



Rallyman

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Game Rules

In Rallyman each player tries to reach the end of each stage as quickly as possible without losing control of the Micro Rally Car (MRC).

Using various driving techniques, the driver can reduce his times. The combination of these techniques.

The winner is the player who has spent the smallest amount of time to complete a set of 3 rally special stages.



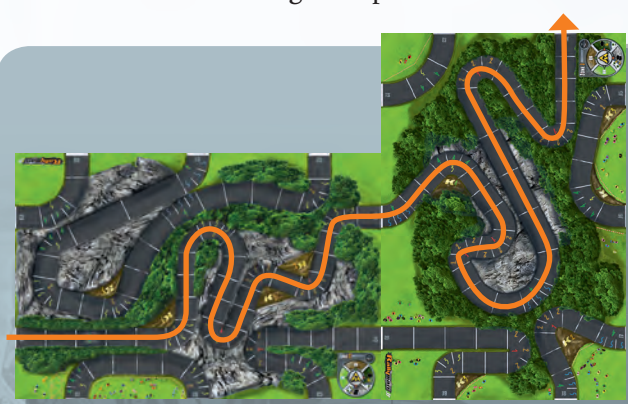
ART.1 ORGANIZATION OF A RALLY

Before starting the rally, a player is appointed as the race director. He will be responsible for organizing the rally which will be played in 3 timed stages called special stages ("specials", or "SS"). At the start of the rally the drivers decide together the route for each of the 3 specials.

These specials are composed of a distinct start and finish points, between which the MRC will be timed (it is not a race on a closed circuit). The specials are determined by combining 1, 2, 3 or 4 ZONES (C, J, L, V) and then choosing one of the several possible routes like illustrated in the following examples:



I0-L1 / C7-C6 / I2-I3 / V2-V3 / C5-C4



C8-C3 / J1-J4



J1-J4

The race director takes a COURSE SHEET and:

- Writes the name and date of the rally, the names of the drivers (next to each of the helmets);
- Describes the route of the 3 specials indicating the start, junction and finish points for each special;
- Puts a cross in the column to indicate whether there will be assistance at the end of each special. Assistance is a period between two specials that is reserved for the repair of cars that have suffered damage or flat tires. It is advisable for novice drivers to have an assistance period at the end of each special.

For details on assistance, see ART.14.

Here 4 drivers are taking part in the rally. The 3 SS represented above are identified and assistance will be provided after SS1 and SS2.

P.C. COURSE									
Rallye		MONTA CAUD		rallyman		Date : 23 / 02 / 2011			
START								FINISH	
ES1	L1	C3-J1						J4	X
ES2	J1							J4	X
ES3	J4	J4-C3-C6-L2-V3-V2-V3-C5						J4	
ACQUARO JOURNÉ AQUARON AQUARON									
ES1	Pro. E12	Category 1 (max 1)	Category 2 (max 1)	Category 3 (max 1)	Category 4 (max 1)	Category 5 (max 1)	Category 6 (max 1)	Category 7 (max 1)	Category 8 (max 1)
ES2	W6 E12	Category 1 (max 1)	Category 2 (max 1)	Category 3 (max 1)	Category 4 (max 1)	Category 5 (max 1)	Category 6 (max 1)	Category 7 (max 1)	Category 8 (max 1)
ES1-ES2	Pro. E12+E12	Category 1 (max 1)	Category 2 (max 1)	Category 3 (max 1)	Category 4 (max 1)	Category 5 (max 1)	Category 6 (max 1)	Category 7 (max 1)	Category 8 (max 1)
ES3	Pro. E12	Category 1 (max 1)	Category 2 (max 1)	Category 3 (max 1)	Category 4 (max 1)	Category 5 (max 1)	Category 6 (max 1)	Category 7 (max 1)	Category 8 (max 1)
ES1-ES2-ES3	Pro.	Category 1 (max 1)	Category 2 (max 1)	Category 3 (max 1)	Category 4 (max 1)	Category 5 (max 1)	Category 6 (max 1)	Category 7 (max 1)	Category 8 (max 1)



ART.2 GAME SETUP

The race director prepares the first stage by setting up the ZONES used for that stage and placing the START PANEL and FINISH PANEL. Cut out the card provided for this purpose.

