

POWERSLED CIRCUIT™

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INTRODUCTION

Powersled Circuit™ is a fast-paced, easy to learn board game set in the tension-filled world of gravsled racing. Players design their own sleds before pitting them against one another on the track. A unique card-based movement system brings strategy to the fore, and ensures that it takes more than just a speedy sled and a dose of luck to get to the winner's circle!

GAME COMPONENTS

The Track:

There are three separate track layouts that come in *Powersled Circuit*. Before the game begins, players should do the following:

- Choose the track layout on which to race. The choice of track should be made with some degree of unanimity among the players, but should not be turned into a major undertaking – remember, everyone is racing on the same track, so there is no inherent advantage to choosing one over the others.
- Set the safe speeds for each corner. Each type of corner has a predetermined safe speed selected for it:
 - 45° turn = Safe Speed 4
 - 90° turn = Safe Speed 3
 - 180° turn = Safe Speed 2

These default safe speeds may be used, or the players can modify them as they see fit. This game comes with removable stickers that can be placed in the appropriate circles on the game board to indicate the current safe speeds.

NOTE: The slower the corner safe speeds are, the more difficult the racing will be.

Sled Status Sheets:

Each sled in the race is represented by a status sheet. Sleds are built using build points; these build points are assigned to four different categories in any combination up to the agreed build point limit. Four build points represents a typical limit, although races can be run using anywhere from three to six build points. The four categories, *thrust*, *stability*, *pilot*, and *armor*, are described briefly below.

- **Thrust** – The thrust rating is the number of cards the player is entitled to draw each turn. As a race progresses the initial thrust may be permanently reduced due to damage, or temporarily reduced due to control problems.
 - Zero build points spent yields a card draw of 6 cards.
 - One build point spent yields a card draw of 7 cards.
 - Two build points spent yields a card draw of 8 cards.
- **Stability** – The stability rating is the number of cards a player is entitled to retain in his/her hand to start a turn. As a race progresses the initial

stability may be permanently reduced due to damage.

- Zero build points spent yields a card hand of 6 cards.
- One build point spent yields a card hand of 7 cards.
- Two build points spent yields a card hand of 8 cards.
- **Pilot** – The pilot rating is a die roll modifier that is added to any control loss test, or regain control test that is taken during the course of a race. The pilot modifier is never reduced.
 - Zero build points spent yields a pilot modifier of 0.
 - One build point spent yields a pilot modifier of 1.
 - Two build points spent yields a pilot modifier of 2.
- **Armor** – The armor rating represents the damage protection that a sled has. As a sled takes damage, the available armor is eliminated on a 1 point of damage per 1 box of armor basis. Only when the armor is fully eliminated does the sled itself begin to take damage. The number of armor boxes available is determined by the number of build points spent:
 - Zero build points spent yields 2 armor points per lap.
 - One build point spent yields 3 armor points per lap.
 - Two build points spent yields 4 armor points per lap.

In all three cases the number of armor boxes per lap is multiplied by the number of laps the race will consist of to determine the total number of armor boxes a sled is entitled to. This total is awarded up front, and is available to the sled at the beginning of the race.

EXAMPLE: A player decides to spend one point on the *armor* category for his sled. This yields 3 armor boxes per lap. Since it has been decided by the players that the race will consist of three laps, the sled will begin the race with 3 x 3, or nine armor boxes.

There are two additional sections of the status sheet:

- The control status line indicates how stable a sled is at any given point. To begin the game, the control status marker is placed in the complete control box. The control status may fluctuate during the course of a race.
- The spin track is used when a sled begins spinning out of control. The track is used until the sled comes to a complete stop, at which time the control status marker is placed back in the complete control box.

Racing Cards:

The heart of this game is in the action sequence, which is governed by card play. Each player should have a separate 50-

card deck. Six such decks are provided in **Powersled Circuit**, each has an identical mix of cards:

6x "MOVE 3", 6x "MOVE 4", 6x "MOVE 5"
6x "DRIFT 2", 6x "DRIFT 3", 6x "DRIFT 4"
14x Special Cards (see pp.3-5 for descriptions)

Playing Pieces:

Each player's sled will be represented on the game board by a wooden counter. This game includes six wooden flats and six stickers; before playing your first game, the stickers should be placed onto the flats. Each player then selects one of these to stand in for his/her sled.

