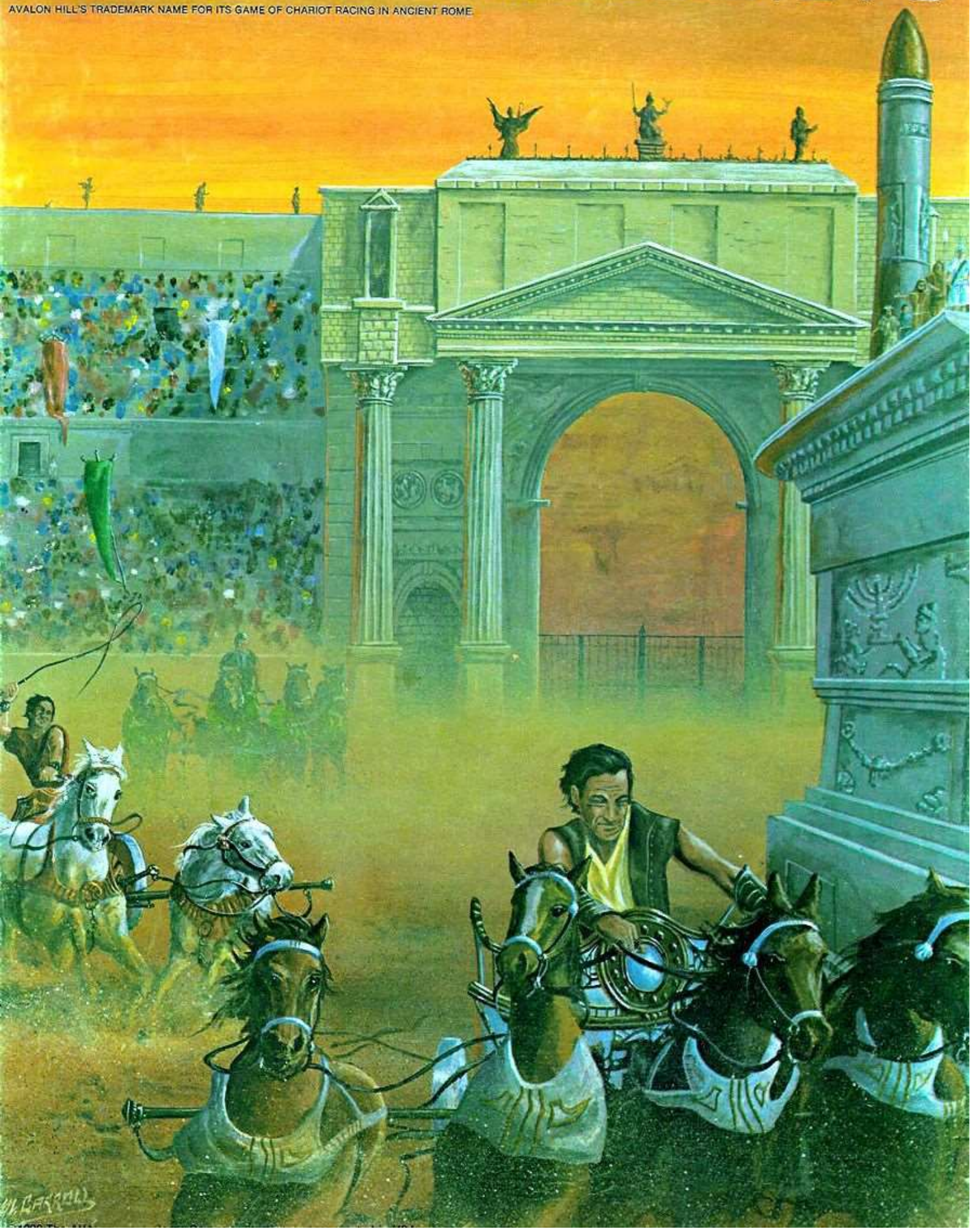


CIRCVS MAXIMVS™

AVALON HILL'S TRADEMARK NAME FOR ITS GAME OF CHARIOT RACING IN ANCIENT ROME



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I. INTRODUCTION—

CIRCUS MAXIMUS is a tactical simulation of chariot racing in ancient Rome. The game is played by two to eight players, each controlling one or more chariot teams. The game provides all the information needed to recreate this historic sport easily and accurately in an exciting format.

Each chariot is represented by a pair of counters which are moved as a single unit across the mapboard's square grid according to the individual movement abilities of each vehicle.