Now the components are structured as follows:

ART.3 STARTING

3.1 The starting line is formed by the edge of the board. It is marked by the red STARTING PANEL displaying a chronometer.

3.2 Definition of the starting order

- The order of departure of the 1st SS is determined by the drivers at the beginning of the game.
- The starting order of the 2nd SS is obtained from the classification (based on time) at the end of the 1st SS;
- The starting order of the 3rd SS is obtained from the classification obtained after adding the times from the two previous specials (reclassification).

3.3 Starting procedure

In rally the starts are carried out every minute to allow the drivers to benefit the open road without eventually being blocked by the previous drivers.

To simulate this departure against the clock, the drivers A, B, C and D play the first turns like this:

- Turn 1: player A
- Turn 2: player A, player B
- Turn 3: player A, player B, player C
- Turn 4: player A, player B, player C, player D

Once all drivers have started the special stage, each one plays their turn one at a time.

3.4 The order of play is that of cars on the road. If one car overtakes another (see ART.12) the player order for next turn will change. If more than one car is in a same space, the car with the highest gear engaged plays first or, in case of a tie, the car that arrived first in that space.



ART.4 DRIVING THE MICRO RALLY CAR

To advance the car the driver uses the dice. The 5 black dice (GEAR DICE) correspond to the 5 gears of the MRC. The 2 white dice (ACCELERATION DICE) correspond to acceleration using the last engaged gear.



● BASE RULE

**ROLL 1 DIE = ADVANCE 1 SPACE
REGARDLESS OF THE DIE ROLLED OR ITS
RESULT, EVEN IF ⚠**

In his turn to move the Micro Rally Car (MRC), the driver performs the following 3 phases:

PHASE 1 : choosing the gear to engage, rolling the first die:

- If the driver is starting the special stage, or restarting after a loss of control he must roll the 1ST GEAR DIE.
- If the driver is already underway in the special stage, he may roll one die either the same or one gear above or below the gear used at the end of the previous turn (see the last GEAR CARD taken) or the driver may choose to accelerate and roll the ACCELERATION DIE.

PHASE 2 : chaining gears, rolling the other dice.

To perform a chain of gear changes, roll the dice one by one and respect the following 4 rules:

- Each die can be rolled only once each turn. Each rolled die is put aside but left visible to show any  rolled.
- Starting from the gear engaged in PHASE 1, gears are chained one by one by rolling the dice one by one. The ACCELERATION DICE (white dice) may be played at any time while chaining gears: at the beginning, interspersed or at the end.
- Respect the notes indicated in the corners, bumps and shortcuts (see ART.9 and ART.11).
-  =  The accumulation of 3  in the same turn results in a loss of control  of the car and the end of the driver's game turn (see ART. 7).

PHASE 3 : end of turn, drawing a GEAR CARD.

When the driver decides to end his turn (for not having more available dice or to avoid losing control of the car), he takes the GEAR CARD that corresponds to the last rolled die and puts it on the top of his stack of cards – the chrono pile – which is formed in front of the driver. The big colored number should be visible: it reminds the driver of his current gear. The digital quadrant at the top of the card is a chronometer with a timing that, at the end of the special, will be added to the timings of the other cards drawn.



ART.5 TIME ATTACK

(It is possible to begin without this rule)

This technique allows the driver to take risks to collect second markers. It consists of rolling dice chosen prior to movement simultaneously (at least 2 dice), rather than rolling them one by one.

It's possible to use this or the basic technique on a given turn, but drivers may not mix the two in the same turn.

- In this technique, if less than 3  appear on the dice rolled, then the movement is performed entirely (as many spaces as the rolled dice). The driver takes as many SECONDS  as the number of dice rolled. Just like in the basic technique, a GEAR CARD is drawn at the end of the turn corresponding to the last engaged gear

PHASE 1

Here, the driver is in 3rd gear. He can therefore choose to roll the 2ND, 3RD, or 4TH GEAR DIE or the ACCELERATION DIE.