Status Markers:

There are six sets of six status markers (red, blue, yellow, green, orange, and purple). Each player should be given a set, which are then placed on his/her status sheet to record the capabilities of his/her sled.

Dice:

Each player should also be given two dice. All die rolls in **Powersled Circuit** are made with two standard six-sided dice and adding the results together, sometimes abbreviated as "2d6".

Reference Sheets:

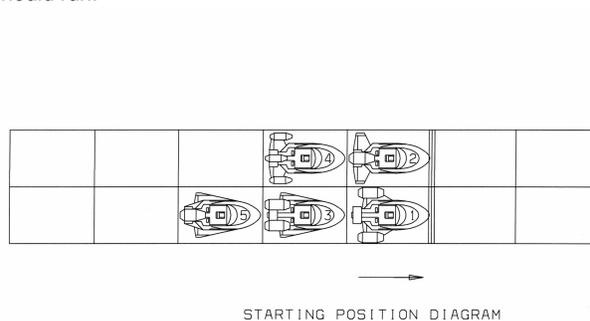
The game includes two cardstock reference sheets which contain the tables and charts necessary for play.

PLAYING THE GAME

Before the game begins, players should do the following:

Determine Starting Positions:

Any convenient method is fine, from running a qualifying lap for each player to rolling dice. Whatever method is used, only two sleds are placed on each row. The starting line on each track layout is denoted by a checkered band. The yellow directional arrows on this band indicate the direction in which the race should run.



In the above diagram, the numbers indicate the order in which the sleds are placed when determining starting positions – the number 1 indicates the most advantageous, or "pole" position, which in this case would be the front right-hand position.

Determine Race Length:

A game of **Powersled Circuit** can last for as long as the players wish; typically, a 2- to 3-lap race will make for an exciting but

relatively quick game, while experienced and/or die-hard players may decide to race for 5 or more laps.

Turn Sequence:

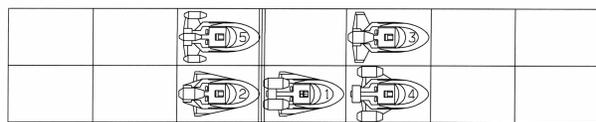
The game is conducted according to the following sequence of play; each phase must be completed before moving on to the next. After all phases have been completed, one game turn is concluded, and the next game turn begins with the Draw Phase.

Draw Phase: Each sled draws the number of cards equal to its current thrust rating. This total may be temporarily reduced from the result of a control loss test taken in the previous turn.

EXCEPTION: During the first turn ONLY, players draw a number of cards equal to their thrust rating, PLUS one-half of their stability rating (round down). For example, a sled with a thrust of 6 and stability of 7 would draw 9 cards (6 + 3.5, rounded down) during the first turn.

Discard Phase: Each sled discards, if necessary, a number of cards so as not to exceed its current stability rating. The number of cards drawn might be less than the stability rating, in which case no cards would need to be discarded.

Card Play Phase: Three rounds of card play are completed in each game turn, with each player laying down one or more cards face up in front of him/herself each round. The sled is then moved according to the card(s) played by the controlling player. The round is completed in order of standing, from first through last place. If two (or more) sleds are even with each other, the tie is broken according to the order in which the sleds arrived at that track position.



MOVEMENT ORDER DIAGRAM

In the above diagram, the numbers indicate the order in which the sleds will be moved in the next round of card play. Number 3 moves before number 4, even though they are even with each other, because number 3 arrived at that track position first. Number 1 will then move third, followed by number 2, which arrived first at the track position it occupies with number 5. Number 5 will then move last.

Regain Control Phase: Any sled not in complete control, but not skidding, may attempt to regain some or all of its control.

MOVEMENT

The Card Deck:

The performance of each sled during a race is controlled by a deck of cards. Each sled has its own 50 card deck, and all decks are identical.