Orders for movement are written for each chariot on a racing information sheet hereafter referred to as a Log. The chariots are then moved one at a time per these written orders, and any attacks against rival chariots are made. Very careful planning, maneuvering, and an element of luck are needed to finish first . . . or to finish at all.

To those reading these rules who are new to the hobby of simulation gaming, or "wargaming" as it is more commonly known, a word of explanation is in

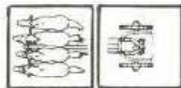
order. *CIRCUS MAXIMUS* is a game that simulates reality in a game format. It represents the results of long research to accumulate facts and data to duplicate conditions as they were at the time of the actual event. Simulations come in many different forms. A scene being staged and shot for a movie is a "visual" simulation of reality. A scene described in a book can be regarded as a "written" simulation. Similarly, the mapboard, counters, and rules contained in this box constitute a "gaming" simulation of the "real thing". Absolute realism in any type of simulation is, of course, impossible, but within the framework of this game, the major factors and problems confronting the participants in ancient races are duplicated. Through the use of this game, players can gain increased appreciation of "how it really was" and what influenced the actual participants in their actions. However, unlike written or visual simulation, the game player does not merely take a passive role in reading or watching the simulation, but becomes an active participant in it and enjoys the vicarious adventure without any of the consequent dangers or discomfort.

SECOND EDITION

2. COMPONENTS—

2.1 MAPBOARD: The mapboard forms the playing surface on which the counters are placed and moved. An oval track divided into spaces (hereafter referred to as squares) is printed on the mapboard, and is used to determine movement and position of the counters. This "active" area of the map is called the "track". An oval shaped area is enclosed by the track. This inactive core or center is called the "spina". The mapboard also contains many of the charts necessary for resolving the race.

2.2 GAME COUNTERS: Included in the game is a sheet of die-cut playing pieces. These are color-coded for easy identification. Each color identifies a different "faction", and each player takes one or more factions depending on the number of players. Each faction has the following counters:



Team Counter

Car Counter

NOTE: When the team and car counters are combined, one behind the other on the track, as illustrated above, they are referred to as a "chariot". The following counters may replace the car counter in the Advanced Game.



Dragged Driver Counter



Dismounted Driver Counter



Wrecked Car (Wreck) Counter

NOTE: The Dolphin and Egg counters are used to mark the laps, and belong to no faction. The Sesterces counters represent money and are used only in the Campaign Game version of the game and are explained therein. The Color counters are used to determine the order of movement during each turn.



Dolphin and Egg Counters



Sesterces Counter



Color Counter

2.3 CHARIOT RACE LOG is used to write down movement orders for the chariots, and to record damage and actions affecting the car, horses, and driver.

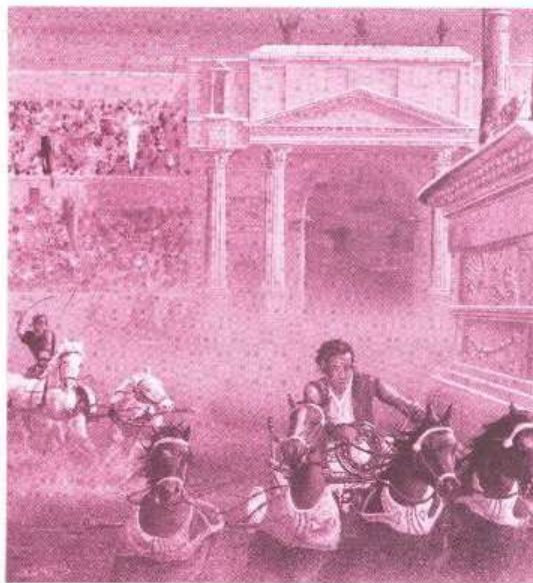
2.4 RULES MANUAL contains all the information necessary to play the game. The rules are divided into a Basic Game, Advanced Game, and Campaign Game. It is recommended that players become proficient at one level of the game before proceeding to the next.

2.5 BETTING SHEET is used only in the Campaign Game to place bets and determine betting odds.

2.6 NOT INCLUDED, but necessary for play, are a pencil for each player, three six-sided dice, and an opaque cup or mug.

REPLACEMENT PARTS

For a current replacement Parts/Price List, send a stamped self-addressed envelope to: The Avalon Hill Game Company, 4517 Harford Rd., Baltimore, MD 21214. For full-color catalog describing all of our many exciting simulation games available both by mail and in discriminating retail outlets where better games are sold, see Current Parts/Price List for price.