PHASE 2

4 examples of chained gears

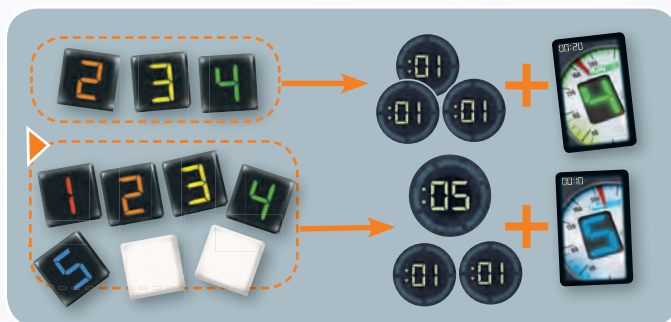
PHASE 3

Here, the driver finishes his turn in 1st gear and puts a 1ST GEAR CARD (50 seconds) on his chrono pile.

If the last rolled die is an ACCELERATION DIE, the driver takes the GEAR CARD that corresponds to the last GEAR DIE rolled.

The seconds accumulated in a special will be deducted from the chrono pile total time or can also be used to avoid the risk of loss of control (see ART.6).

- If at least 3  appear, the rolled dice are used in the car movement, respecting the usual procedure of chaining gears until the obligatory use of the 3rd



symbol. It is therefore possible that certain rolled dice are not used in this movement. It is on the last space reached by the car that the loss of control will take place (ART.7). Even so, the driver receives as many seconds as the number of rolled dice to reward the risk-taking by the driver.

Note 1: It is forbidden to roll more dice than the number of spaces necessary to reach the finish line.

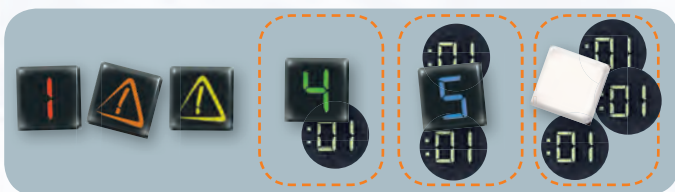
Note 2: In the event of a puncture (see ART.9), a white die which rolled  may be lost. The  is not taken into account for loss of control.

ART.6 SPENDING SECOND MARKERS

(It is possible to begin without this rule)

The seconds won on a special using the time attack technique (ART.5) can be used during that same special to advance without running the risk of losing control of your MRC.

To do so, if you are afraid of losing control after 2  have appeared on the dice rolled in a given turn, you can put the die you want to play together with a SECOND  (instead of rolling it randomly). This will ensure the car moves without risk. You can use several seconds during the same turn as follows:



1 second for the first die, + 2 markers for the second die, + 3 markers for the third, etc. (thus 6 seconds for 3 dice).

Note: it is not possible to spend SECOND MARKERS while using the time attack technique.

ART.7 LOSS OF CONTROL - SISU CARDS

7.1 A loss of control occurs when:

- 3 symbols  are accumulated on the dice rolled on the same given turn or 2  using asphalt tires on snow.
- On a corner, the gear used is 1 or 2 gears above the maximum note.
- On a bump, the gear used is 1 gear above the note indicated on the bump and the symbol  appears on the rolled die, or if the gear used is 2 gears above the note (see ART.11).

7.2 In the event of a loss of control:

- Move normally until you reach the space where you lose control.
- Take a GEAR CARD corresponding to the last gear engaged, turn it to the opposite side and place it over your chrono pile, respecting the event indicated by the card:



Place the car in reverse direction without taking any damage;



or Place the car on the left or the right

side of the road, according to the arrow shown in the GEAR CARD, orientated in the direction of the car movement.

- More or less serious damage is caused to the car depending on the type of terrain adjacent to the space where the loss of control took place (ART.8).

7.3 Resuming play in the turn after a loss of control. Reposition the car on the road space where the loss of control took place or facing the proper direction in case of a spin, and start moving using 1st gear on your next turn. (The last gear engaged, visible on the chrono pile, is 0 - neutral).