There are three types of cards: move cards, drift cards, and special cards. During each round of card play, a sled must play one (and ONLY one) move or drift card; it may also play any number of special cards. Other restrictions also apply:

- A card must be played during a round, if any cards remain in a hand.
- As a general rule, all cards played during a round of card play (by a single sled) must be played before any movement begins. Any exceptions will be noted on individual cards.
- It is permissible to play cards so as to reduce a hand to zero cards during any round.
- If a sled has no cards remaining in its hand when it is due to move, it simply remains stationary during that round of card play.

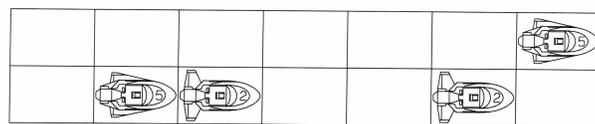
NOTE: It is usually considered "good form" to notify the other players when your sled is going to be stopped during the upcoming round of card play.

Move Cards:

The type and quantity of move cards are as follows: "MOVE 3" (6), "MOVE 4" (6), "MOVE 5" (6). A sled must move the full amount shown on a move card. No lane change is permitted.

Drift Cards:

The type and quantity of drift cards are as follows: "DRIFT 2" (6), "DRIFT 3" (6), "DRIFT 4" (6). A sled must move the full amount shown on a drift card. One lane change is permitted, anywhere along the move. A sled may only change lanes across a clear diagonal; i.e., you cannot change lanes in a curve where the square in the inside lane overlaps those on the outside, nor can you drift into a double-length racing line square from either square directly inside of that double-length square.



STARTING POSITIONS
FINAL POSITIONS
SLED 2 PLAYS A MOVE 3 CARD
SLED 5 PLAYS A DRIFT 4 CARD
AND A GOOD SPEED CARD

MOVING / DRIFTING DIAGRAM

In the above diagram, number 2 has played a move 3, and must move as shown. It cannot move any faster or slower, and it cannot change lanes. Number 5 has played a drift 4, and a Good Speed card along with it. It is therefore entitled to move 5 squares, with one lane change if desired. It utilizes the lane change, and moves as shown.

Special Cards:

The type and quantity of special cards are described below. Any special card may also be used as "DRIFT 0" or "DRIFT 1." Remember that players must play one move or drift card during each round of card play; thus, a player is required to play a special card as a "DRIFT 0" or "DRIFT 1" card if he/she has no more move or drift cards in hand. Special cards must be played at the same time a move or drift card is played, unless stated

otherwise on the special card. The benefits from special cards last for the entire round in which they are played, unless noted otherwise on the card.

NOTE: Any combination of special cards may be played during the same round of card play. Additionally, two of the same type may be played to double the effect of the given card; i.e. two Good Cornering cards may be played together to raise the safe speed of a corner by two.

Special Card Descriptions:

- **Good Cornering (2)** – Raises the posted safe speed of any corner squares moved through during a round by one.
- **Good Piloting (2)** – This is a multi-function card. If this card is played with a drift card, then one extra lane change may occur. If this card is played with a move or drift card, and no lane change occurs, then one square may be moved through as if nothing occupies the square. Note that there DOES have to be enough movement to completely clear the square being moved through; i.e., a sled cannot end its movement in the same space as another sled. The exception to this being the double-length racing line squares that may be occupied by two sleds.
NOTE: Good Piloting cards will also allow a sled to move over mines or anti-gravity slicks without suffering the effects of either. Again, the sled must have enough movement to completely clear the square containing the effect to be able to use the card.
- **Good Reflexes (2)** - This card is played after a control loss test or regain control test is taken, and adds +2 to the roll. Note that this card does not have to be played until AFTER the dice have been rolled, but will only apply to the current test.
- **Good Speed (2)** – If this card is played with a move or drift card, or special card being used as a drift card, it will allow one extra square of movement. Note that any control loss tests that are taken are taken at the speed of the original move, drift, or special card being used as a drift card.
- **Laser (1)** – This card is played after a sled has finished moving. A laser fires from the front of the sled, hitting the first sled or mine it encounters in the same lane. The range of the laser is unlimited. However, the line of fire may not travel through more than one corner square. The laser forces a strength-1 collision test by the target sled, and will automatically destroy a mine.
- **Mine (1)** – This card is played after a sled has finished moving. A mine is placed in the last square the sled moved through (one square behind the sled). The mine remains on the track until a sled enters its space, at which time that sled suffers a strength-2 collision test.
NOTE: It is possible for a mine to be dropped into an occupied square. When this occurs, the mine does not explode immediately. It does explode when the sled attempts to leave that square, unless a Good Piloting card is played, in which case the mine remains in the

square, and the moving sled is free to leave the square without ill effect.

