Spain *(Jarama)*—Built in arid and hilly countryside sixteen miles north of Madrid, Jarama first held the Spanish Grand Prix in 1968. Short and tight, Jarama is considered barely adequate for modern Formula One cars. Montjuich Park of Barcelona alternated with Jarama until the former track's demise.

Great Britain *(Silverstone)*—An old airfield, Silverstone was in the forefront of British racing revival after World War II. Extremely fast, Silverstone has excellent pit and paddock facilities and the track traditionally draws huge crowds. Since 1963, Silverstone has alternated with Brands Hatch as the site of the British GP.

West Germany *(Hockenheim)*—Replacing the famed Nurburgring in the late 1970's, as the site of the German GP, Hockenheim is another very fast course. Two long straights run between tall, dark fir trees which connect the tight stadium area. A huge concrete grandstand which can hold 120,000 is located across from the pits. The great Jim Clark of Scotland was killed here in 1968 during a Formula 2 race.

Austria *(Osterreichring)*—Set on rising ground above the Mur River, near Knittelfeld, Osterreichring has been used for the Austrian GP every year since 1970. The mountains of Styria surround the track which features fast, sweeping turns undulating through the Zeltweg hills. This track is very popular with the Grand Prix drivers.

Netherlands *(Zandvoort)*—Built in part on service roads that linked German shore batteries during World War II, the Zandvoort course twists among the sand dunes next to the North Sea shoreline. Site of the Dutch Grand Prix since 1950, Zandvoort was designed by John Hugenholtz, who also designed Jarama. Because of its geography, weather often plays a critical role in the races held there. Blowing winds gusting off the North Sea can significantly increase or decrease speeds along the main straight as well as blowing sand onto the course, making it very slippery in places. Both the revolutionary Lotus 25 and 49 won at Zandvoort in their first race.

Canada *(Montreal)*—On the Ile Notre Dame, site of Expo 67 in the middle of the St. Lawrence River, is the site of the Canadian Grand Prix. The first race was run there in 1978. Montreal replaces both Mosport Park and Le Circuit Mont Treblant (St. Jovite) as the venue for his championship round. The facilities are good as is access to the track from metropolitan Montreal. Fine hotels and excellent restaurants nearby lend a continental flavor to the whole event. The track is reasonably tight and safe. Divers stand by to rescue any drivers who should wander off course and find themselves in the drink.

Track Design and Narrative Notes by Mark Maticek