**A race car on a track

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**THE GAME and DRIVERS SHORT PLAY VERSION**

**The Pro Racing Universe Dice Game** is a Dice and Charts Auto Racing simulation that has both Fictional and Historical Drivers. The Historical Drivers are Rated by Year. There are 1,050 Fictional Drivers that you can separate and race in any way that you choose. The game can be played with either **Long Play rules or Short Play Rules.** **THESE ARE SHORT PLAY RULES!** Both Short and Long Play use the same Driver Ratings:

**1. Racing Skill (RS)** – Simply the Drivers ability to drive and control the Race.

**2. Defensive Driving (DEF)** – The Driver’s ability to stay out of major accidents and avoid multi car collisions.

**3. Resilience (RES)** – The Driver’s ability to stay in the Race and avoid an early exit from the competition.

**4. Clutch Driving (CD)** – The Driver’s ability to out Race his fellow Drivers when they are in a dead heat against each other.

**5. White Flag Rating (WF)** – The White Flag comes out when the last lap begins in a Race. That is when a Driver truly proves their ability to finish strong. In our game, when the last stage begins, the Drivers that are in the Top Ten positions on the track have the opportunity to gain ground and move ahead of their competition.

**6. Qualifying Rating (QR)** – The Drivers ability to consistently qualify for the Race and where they usually place in the on-track position.

**VARIOUS CHARTS** There are various Charts that bring realism to the game.

**GAME PLAY CHARTS**

These contain the flow of the game all on one sheet. They guide you through:

1. Choosing your **Qualifying Drivers** and their Starting Positions on Race Day.

2. Determining any **Weather** Effects for your Race.

3. **Pre-Race Inspection** for your Driver’s Cars.

4. **Racing Skills** Chart to Run the Race.

5. A Chart to determine if a Driver finished the Race or earned a **DNF.**

6. Charts to determine how many Cars were involved in Race Track **Accidents** and lasting **Consequences.**

7. A Chart to determine **Mechanical Failures** of cars that DNF.

8. **Sprint Faceoff** Chart to allow Drivers to challenge each other as they maneuver past each other on the Track. If Drivers are tied at the end of the Race (or at the end of a Stage if more than one Driver is tied for 1st Place), envision that the tied Drivers are in a dead heat Sprint to get the lead. Each Driver has a CLUTCH DRIVING Rating (CD). This is the Driver's ability to "out race" other Drivers. Regardless of how many Drivers are tied at the end of the Race or Stage, Roll 2d6 using each Driver's CD Rating. If the Roll is in Range of the Driver's CD Rating, the Driver is still in the Sprint. If the Roll is not in the Driver's Range the Driver is out of the Sprint, but obviously still in the Race. Continue Rerolling for the Sprint Faceoff until you have the order of Positions for each car.

9. A **Post Race Inspection** Chart to make sure the Top 5 Finishers finished in their positions “fair and square”.

**A SAMPLE RACE (In our Sample Race, I will be only using 11 Drivers to save time. I will play the same Race in both Short Play and Long Play).**

**PRERACE**

**For Both Short Play and Long Play**

**1. Choose your TRACK.** If you are running the real schedule, the size of the Track is already determined. There are four different types of Tracks. Each comes with their own advantages and disadvantages. This is how the Tracks compare:

**Super Speedway:** Wrecks affect more cars at one time due to cars being closer together.

There are 5 cars per Row for 8 Rows

Thrilling Finishes - Easier to catch up in the final Stage.

Disadvantage: Fuel Problems last Stage

**Intermediate:** Normal concerning Wrecks

There are 2 cars per Row for 20 Rows

No noticeable Advantages/Disadvantages

**Short Track:** More Wrecks

There are 8 cars per Row for 5 Rows

Difficult to pass - Cars so close.

Racing Skills More Important

**Road Course:** More Wrecks with more cars involved.

There is 1 car per Row for 40 Rows

Difficult to pass - Cars so close.