- **Anti-Gravity Slick (1)** – This card is played after a sled has finished moving. An anti-gravity slick is placed in the last square the sled moved through (one square behind the sled). Any sled moving through a square containing an anti-gravity slick must take an immediate control loss test. The slick remains in play the remainder of the race.
NOTE: As with mines, it is possible for an anti-gravity slick to be dropped into an occupied square. When this happens, the anti-gravity slick does not cause the sled to take a control loss test immediately. The sled does make a control test when it attempts to leave that square, unless a Good Piloting card is played, in which case the moving sled is free to leave the square without ill effect.
- **Nuke Grenade (1)** – This card is played after a sled has finished moving, and is beside a potential target sled. The grenade forces a strength-3 collision test by the target sled. In corners where the squares do not line up evenly, the firing sled must occupy a square that is even with, or partially in front of, the square containing the target sled.
In addition, the sled throwing the grenade loses one step of control automatically (and therefore must discard one card).
- **Force Field (1)** – This card is played immediately after a sled suffers an effect which could potentially cause damage, and must be played before any collision or damage roll is made. The entire effect of the attack is negated. This card will also negate the effect of a Grappling Hook card.
- **Grappling Hook (1)** – This card is played immediately after a sled directly in front of the sled with the grappling hook card has played its movement card (i.e., “MOVE” or “DRIFT” card). The grappling sled is pulled along with the sled in front, in exactly the same path as the front sled. The grappling sled ends up in the last square the pulling sled moved through (one square behind the pulling sled).
NOTE: In the case of double-length racing line squares, the grappling sled will only end up in the double-length square with the pulling sled if it began that round in a double-length square with the pulling sled. Otherwise, it will end up one square behind the pulling sled, regardless of what type of square the pulling sled ends up in.
Any adverse control effects suffered by the front sled are not suffered by the grappling sled.
NOTE: As a grappling sled suffers no ill effects, and its ending position is predetermined by the pulling sled, any special cards played by the pulling sled have no effect on the sled being pulled. Furthermore, the grappling sled suffers no effect from mines or anti-gravity slicks.
NOTE: It is permissible for a sled to grapple onto a sled which has already grappled a third sled. The movement sequence would be for the first *grappled* sled to move, followed by the first *grappling* sled, followed by the second *grappling* sled. In each case,

the sled being pulled occupies the last square moved through by the sled pulling it.

CORNERS

Corner squares are those squares associated with a safe speed, bordered by a yellow line on the game board. Each corner has a safe speed associated with it, and this safe speed will be posted in a circle shown on the inside of the corner. These safe speeds will vary anywhere from "1" to "4," and will apply to every square in the corresponding corner. This number represents the safe speed at which a particular square may be entered with no penalty. When a card is played that exceeds this safe speed, a control loss test must be taken. This control loss test is taken in the first square where the safe speed is exceeded. Once the control loss test is taken, any additional squares in that corner and during that card play may be entered with no further penalty or test required.

NOTE: If a second corner is entered (a second corner being defined as a group of squares with a new safe speed, even if that speed is the same as for the previous corner) during the same round of card play, an additional control test is required. Any Good Cornering cards played at the beginning of that round of card play DO apply to all corners entered in the current round of card play.

Control Test Procedure:

1. Subtract the speed of the card played from the safe speed of the corner square. This will always result in a negative number.
2. Add the pilot modifier to the result from step 1 to obtain a final die roll modifier.
3. Roll the dice and add the final die roll modifier to the result.
4. Any reflex cards may now be played to increase the roll. The final result is obtained from the *Control Loss Table* and is applied immediately.