THE BASIC GAME

3. SETUP & PREPARE FOR PLAY—

3.1 Between two and eight people can play; the more the better. If there is a ninth participant he should assume the role of the racing steward. A tenth participant could act as the Money Changer in a Campaign Game.

3.2 Place the eight chariots randomly in their starting locations with the car counter of each chariot resting on a gray square containing the word "Lane", and the corresponding team counter on the square in front of it. Place the eight "Color" counters into a cup.

3.3 FACTION SELECTION—Each player, in turn, selects one Color counter (sight unseen) from the cup. The color selected is his faction. If there are two or four players repeat this process until all eight colors have been selected. If there are 3, 5, 6 or 7 players proceed to 3.4.

3.4 After all players have one faction, each player then rolls all three dice with the player rolling the highest total drawing a second faction, and the player rolling the next highest total drawing a second faction, etc. until all factions have been taken. This results in some players having more factions than others, but is balanced by weaker players tending to "gang up" on stronger players during the race. However, a player controlling more than one faction cannot attack another chariot under his own control.

3.5 Each player fills in the necessary information for each chariot he controls on a Chariot Race Log sheet. Each sheet has separate areas, showing information about the team, car and driver, current movement, and damage suffered during the course of the race. The various categories are as follows:

PERFORMANCE CHART—A graphic illustration of how Preparation Points can be allotted to influence the type and quality of chariot available to each player.

FACTION—The color of the player's chariot.

DRIVER'S NAME—This information is not necessary. It is added only to personalize the game; use a fictional name and become Ben Hur or Messala, or merely use your own name.

DRIVER MODIFIER—A number representing the driver's overall skill (see 3.61).

CURRENT DRIVER MODIFIER—A number representing the driver's skill during the current game turn only. The Current Driver Modifier (hereafter referred to occasionally as CDM) is not entered into the CDM boxes until the CDM differs from the Driver Modifier, in which case the CDM is written in the first unmarked CDM box. Thereafter, as the CDM changes the latest CDM is entered in the next unmarked box.

DRIVER HITS—A record of damage sustained by the driver during the race. Damage is recorded by marking off empty boxes from right to left.

WHIP LOST—This box is crossed out if the driver loses his whip (see 9.43) and serves as a reminder that the driver is unable to perform any actions requiring a whip once the box has been crossed out.

CAR—Mark the box indicating the type of chariot selected—light, normal, or heavy (see 3.62). Damage to the car is recorded by marking the boxes of the respective wheels from left to right so that the last marked box contains the total number of damage points sustained by the wheel to date.

HORSE/TOTAL SPEED/DAMAGE—Each horse will receive a number representing its speed. Each horse also has a damage record (in boxes); the number of boxes is equal to the horse's speed.

TEAM SPEED—The combined speed of all horses in a team. Whenever a horse suffers damage the team speed decreases, and the new team speed is entered in the next unmarked box.

ENDURANCE—A number of boxes equal to the team endurance at the start of the race. As endurance is used during the course of the race, boxes are marked from right to left such that the last unmarked box contains the current number of endurance points remaining.

TURN SPEED—Write the *planned* speed of the chariot in the corresponding turn box prior to the start of each game turn.

NOTE: Boxes are used on the Chariot Race Log to record losses during the game. At the start of the game, darken all excess boxes completely. During the game, as each box is lost, check it off with a simple "✓" or "x" so as to be able to instantly differentiate between the capabilities with which the game was begun and those capabilities which were lost due to damage incurred during the course of the race. Example: If a horse has a speed of 6, you would enter "6" in the Total Speed section of the HORSE/TOTAL SPEED/DAMAGE assembly, count out six white boxes from left to right, and then darken entirely the four remaining boxes on that line. Later, if the horse suffers a point of damage the "6" box is checked off. Once the race begins, players may not conceal the information on their Chariot Race Log and must freely divulge it to any inquiring player.

3.6 Initially, all chariots have the same specification possibilities as listed on the Performance Chart above "0" Preparation Points. Each player may improve his chariot's specifications by adding a total of four Preparation Points to the various categories. Each player secretly indicates his Preparation Point allotments by crossing out the Preparation Point column which he is using in each category. When filled out correctly there will be only one column darkened in each category, and the sum of the numbers darkened in the Preparation Points row will be four. When all players have finished writing, the players take turns revealing their Preparation allocations and making the necessary die rolls to complete their specifications.