Racing Skills More Important

Clutch Driving More Important.

Because each style of track is different, each has its own charts that represent the strengths and disadvantages of each.

Below is a Sample picture of a Blank Track Grid. Notice the Headings on the Top Rows.

**START** is the Starting Position for this particular Race.

**DRIVER** Name.

**RS (1)** is the Driver’s Racing Skill and key Rating throughout the Race.

**DEF** is the Driver’s Defensive Driving Rating.

**RES** is the Driver’s Resilience Rating.

**CD** is the Driver’s Clutch Driving Rating.

**WF** is the Driver’s “White Flag” Rating.

**QR** is the Driver’s Qualifying Rating.

**QN** is the Driver’s final Qualifying Roll total which determines the Starting Position of each Driver.

**RS (2)** is where you Recopy the Driver’s Racing Skills Rating to make it easier to find during the Race.

**ROW** Is the very important column that not only tells you what “Row” each Driver starts but is the number that you will use as the starting total to begin adjusting as you Roll on each Driver’s RS. This section is different depending on which “Track Style” you are using. Below is an Intermediate Track.

**FINISH (Short Play Only)** is where you will record each Driver’s ONE Roll Race Score.

**PL and Pts** are the Position in which each Driver finishes the Race and the Points they get for finishing in that Position.

**NOTES** is for writing important “Highlights” of the Race.

**Below is a Sample Picture of the Short Play Track Grids:**

**SHORT PLAY**

A graph with numbers and lines

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**2. Determine the length of the Race. Playing Short Play, you will only be doing one or two Rolls to determine each Driver’s Finishing Position! So, Race Length is not that important, BUT YOU WILL STILL CHOOSE THE STYLE OF THE TRACK (Intermediate, Short, Road Course, Super Speedway).**

**3. Qualifying Round:** To determine each Driver's Qualifying Position, you can either do the research and use the actual Qualifying Position for the particular Race, or you can run a Qualifying Round to determine each Driver's Starting Position.

**The Long Play and Short Play use the same Qualifying Round Chart.**

To run the QUALIFYING ROUND to determine each Driver's placement on the Race Day Track Grid, each Driver has a QUALIFYING ROUND Rating (QR). Using the QUALIFYING ROUND Chart and each Driver's QR Rating, Roll to find a Number and record it for each Driver. The goal is to get the lowest Number possible. Once all Drivers have their Qualifying Run Number, place the Drivers in order of lowest to highest on the Race Day Track Grid. The Race Day Track Grid is separated into a various number of Rows depending on the type of track. This is very important to your Race! Below is the Qualifying Round Chart:

A table with numbers and text

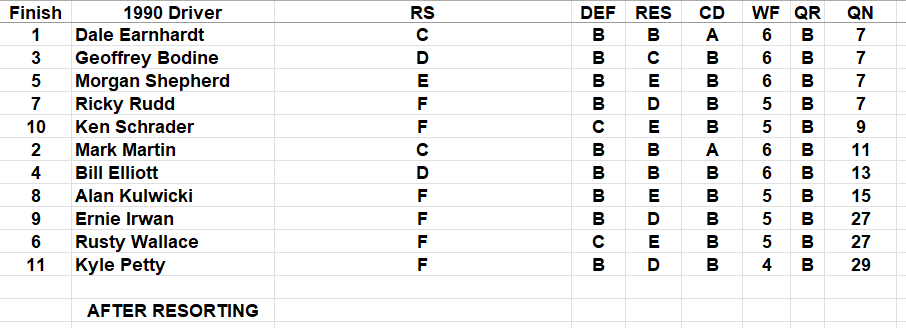
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The lowest Qualifying Number is the Driver in the Pole Position at spot 1 in the 1st Row. The second lowest is in Spot 2. The Third is in Spot 3, etc. on down. The number of ROWS varies depending on the type of track. If after the Qualifying Round is complete and any Drivers are tied, you can either choose the order yourself or you can have them do a Sprint Faceoff to determine the order. Below is a Sample Pic before Resorting the Leaders:

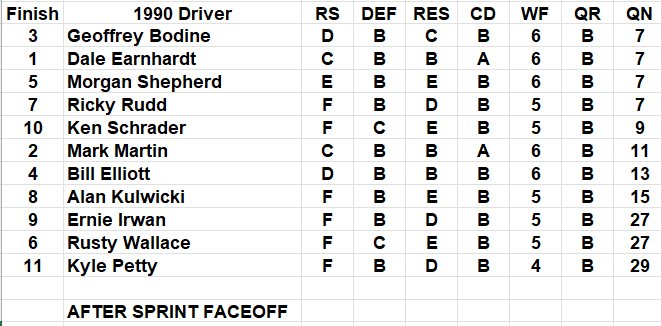
A table with black text

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After you finish Rolling to get each Drivers Qualifying Number, If you are using Excel, you can SORT them to put the Top Drivers in Order. Remember that the lower the number, the better. Pic below after Resorting:



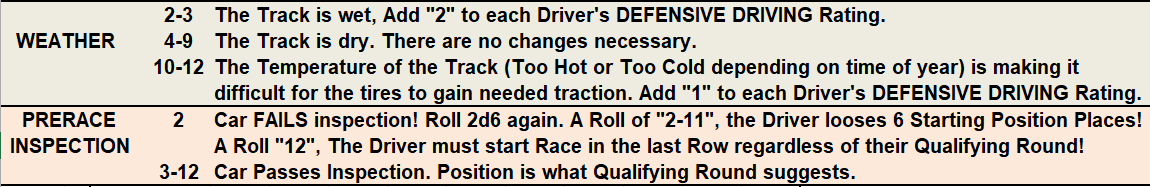
After Resorting and putting the Drivers in order by QN, you will notice that four of the Drivers are tied for the Pole Position. On some tracks this wouldn’t matter because you may have four or more Drivers on the same Row, but on an Intermediate Track, there are only two cars per Row. So, you can either just choose how you want them to line up or you can Run a Sprint Faceoff to determine who wins Pole Position. Read the instructions on the Chart to learn how to run Sprint Faceoffs. For our example I chose to run a Sprint Faceoff. The Roll of 2d6 must fall in the Driver’s CLUTCH DRIVING (CD) Range. Roll for each. If the Roll is in range, the Drivers are still in their Sprint. Once you Roll out of Range for a Driver they drop out of the Sprint. They, of course are still in the Race. In this Sprint Faceoff, Rudd was the first Driver out, so he will be in the 4th Position. Shepherd was the next to Roll out of Range, so he will be in the 3rd Position. Ernhardt was the next out. That puts him in 2nd Position and Bodine in the Pole Position!



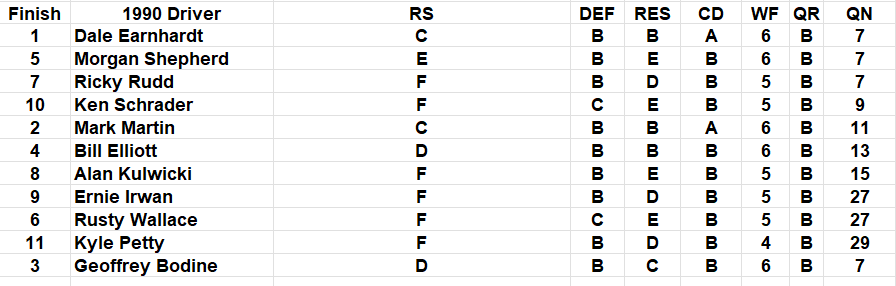
**4. Check the WEATHER Chart** to see if it affects the Race and the Drivers. Make note for adjustments. (This is Optional). The weather can directly affect each Driver’s DEFENSIVE DRIVING Rating. In this Sample, the weather will not affect the Race.