Control Test Results:

One of five different results may occur from a control test:

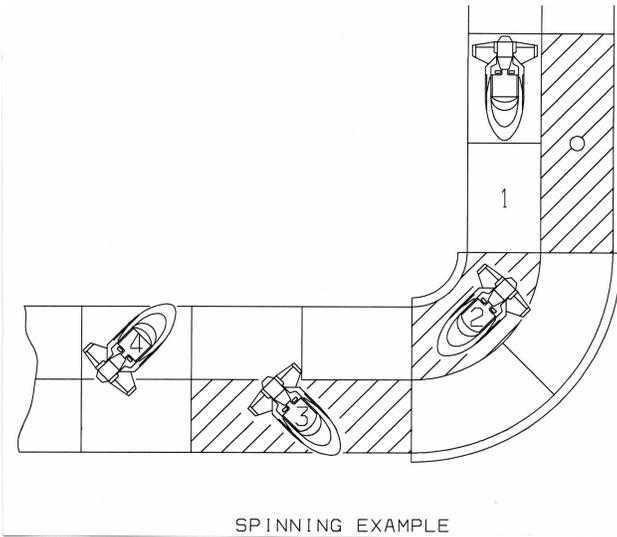
- **No effect** – No ill effect has been suffered by the sled. Its current movement is finished normally.
- **Lose 1 Step** – This represents a slight loss of control. The control marker is moved one box to the right on the status sheet and one card is immediately discarded. If a sled does not have enough cards to discard, the number of cards owed to the discard pile are subtracted from the following turn's card draw. Additionally, if the control test results in lost control, all remaining cards in the hand are discarded and the sled begins spinning.
- **Lose 2 Steps** – This represents a serious loss of control. The control marker is moved two boxes to the right on the status sheet and two cards are immediately discarded. If a sled does not have enough cards to discard, the number of cards owed to the discard pile are subtracted from the following turn's card draw. Additionally, if the control test results in lost control, all remaining cards in the hand are discarded and the sled begins spinning.

- **Lose Control & Spin** – The sled is in deep trouble. All cards remaining in the hand are immediately discarded, and the sled begins spinning.
- **Lose Control & Crash** – The sled is beyond help. All cards remaining in the hand are immediately discarded, and the sled begins crashing. The procedure is exactly the same as for spinning; however, once the sled completes its crash, it is removed from the track and is out of the race.

Spinning:

Once a sled starts to spin, the following procedure is used.

- Immediately discard all cards.
- Place the control status marker on the double circle number on the Spin Track corresponding to the speed of the move or drift card played when control was lost.
- Roll the dice for any lane change that may occur as a result of the spin. The result of the roll is based on the type of track (straight or corner) occupied by the sled when the spin starts. This roll is only made once per round of card play, unless a different type of track section is entered during the same round. In that case, a subsequent roll for a possible lane change is made. Four is added to this roll if the sled is in a corner square.
- The number of squares a sled spins during the first round of spinning is equal to the number of squares of movement remaining to the sled at the time it begins to spin. During each subsequent round of card play, the control marker will be moved one circle to the right on the spin track, following the path denoted by the line attaching the two circles. The numerical value shown in the circle *moved to* will be the number of squares the sled moves through in the current round of card play.
- If a spin occurs over the course of more than one turn, the player controlling the spinning sled draws cards as normal. The difference is that when the sled is due to move, the control status marker is moved one circle to the right on the spin track, with the new circle showing the movement value to be used. Additionally, a card is discarded before this movement occurs.
- The spin continues until the circle with the "0" is reached. The sled moves 0 squares for that round of card play, discards a card, and is then considered to be finished spinning. The sled may move normally in the next round of card play, with the control loss marker being placed back in the complete control box.



EXAMPLE: A sled is on a straight, one square from a corner with a safe speed of three, and plays a “MOVE 4.” The first square is moved through with no penalty. The second square moved into is the first square of the corner; since the safe speed of two has been exceeded, a control loss test is required. The ensuing dice roll results in lost control. All remaining cards in the hand are discarded, and the sled begins spinning. The control marker is placed on the double circle with the “4” in it on the control loss speed track. For this particular round of movement, only two squares are actually spun through. This is because two of the four movement points were expended before the sled began spinning. The direction of the spin is rolled for, with four being added to the dice because the sled is in a corner. The sled then expends its third square of movement in the direction dictated by the spin chart. Because it has now entered a straight section of track, a new spin direction must be rolled for. After the direction of the spin has been determined, the sled will be moved its final movement point in the direction indicated from the spin table.

