



Rallyman

Dirt

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Game Rules

This Dirt Expansion requires the base edition of Rallyman to play. Dirt rallies are characterized by sliding, double down shift, sweeping the track, river crossings, and gravel/dirt tires. These tracks will require all your skills with the Micro Rally Car to be mastered!

Welcome to DIRT !



ART.18 DRIFT BEFORE AND AFTER CORNERS

On the gravel, it is possible to start drifting before coming up to the turn and/or continue to drift after the corner.

Thus the squares before and after turns are divided into 2 half-squares by a dotted line. This division line indicates that the turn may be taken 2 ways:

- You can enter or leave a shortcut K from/into the first or second half-square.



As a single square, in this case the MRC stays in the road.



As 2 squares: in this case, the MRC is placed sideways in the half-square, which is then counted as one square.



- Drifting is combinable and compatible with time attack moves and spending of seconds.
- You cannot pass an MRC when it is turned sideways across the road. If it is in the second half-square, the next car may be placed on the first half-square, also sideways.
- If you choose to approach the turn normally, using two half squares as a single square, you may not in a further move from this square to one of the two half squares currently occupied, you must continue onwards.
- In the event of a loss of control, the MRC re-enters the road using the two half-squares as a single square.



ART.19 DOUBLE DOWNSHIFTING

Downshifts of two gears at once can be performed on gravel with gravel tires or on snow with snow tires, but beware as the wheels could lock, causing you to lose control of your car!

Road/Tire combinations which allow double downshifting are represented on the charts by .

You are allowed to change, for example, from 4th to second at any time of the race. After having thrown the movement die you will advance the MRC one space as usual and look at which of the two possible situations that arise:

- if the  symbol is thrown, you lose control on the box reached (ART.7).
- if the  symbol is not thrown, the movement continues. The intermediate die was skipped (the 3rd die in the example), it remains usable for the round of play.



indicates only single downshifting is allowed.

- This technique is usable multiple times per turn (for example, 5-3-1), and is combinable with time attack and spending seconds.
- If a double downshift is attempted on a forbidden road/tire combination, a loss of control occurs at the space where the double downshift took place.



ART.20 SWEEPING THE TRACK BY THE LEADER

The Driver who takes the lead on gravel leaves tracks in the gravel, kicking up dust, thus he has a lower traction than the cars behind him.

This sweep will result in the use of orange gas dice instead of white gas dice, only for the driver in the lead, the leader (The orange dice have two  instead of the white's 1 ).

DASHBOARDS (ART.24) summarize the dice available based on the type of tire and position (leader or non-leader).



- In the event of someone passing the leader (by progressing one space further), the new leader takes the orange gas dice as soon as he passes the ex-leader.
- In the event that you pass someone while using a time attack, the driver who passed must program his turn by putting the dice on the predetermined squares before rolling: all gas dice placed before the leader are white, all gas dice placed after the leader must be orange.

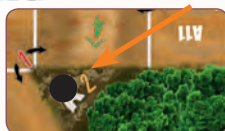
The driver may change the order of dice after they are thrown, but no white dice may be used after overtaking.

ART. 21 SHORTCUT SWEEPING

There are three possible outcomes when an MRC passes through a shortcut on gravel zones:



clean shortcut: the turn becomes fit for all drivers: They do not draw a shortcut card as they pass. To show a clean turn, place a black marker on the **K** of the shortcut, the following drivers pass over the turn without drawing a card.



dirty shortcut: regular rules. Place a gravel marker on the turn. Drivers draw a card each time they pass over it, until it becomes clean (see above).



flat tire : Continue normally, losing a gas die (orange or white). Drivers draw a card each time they pass over it, until it becomes clean (see above).

ART. 22 SCORING AND LATE POINTS

In a rally, the «Score» is a set time, in which the driver/copilot/car must come to a checkpoint (scoring) between two special stages. Being late or early to a checkpoint gives a penalty.

On gravel, teams may purposely take a penalty in order to lose position.



Whenever a special is completed, all drivers times are counted, written at the bottom of the course sheet and made public.

At this moment, instead of scoring, each driver must take a handful of 5 second pieces from the reserve of the game (not his own supply) and chooses a penalty in secret by hiding in his hands a certain number of 5 second pieces (from 0 to however many desired).

Everyone simultaneously reveals his penalty and the penalties are added to the individual times of each driver. Scoring is noted on the scoring sheet and the starting order is defined as in ART.3.

This rule can be applied to asphalt, snow, or mixed rallies.

ART. 23 NAVIGATING RIVERS



Rivers crossing the road are common in gravel rallies.