7.4 Specific cases:

- If the car was skidding when the loss of control occurred, the car is repositioned in the interior trajectory space of the corner.
- If the loss of control occurs in the movement from the road to the shortcut, then the driver places his MRC on the shortcut and takes a SHORTCUT CARD. He will continue the game in the next turn from the space of the shortcut;
- If the loss of control occurs in the movement from the shortcut to the road, then the driver puts his MRC over the road. He will continue the game in the next turn from that space.
- If the loss of control occurs while crossing the finish line: see ART. 13.



7.5 Sisu Card:



"Sisu" is a Finnish word to describe the fighting spirit of a Finnish driver.

Each player has a Sisu card he can play once per game to cancel a loss of control. Discard the Sisu card and make your move without taking into account  symbols.

The Sisu card cannot be used to cancel a loss of control caused by approaching a turn too quickly.

ART.8 DAMAGE

In the case of a loss of control that results in the car leaving the road, the damage that may have been caused to your MRC depends on the type of terrain surrounding the side of the space where the loss of control occurred (the specific legend of each ZONE indicates the severity of the damage).

Damage has as a consequence a loss of GEAR DICE.

ZONE C



according to ZONE C legend:

- in grass = no damage
- in dirt = no damage
- in forest = loss of 1 black die
- in rocks = loss of 2 black dice.

To track the damage suffered, DAMAGE MARKERS ● should be placed on the dashboard, covering a number of black dice symbols ● that corresponds to the number of black dice lost.

Losing 1 black die means that the driver can only use 4 GEAR DICE and 2 ACCELERATION DICE in a given turn. It is not the loss of a gear die in particular. Thus, for example, the driver can use in a given turn the 1ST GEAR DIE, 2ND GEAR DIE, 3RD GEAR DIE and 4TH GEAR DIE and in the next turn use the 5TH GEAR DIE, 4TH GEAR DIE, 3RD GEAR DIE and 2ND GEAR DIE.

The damage will be repaired during the next assistance period (see ART.14).



ART.9 CORNERS

There are three ways of negotiating turns:



9.1 INTERIOR TRAJECTORY: indicated by the number inscribed on the inside of the corner.

This number indicates the maximum gear that can be used in this trajectory. The car is placed over the note in the direction of the movement.



here in 3rd gear

We can make the corner on 1st, 2nd or 3rd gear.



9.2 SKIDDING TRAJECTORY: indicated by the notes inscribed on the outside of the corner.

These notes indicate the exact gear to perform the corner while skidding. The car is placed sideways in the spaces between the white half-lines.

After the 1st or 2nd skidding space, the car can return to interior trajectory by changing down 1 gear from the skidding trajectory gear.



Here always at 4th gear

The skidding takes place at 4th gear through 3 spaces using: 4TH GEAR DIE, ACCELERATION DIE and ACCELERATION DIE.



9.3 BY THE SHORTCUT: indicated by the note preceded by **K** on the brown area below the inner part of the corner.



This indicates the maximum gear for passing through the shortcut.

The car is placed in the brown area in the direction of movement.

The driver takes one SHORTCUT CARD K, applies its effect and puts it in the discard pile:



Here K4, it is possible to pass through the shortcut on 1st, 2nd, 3rd or 4th gear.



1 Good shortcut

No consequences.



2 Dirty corner

Dirt was thrown over the corner, thus placing a DIRT MARKER ● on the curve. The notes of the corner are now decreased by 1 for any subsequent drivers, except for the note of the shortcut which is not changed.



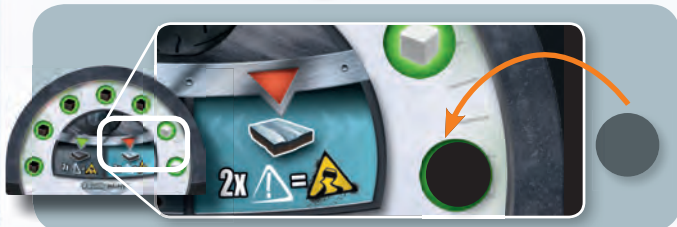
If another dirty corner card is drawn by another driver traversing this shortcut, the notes, already decreased by 1, decrease by 1 again.