NOTE: The normal lane change restrictions in corners are ignored during spinning. If any drift result is obtained, the lane change does occur, even though the lane change wouldn't normally constitute a legal move. In other words, moving less than a full square forward while changing lanes is valid.

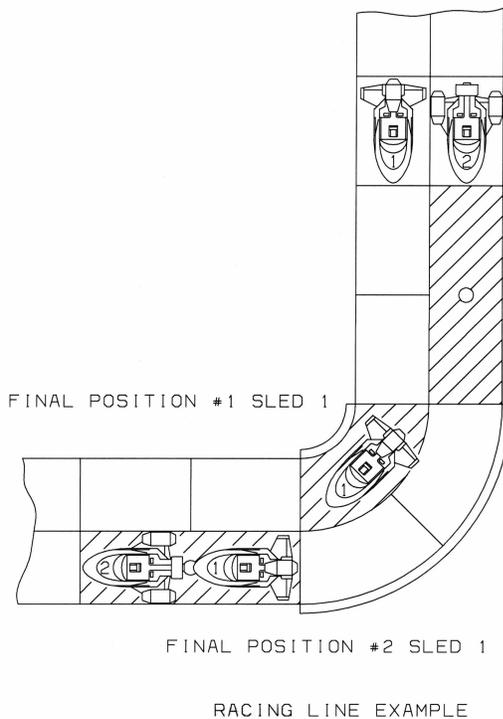
Racing Lines:

In real-world terms, the racing line of a corner is defined simply as the most efficient path through a corner that a racing vehicle can take. A racing line may exist through a given corner; this is denoted by two or more continuous squares which are a noticeably lighter color than the other squares. Additionally, one or more of these racing line squares may be double the length of a normal square. Two sleds may occupy these double-length squares at the same time, one behind the other. There are two benefits to traveling through racing line squares:

- A sled occupying a racing line square will always move before a sled next to it and at the same track position that is not in a racing line square, regardless of which sled got to that track position first.
NOTE: Two sleds occupying a double-length racing line square will both move before a sled occupying an

adjacent square, or two sleds occupying both adjacent squares.

- If a sled drifts while in a racing line, it may follow that racing line even though this may result in two (or more) drifts during one round of card play.
NOTE: If a sled must drift to get to the lane containing a racing line square, this drift counts as the drift move for the drift card played, and the sled may not make a second drift move to move along the racing line. Unless a Good Piloting card has been played which allows the sled to perform a second drift move.
- Double-length racing line squares are considered one square for purposes of movement. The first sled to finish its move in a double length square is simply moved to the front of the square. If a second sled finishes its move in a double length square already occupied by a single sled, it is simply placed behind the first sled.



In the above diagram, number 2 has reached the track position shown before number 1 and therefore is entitled to move first. Number 2 plays a “DRIFT 3” card, and uses its drift move to move along the racing line. Because it is following the racing line, it can follow the racing line up to the movement allowance of the drift card, even though this means it would drift a second time. Number 1 is not in an as advantageous a position as number 2. Because it must drift to a racing line square, it may not subsequently move along the racing line. If number 1 plays a move or drift 3, it can end up as shown in final position #1. To end up behind number 2 as shown in final position #2 it must play a drift 4, OR play a drift 3 AND a Good Piloting card (which would allow a second drift move).

COLLISIONS

Collisions occur when one sled moves, either voluntarily or involuntarily, into a square containing another sled. A collision also occurs when a spinning sled involuntarily changes lanes into a wall.

Collision Procedure:

Sled-to-sled collisions occur when a sled has enough movement to reach an occupied square. The colliding sled isn't physically placed into the occupied square, but a collision has occurred. The following procedure is used.

- Subtract the number of squares the moving sled moved prior to reaching the occupied square from the speed of the card played. For the case of a spinning sled, simply subtract the number of squares moved from the speed shown in the circle on the control loss speed track. In either case, this gives the appropriate strength column to use on the collision chart.

NOTE: The strength of a collision is equal to the unused speed points of the moving sled.