3.61 The Driver Modifier selected is entered on the Chariot Race Log in the Driver's Modifier box. A die is then rolled on the Driver Hits chart and modified by the Driver Modifier (the die roll is added to the Driver Modifier). This total determines the total hit capacity of the driver which is then entered on the Log by completely filling in any excess boxes such that the last white box contains the number of hits the driver can sustain. A driver can never have more than 10 hit boxes regardless of his Driver Modifier.

3.61 DRIVER HITS CHART

Die Roll	1	2	3	4	5	6	7	8
Driver Hits	5	6	6	7	7	8	9	10

3.62 Cars always have ten hit boxes on each wheel regardless of car type. When a car receives damage during ram attacks, the car type of the opposing chariot influences the damage sustained.

3.63 The Team Speed category determines the row of the Team Speed Chart to be cross indexed with a subsequent die roll to determine the Team Speed. The four numbers in each box of the Team Speed Chart represent each horse's speed/strength rating. The first (lefthand) number is the speed of horse number one, the second number is the speed of horse number two, etc. Write this number in the Total Speed box and then darken the excess damage boxes in each line for each horse.

3.63 TEAM SPEED CHART

Category/Die	1	2	3	4	5	6
2	7447	7536	7545	7436	6446	7435
1	6445	6435	5445	6335	5435	5335
0	5434	4444	5325	5424	5324	4334

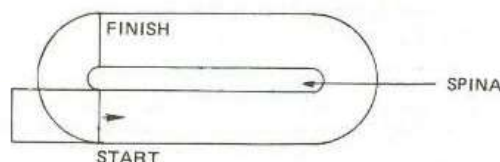
3.64 The Endurance category determines the row of the Team Endurance Chart to be cross indexed with a subsequent die roll to determine Team Endurance. Write this number in the Team Endurance box and then darken all excess endurance boxes on the Endurance record.

3.64 TEAM ENDURANCE CHART

Category/Die	1	2	3	4	5	6
2	74	71	68	65	62	59
1	55	52	49	46	43	40
0	36	33	30	27	24	21

3.7 Place three "Egg" counters on the "spina" (central oval inside the track) by the start and finish lines. Place the three "Dolphin" counters at the opposite end of the "spina".

3.8 The start lanes are printed in gray on the mapboard. No attacks are allowed from the gray squares during the initial turn of the race. Once the chariots leave these gray squares to enter the black squares the gray squares are ignored thereafter. The finish line, at the end of the third lap, is at the end of the backstretch as shown.



3.9 Select one player or a non-playing bystander to act as the racing steward. He will announce the start of each turn and determine order of movement by randomly drawing the colored counters from a cup one at a time.

4. BASIC DESCRIPTION OF PLAY—

Players record their planned Turn Speed for the coming turn. The Turn Speed can be any number up to the total of the Maximum Team Speed and CDM. Each player must evaluate the situation: the proximity of opposing chariots, corner speeds, endurance factor expenditure, possible attacks, and defensive maneuvers. The chariots are then moved one at a time according to their marked speeds. All attacks and results are determined. This cycle is repeated for each chariot during the turn. When all chariots have moved, another turn begins.

5. SEQUENCE OF PLAY—

Play begins after all setup and preparation is complete. The game is played in "turns". Each turn is divided into phases, which must be carried out in sequence.

5.1 **MOVEMENT NOTATION**—Each player secretly writes his Turn Speed for the coming turn in the "Turn Speed" section of his Chariot Race Log.

5.2 **MOVEMENT ORDER PREPARATION**—All faction (color) counters are placed in a cup and mixed by the racing steward.

5.3 **FIRST MOVEMENT PHASE**—A counter is drawn from the cup, and the faction of the matching color takes its move. The moving player may make attacks while moving. The other players may not move their chariots, except to avoid attacks (see 9.3), or as a mandatory result of attacks.

5.4 **SECOND MOVEMENT PHASE**—A second counter is drawn from the cup, and the faction of the matching color takes its move, as in the first movement phase.

5.5 **FURTHER PHASES**—Additional counters are drawn and movement phases taken until all other counters in the cup are removed. At this point, all factions have moved once and the turn is over. In the Advanced Game rules, certain end of turn movement by dismounted drivers may occur after all normal movement phases are complete, but in the Basic Game play now reverts to step 5.2 and is continued until the end of the race.

6. MOVEMENT—

6.1 **MOVEMENT NOTATION**—"Turn Speed" is the number of movement factors the chariot can use in the upcoming movement phase without voluntarily *straining his horses* (see 6.5).