**5. Check PRERACE INSPECTION Chart** for Each Driver (This is Optional). Roll 2d6

Even though the Driver's Qualifying Round has determined how the cars will line up, Rolling on the PRERACE INSPECTION Chart can greatly affect the order of the cars on Race Day! This is a complete random Roll on the PRERACE INSPECTION Chart. This Roll determines if the Official Inspectors for the Race find any problems with the car during their inspection. Most of the time, they will not find any problems. However, if they do, there will be a Penalty given to the guilty team! Below is the WEATHER and PRERACE INSPECTION Charts. The Short Play and Long Play look a little different, but the info is the same:



In our Sample, only one of our Drivers was affected by the Pre-Race Inspection. Sadly, it was Bodine, the Pole Position Leader! He has to move to the back of the pack! This affects our Starting Positions and moves Ernhardt up to the Pole Position!



**RACE DAY**

**1. Place the Drivers on the Short Play Racetrack Grid.** Below is a picture of our Drivers on the Grid:

A table with numbers and letters

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**This is where the game differs greatly depending on whether you are playing the SHORT PLAY or LONG PLAY. I will play the game out in Short Play Mode for these instructions. I will play out the Long Play Mode in the Long Play Instructions:**

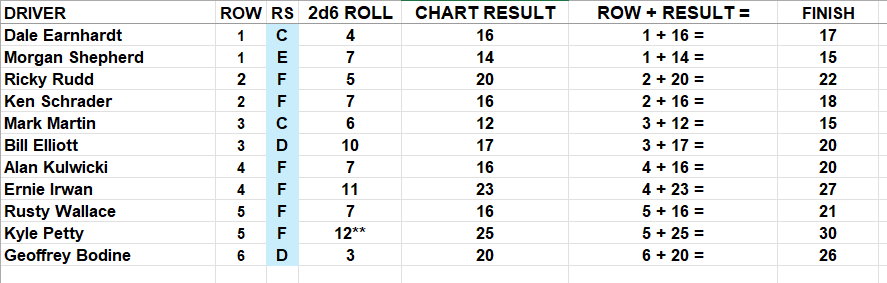
**2. FINDING THE DRIVER’S RACE SCORE: Each Driver has a RACING SKILLS** **"RS"** Rating that tells you how well they are at "running the race". The Ratings go from "A" to "J". "A" is the best and "J" is the worst. Below is a picture of the Racing Skills (RS) Chart in the Short Play Mode:

A chart with numbers and letters

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Once the Final Starting Positions for each Driver are determined, you will notice that each Driver is in a specific Row. The Row number is each Driver's Starting Stage number. This portion of the Short Play Race is a lot different than the Long Play. In the Long Play you will begin using the 1st Stage Number (Row Number) as the base Number and Roll the dice on the RACING SKILLS Chart and adjust the Row Number either positive or negative (Add or Subtract) for the 1st Stage. **HOWEVER, IN THE SHORT PLAY MODE, YOU ONLY ADD THE NUMBER THAT YOU ROLL ON THE CHART TO THE ROW NUMBER. THAT IS YOUR FINISHING SCORE FOR THE DRIVER!**

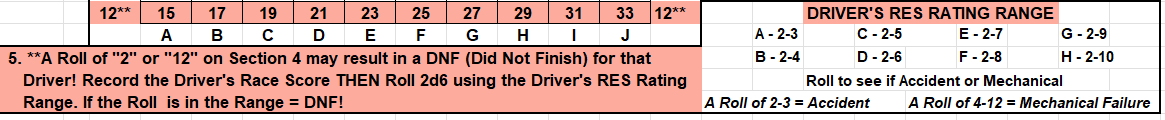
For our Sample, I will Roll for the 11 Drivers. I will tell you what I Rolled, What the Result of the Roll is on the RS Chart and how it is applied to each Driver’s base number (Row). These are the Rolls for all 11 Drivers:



**To add an extra sense of excitement to the game, when you Roll on the RS Chart for the Drivers, if you start with the Driver at the LAST POSITION and Roll going from the bottom to the top it will leave more suspense as to who will be leading at the end of the Race!**

**3. On the RACING SKILLS Chart, you will occasionally Roll a "2” or “12”. When you do record the Race Score as normal, but it could be a bad thing for the Driver that Rolled “2” or “12”. It could be a DNF (Accident or Mechanical Failure!**

In our Sample Race, we see that Kyle Petty Rolled a “12”. We need to Roll to see if Petty was able to finish the Race. We need to look up Petty’s Resilience (RES) Rating and Roll on the small Chart beside the RS Chart. Petty’s RES Rating is D. Below is a picture of the small Chart:



According to the small Chart, a RES Rating of D has a Range of “2-6”. So, when we Roll for Petty, if we Roll a 2 to 6, Petty is out of the Race and we need to Roll again to see if he is out by Accident or Mechanical Failure. In our Sample Petty Rolls a “4” so he did not finish the Race (DNF)! Another Roll, of “7” this time, says Petty went out due to Mechanical Failure. There is a Chart that let’s you figure out what Mechanical Failure occurs. This is that Chart:

**A white and pink sign with black text

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A Roll of “9” and we find out that Petty went out due to Engine Issues.

**4. After the Stage is complete you can Resort by using the FINISH as the base to Resort by.** Resort lowest to highest. After Resorting, this is now the Positions of the Drivers:

A table with numbers and letters

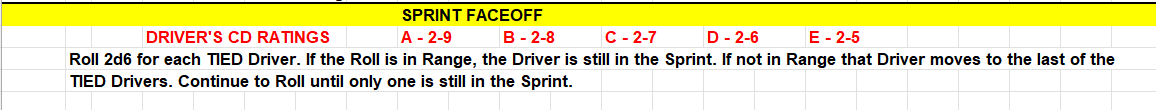
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5. Each Driver has a White Flag (WF) Rating. This is the Driver’s ability to Finish a Race Strong. After we have the FINISH Race Score, each Driver that Finishes in the TOP TEN ONLY has their WF Rating Subtracted from their FINISH Race Score. Looking at the above picture our example is: Sheperd and Martin finished with “15” and both have a WF Rating of “6”. That would mean we subtract “6” from “15” for their Final Total. This next picture are all of the Driver’s WF being subtracted:

A table with numbers and letters

AI-generated content may be incorrect.

**5. Because Shepherd and Martin are tied for 1st Place with “9”, we need to run a Sprint Faceoff to determine the winner!** A reminder of how that works is the **Sprint Faceoff** Chart allows Drivers that are TIED to challenge each other as they maneuver past each other on the Track. Envision that the tied Drivers are in a dead heat Sprint to get the lead. Each Driver has a CLUTCH DRIVING Rating (CD). This is the Driver's ability to "out race" other Drivers. Regardless of how many Drivers are tied at the end of the Race or Stage, Roll 2d6 using each Driver's CD Rating and SPRINT FACEOFF Chart. If the Roll is in Range of the Driver's CD Rating, the Driver is still in the Sprint. If the Roll is not in the Driver's Range the Driver is out of the Sprint, but obviously still in the Race. Continue Rerolling for the Sprint Faceoff until you have the order of Positions for each car. Below is a picture of that SPRINT FACEOFF Chart:



In our Sample Race, Shepherd has a Clutch Driving Rating (CD) of “B” and Martin has a CD Rating of “A”. On the Chart Sheperd’s Range is “2-8” and Martin’s Range is “2-9”. We will first Roll for Shepherd. He Rolls a “3”. He is still in it. Martin Rolls a “8”. He too is still in it! Again, we Roll for Sheperd. He Rolls a “7”. He is still in it! Martin Rolls a “5”. He too is still in it! Again, we Roll for Sheperd. He Rolls a “7”. He is still in it! Martin Rolls and he Rolls an “11”! Martin is out! He comes in 2nd Place! Sheperd wins the Race!!