- Each sled then rolls the dice and consults the collision chart. The result will either show a required control test modifier, or both an amount of damage suffered and a control test modifier. In the case where a spinning sled is involved, a control test is not required unless the die roll modifier is high enough that the sled could potentially crash. In this case, the control test is required, ignoring any control loss result other than a crash.
- For each point of damage suffered, the appropriate number of armor points are lost. If a sled still has armor remaining, the accompanying control loss test is not required. If the amount of damage taken exceeds the remaining number of armor points, then the remaining armor is lost, and the leftover damage affects the sled itself. For each point of damage, roll the dice: on an odd result, one point of thrust is lost; on an even result, one point of stability is lost. In either case, the status marker for the section is moved one box to the left. The sled now shows a decrease in performance, either in thrust (the card draw), or stability (the card hold). If either thrust or stability is ever reduced below the left-most box, then the sled has broken down and is immediately removed from the race.
- There is a possibility that both sleds will move after a collision. In addition to the damage suffered by either or both sleds, for every two strength points involved in the collision, both sleds slide one square directly forward. In the case of a diagonal collision, the colliding sled occupies the square the sled being collided with vacates. The sled being collided with will remain in its lane throughout this residual movement. It is possible that this will cause another collision.

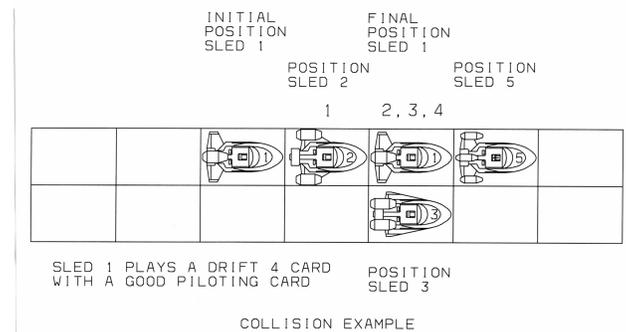
Sideswipe:

A sideswipe is a special kind of collision, and occurs as one sled moves past another. Because of difficulty of sideswiping, there are several restrictions on when a sideswipe can occur.

- A sled attempting to sideswipe must play a drift card.

- The sideswipe is considered the drift move for that round of card play.
- As the moving sled draws even with the target, it may expend one or more movement points to cause a collision of strength equal to the amount of movement points allotted to the sideswipe. After the appropriate collision rolls are made, the moving sled may then finish its movement, assuming it has any movement points remaining.

NOTE: To sideswipe in a corner, the attacking sled must be even with, or partially in front of, the target sled.



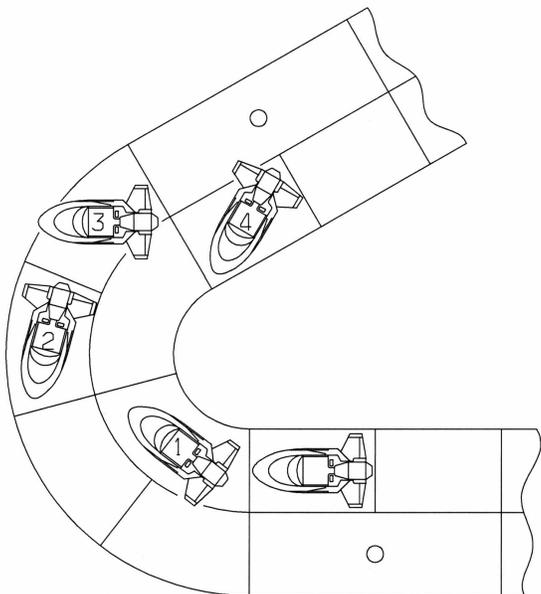
EXAMPLE: Sled 1 (the moving sled) finds itself with one square between it and sled 2. Sled 1 decides to be obnoxiously annoying and go after two sleds with in one card play. It plays a drift 4 along with a Good Piloting card. The first two movement points are spent moving through number 2 as shown. Because number 1 has played a drift card, it may choose to sideswipe. Therefore it uses its third movement point to sideswipe number 3, which will cause a strength 1 collision to both sleds. It then uses its last movement point to rear end number 5, which will again cause a strength 1 collision to both sleds.