There are 2 ways to get around them:

- **At a steady speed**, using a gas die (white or orange) or by using a numerical die identical to the current gear (for example at the beginning of a turn playing the same speed as the card that is at the top of the time pile). In this case the move occurs safely.
- **By accelerating or braking**, i.e. using a speed die:
 - if the  symbol does not appear, the square is played as if it were a regular square.
 - However, if the  symbol is thrown, it is the end of the turn on the river with no loss of control: you must put the corresponding speed card on top of the time pile _without turning it over_ This is not a loss of control.
- Because of this rule, it is possible that the driver may not use all dice in the case of a time attack. The driver still takes as many second markers as the number of dice rolled.

■ For a loss of control in a square crossed by a river, carefully consider the environment around the square: whether it be rock, forest, or grass, rather than the water of the river.

■ On snow boards, the rivers are frozen and crossed normally.

■ If a river is preceded by a bump, two scenarios can occur:

- If the bump is taken at the indicated speed, the MRC lands in the river, apply the river rule.
- If the bump is taken over its indicated speed, the MRC lands past the river, and the river rule is not applied.



ART.24 TIRES AND ROAD TYPES

24.1 With DIRT you now have access to :

● **Four types of tires** : gravel, asphalt, snow second generation, and soft. These are represented by the double-sided dashboards.

● **Four road types** : gravel (leader and non leader) , snow , Asphalt  (S1, S2, S3 SOFT See 24.3).



Simply turn the dashboard such that the red needle points to the appropriate surface type to know which dice to use, Δ number, and type of downshift allowed.

Tires may be changed at the beginning of the rally and during an assistance period.

24.2 Mixed Specials:

Each time the MRC arrives on the first square of a new type of road, change the dashboard so the red needle points to the surface type.

To keep track of your move, track the squares by placing the dice in the squares themselves. The dashboard can then be used to check compliance.

After starting to move, the order of the dice may be changed as long as the changes comply with the rules indicated on the dashboard.

24.3 Soft tires (SOFT)

For soft tires the special is composed of three sectors, S1, S2, and S3 to guide the dashboard for moving the MRC.

The sections are defined as follows (they can be asphalt, snow or gravel) :

↑ **S1** : The first stretch of road consisting of the start of the stage until the first edge of the zone.

SOFT /  **S1** → **4x** Δ = 

↑ **S2** : All sections of road in between S1 and S3. S2 does not exist if there is only one section.

SOFT /  **S2** → **3x** Δ = 

↑ **S3** : Last stretch of road, from the previous edge up to the finish line. S3 does not exist if there are only one or two sections in play.

SOFT /  **S3** → **2x** Δ = 

SOFT /   : on the DASHBOARD.



■ If there is no change of tires between two specials, the next special is considered to be S3 (or S2 if the previous stage did not contain an S3).

24.4 Damage registration :

Indicate the loss by plugging a hole in the dashboard with a black pawn ●, always beginning with those on the right.



If the hole does not contain an image of a die and is solid green, simply hide the solid green light and continue. (eg, snow tires on asphalt, the first puncture obscures the empty green hole only).

ART. 25 PARTICULARITE DES ZONES TERRE /DEMI TOUR

25.1 Crossroads

- Traveling in a straight line, the boxes are normal boxes or bumps, and one can continue through.
- If the box is a turn, it is necessary to respect the note in the corner of the box (on the interior trajectory) or the note of its shortcut **K**.
- There is no drift in the intersections.



In the Turn

➤ Gear 1, 2, or 3



In the Shortcut

➤ Gear 1, 2, 3, or 4 and shortcut card

25.2 Loss of control in a crossroad



- Be careful not to go the wrong direction ! If this happens you must downshift to gear 1, make a half-turn on the box reached, and set out again (in the same turn if the '2' die or acceleration dice are available, otherwise on the following turn).

ART. 26 LONG TURNS

26.1 Negotiating long turns:



➤ 3 squares, in speeds 1, 2, or 3



➤ 4 squares in speed 5

- Changing between the standard trajectory and the drift trajectory is permitted as long as the car is progressing along the road, i.e. moving to the next box.



➤ changes of trajectory permitted



➤ changes of trajectory forbidden

26.2 Loss of control:

- Normal rules apply

26.3 Restarting after a loss of control:

Resuming play based on where the loss of control occurred:

- Interior trajectory space: Usual Rules (ART.7).
- First skidding space: Car is repositioned on the first interior trajectory space of the corner.
- Last skidding space: Car is repositioned on the last interior trajectory space of the corner.
- Middle skidding space: Car is repositioned in the middle interior trajectory space or the last if there are only two interior spaces.

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