3 Flat tire:



The car has a flat tire that results in loss of an ACCELERATION DIE, this penalty is registered on the dashboard by placing a DAMAGE MARKER ● over a white die symbol ●.



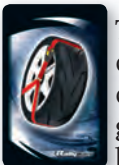
- In the case of the 1st flat tire: the driver can only use a single ACCELERATION DIE.
- With a 2nd flat tire, the driver may not use any of the ACCELERATION DICE.
- If there is a 3rd flat tire and none of the previous 2 have been repaired, then that driver is knocked out of the rally.

In the case of a flat tire the driver can either continue that turn and following turns taking the adequate acceleration penalties into consideration or he can use his SPARE TIRE CARD (see ART.10).



If a corner is approached with the car engaged in 1 or 2 gears above the highest note of the corner, there is a loss of control of the car in the corner (see ART. 7). More than 2 gears above, the driver is knocked out of the rally.

ART.10 SPARE TIRE



The SPARE TIRE CARD allows the change of a flat tire during a stage. This can only be done when the car is in 1st gear or neutral (gear 0) and only at the beginning of a turn.



At the beginning of turn, put the SPARE TIRE CARD on top of your chrono pile, remove one DAMAGE MARKER ● covering a white die symbol ● on the dashboard and start in 1st gear.

The SPARE TIRE CARD can also be played between 2 specials if there is no assistance. In this case, the card is discarded (instead of being placed on the chrono pile). However it will no longer be available for the next special.

Note : A played SPARE TIRE CARD is not recovered for the next special unless there is assistance before its beginning. (see ART.14).

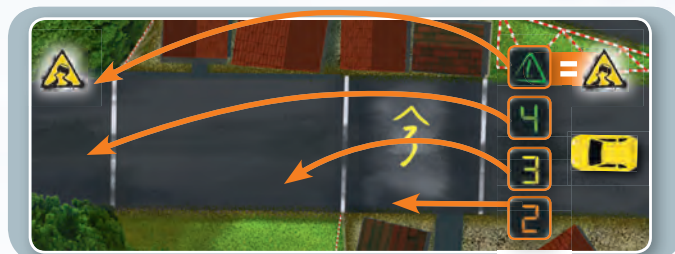
ART.11 BUMPS

The BUMP is indicated by a note under the symbol ▲. There are 3 ways to approach these:

- **Reduced speed:** if the bump is performed at a lower gear than the note, the MRC advances 1 space as usual (into the bump space);
- **Recommended speed:** if the bump is performed with a gear equal to the note, the MRC jumps to the

next space of the bump (thus advancing 2 spaces);

- **Excessive speed,** if the bump is performed with 1 gear above the note, the MRC jumps to the second space ahead of the bump (thus advancing 3 spaces). But if the symbol ▲, appears on the die just rolled, then there is a loss of control of the MRC (see ART. 7).



If a bump is performed 2 gears above the note, there is a loss of control and the MRC jumps to the third space ahead of the bump (thus advancing 4 spaces).

ART.12 OVERTAKING

Overtaking an opponent can only be done in 4 situations:

- 1 In a straight, except if the road is blocked by the opponent's cars. (If unable to go forward on one's turn)
- 2 Through the shortcut if the opponent is on the corner (interior trajectory or skidding).
- 3 Through the corner if the opponent is on the shortcut.
- 4 If the opponent is off the road. However, an opponent who is turned around on the road in a corner blocks the road.

- Outside the corners identified by the notes, there may be several MRC on the same space if it is sufficiently long and wide to accommodate them.
- In the very rare event that movement forward is impossible, movement ends. If the turn begins and movement is impossible, draw a card identical to the last card placed on the timer and pass play to the next player.

ART13 FINISHING



The finish line is constituted by the edge of the board. It is marked by the yellow FINISH PANEL (to be cut from the card that came with the game). To finish the special stage it is necessary to cross the edge of the board.