Wall Collision Procedure:

Gravsled tracks are assumed to have an invisible force field which runs the complete length on both the inside and outside edges of the track. This force field acts a retaining wall, and keeps any out of control sleds from careening wildly off the track. No additional damage occurs to a sled that spins into the wall. However, the following procedure is performed to determine the path of the spinning sled.

- Instead of moving diagonally off the track, the sled is moved one square forward along the wall.
- Providing the sled has any movement remaining, the Off-the-Wall Chart is consulted to determine the path of the sled. The dice are rolled, which will determine whether the sled continues spinning in the same lane (along the wall), bounces in one lane, or bounces in two lanes (movement permitting). If the result is the same lane, merely finish moving the sled the appropriate number of squares. If the result is in one lane, move the sled one lane away from the wall into the next forward space. The sled then finishes its movement in the new lane. If the result is in two lanes, move the sled away from the wall two lanes if possible and finish the move. In a lot of cases, however, this will result in another wall collision, as for the most part the tracks are only two lanes wide.

NOTE: These lane changes do not have to be legal moves. In some corners, the lane changes will result in the sled moving forward the equivalent of less than one square of movement.



OFF THE WALL EXAMPLE

EXAMPLE: A sled begins its move one square away from a corner with a posted safe speed of 2. The sled is down one step of control, but as it is dropping further behind the leaders the pilot (+2) deems it necessary to start taking a few chances. The pilot therefore decides to play a MOVE 4 card. The sled expends its first movement point by moving into the first square of the corner, at which point a control test must be taken. The modifier added to the dice roll is 0 (-2 for speed, and +2 for the pilot). The dice roll comes up a 4, resulting in a loss of two steps of control. As the sled is already down one step, this two step loss results in lost control. All remaining cards are discarded, and the spin direction is determined. As the sled is in a corner square, the dice are rolled, with +4 added to the roll. The resulting dice roll is a 13, which indicates the sled spins two lanes toward the outside of the track (if possible) with its next two movement points. The sled can move out one lane, but the second lane change will result in contact with the wall. Instead of moving out a second lane, the sled is moved forward one square. The sled has now moved three of its original four squares of allotted movement. As it has one square of movement left, the *Off-the-Wall Table* is consulted, and the dice are rolled. The resulting roll of 9 indicates that the sled will bounce in one lane, ending its move as shown. The control status marker is placed on the double ball 4 on the control loss spin track, which will dictate the amount of movement the sled has for the next three card plays.

Collision Results:

Part of the Collision Table is reproduced above. Interpreting the results from the collision table isn't as daunting a task as it seems. What follows is a list of the possible results, and what those results mean.

- **±X Test:** This indicates that a control loss test must be taken, with X added to or subtracted from the die roll.
- **Y Damage, ±X Test:** This indicates that Y number of damage points have been sustained by the powersled, and that a control loss test must also be taken, with X added to or subtracted from the die roll. **NOTE:** The control loss test is taken only if the amount of damage exceeds the remaining number of armor boxes.

REGAINING CONTROL

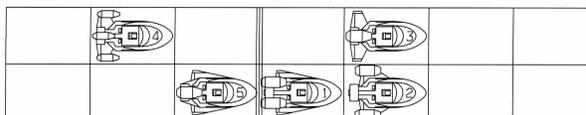
A powersled may lose control in two ways; either moving too quickly through a corner, or from taking damage. At the end of each turn, any sled not currently in complete control (but not spinning) may attempt to regain some control.

Regain Control Procedure:

1. Roll the dice, and add the pilot modifier to the result.
2. Any reflex cards may now be played to increase the roll. The final result, obtained from the *Regain Control Table*, is applied immediately.

WINNING THE GAME

The game continues, cycling through the turn sequence as outlined earlier, until the first sled crosses the finish line after completing the agreed-upon number of laps. If two or more players finish the race during the same round of card play, the winner is the sled that has moved the farthest past the finish line; if two or more sleds are still tied, the winner is the sled that arrived at that track position first.



WINNING ORDER DIAGRAM

In the above diagram, sleds 1, 2, and 3 have all crossed the finish line during the same round of card play. Sled 1 is behind the other two, and therefore has come in third. Sleds 2 and 3 are even with each other, so the victory goes to sled 2, which moved just before sled 3 and therefore arrived at that track position first. In the following card play, number 5 will move, followed by number 4.