After finishing the special stage, each driver adds the times of their GEAR CARDS accumulated in his chrono pile and subtracts the second markers he has accumulated.

$$\text{Stage time} = \text{chrono pile time} - \text{number of seconds}$$

The total time, converted into minutes and seconds in the 00:00 format, is recorded by the race director in the P.C.COURSE SHEET. The driver who has achieved the fastest time wins that special stage.

If a driver loses control of his car as he crosses the finish line, the special stage is considered completed. The driver takes the GEAR CARD which corresponds to the last gear engaged, and without turning it to the other side places it on top of his chrono pile. He also covers a black die symbol  with a DAMAGE MARKER . Damage done to the car remains in the next special stage if there is no assistance period provided before its beginning (see ART.14).

ART.14 ASSISTANCE

It is recommended for novice drivers that there is an assistance period at the end of each special stage. This is indicated by an X the column  of the P.C.COURSE SHEET. The assistance period allows the full repair of the car after a special stage. In that case the driver:

- Removes the DAMAGE MARKERS  accumulated over the symbols   of the DASHBOARD.
- Receives back the SPARE TIRE CARD if it has been played previously.
- Can change the type of tires (ART.15)

ART.15 WEATHER CONDITIONS AND TIRE CHOICE

(It is possible to begin without this rule)

The roads on the backs of the ZONES are under snow. Therefore, it is possible to hold a rally completely on snow or with mixed weather conditions. Weather can be determined two ways:

15.1 Fixed Weather:

Snowy areas are defined at the start of the rally.

15.2 Variable Weather:

The road conditions are not known at the start of the rally when the race director fills the P.C.COURSE SHEET. The dry and snow sections are determined at the beginning of each special stage, ZONE by ZONE. To do so, the race director rolls as many black dice as there are ZONES: 1ST GEAR DIE for the 1st ZONE, the 2ND GEAR DIE for the 2nd ZONE, etc. Whenever the symbol  appears on a GEAR DIE, the corresponding ZONE will be under snow (ZONE  → ).

15.3 Tire choice.

At the beginning of the first special stage and each special preceded by an assistance period, each driver chooses the type of tires to use after the race director has determined the weather conditions.

For this effect, the driver places the DASHBOARD with the selected tires side face-up (asphalt or snow).

If there is no assistance period before a special stage, the drivers keep the same tires from the previous special.

15.4 Consequences on road handling:



● Asphalt tires on snow:

2  on snow spaces will cause a loss of control (see ART. 7).

In the junction asphalt-snow it is important to observe which die is used on each space of movement:

$$1x \triangle / \text{snow} + 1x \triangle \text{snow} = \text{loss of control}$$

$$1x \triangle / \text{snow} + 2x \triangle \text{snow} = 3x \triangle = \text{loss of control}$$

● Snow tires on asphalt :



The driver may use only 1 ACCELERATION DIE on asphalt spaces.

At the junction asphalt-snow it is possible to use ACCELERATION DIE on asphalt and on snow in the same turn.

Note: in the case of a flat snow tire the driver may use 1 ACCELERATION DIE on asphalt.

ART.16 INTERMEDIATE TIMES

(It is possible to begin without this rule)

One or more points for registering intermediate times are defined at the beginning of each special and identified on the ZONES with a black marker . When passing through these points, each driver counts his time in the special to that point: to do this he adds all his cards and subtracts second markers earned. The race director records these times and makes it available to all the drivers. This allows each driver to evaluate his time in relation to the opponents times and possibly adjust his driving according to the situation (risky or safe).

ART.17 SHAKEDOWN

This game mode allows you to train and improve your handling of the Micro Rally Car: Play as you would normally, but disregard  symbols and punctures.

Download the free road book and participate in organized rallies at www.rallyman.fr

Discover new gameplay thrills with Rallyman-Dirt !



Rallyman Game by Jean-Christophe Bouvier.
Graphics by Stéphane Gantiez
English translation by Matthew Martin and Matthew Durepos