6.11 At the start of each turn all players secretly write down the actual speed including any change for driver modifier that their chariot will use in the coming turn. This number is written in the "Turn Speed" section of the Chariot Race Log.

6.12 The written "Turn Speed" cannot exceed the total of maximum team speed and Current Driver Modifier. However, it can be any

amount less than that amount, including no movement at all. A chariot may never move "backwards" or against the main flow of the race except as a result of braking (see 6.6).

6.2 MOVEMENT EXECUTION—The "Turn Speed" selected and written (above) represents a number of movement *factors* the chariot *must* use in its ensuing movement phase.

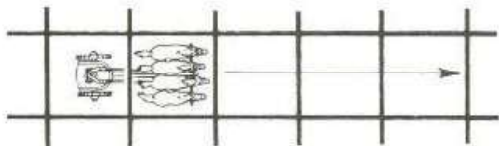
6.21 Movement Factors (hereafter referred to as MF) can be used for one or more of the following actions, which can be combined in any order during the turn. Actions can be repeated during the turn, as long as MFs are available.

- Forward movement
- Lane change movement
- Braking the movement of the chariot
- Movement to avoid a blocking chariot (sideslip)
- Making an attack on another chariot
- Evading as a response to an enemy attack. The actual evasion movement is done earlier, at the instant of the enemy attack (i.e., during the enemy's movement phase). However, the MF expenditure is taken during the evading chariot's next phase, whether this occurs during the present turn or the next turn.

6.22 At no time may a chariot expend less MFs than the "Turn Speed" notation. All MFs must be used up during a chariot's movement phase. Therefore, chariot movement requires a certain amount of advance planning.

6.23 At no time may more than one car or team counter occupy the same square.

6.3 FORWARD MOVEMENT—A chariot moving straight ahead in its own lane expends one (1) MF for each new square entered.



Example: The chariot moves ahead three squares, using three MFs.

6.31 A chariot moving straight ahead into a corner (squares with curved sides) may not expend more MFs than the number printed on the mapboard in that corner lane without suffering a penalty.

6.311 Maximum safe corner speeds for each corner lane are printed on the mapboard in the first and last corner space of each lane.

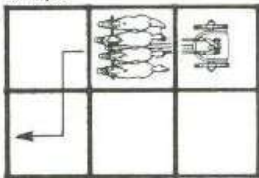
6.312 If a chariot expends more MFs during its Movement Phase than the safe speed for its corner lane, it is *straining* in the corner and may also *flip* (see *Corner Strain*, 7.32).

6.32 Maximum safe corner speeds apply to a chariot as long as either part of the chariot, team or car, is in the corner.

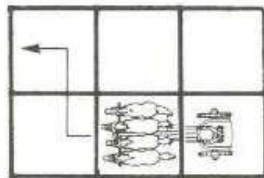
6.4 LANE CHANGE MOVEMENT—A lane change is either toward the inside (to the left, closer to the "spina"), or toward the outside (to the right, away from the "spina"). A lane change to the inside costs two (2) MFs. A lane change to the outside costs one (1) MF.

6.41 When making a lane change while the team is on a straight stretch, move the chariot one square forward, and then directly sideways, left or right, depending on the type of lane change. Diagonal movement is *not* allowed.

Example:



Lane change to the inside (2 MFs).

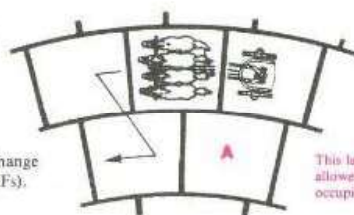


Lane change to the outside (1 MF).

6.42 When making a lane change while the team is in a corner, a different procedure is used.

6.421 An inside corner lane change requires that the chariot move forward one square, and then sideways and backward to the new square.

Example:

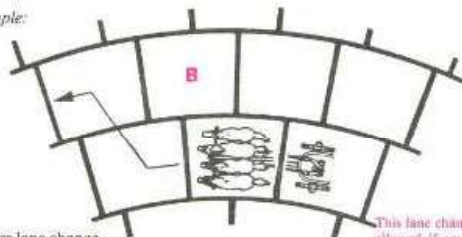


Corner lane change to inside (2 MFs).

This lane change is not allowed if square A is occupied (6.45).

6.422 When making a corner lane change to the outside, move the chariot forward one square, and then sideways and forward to the new square.

Example:

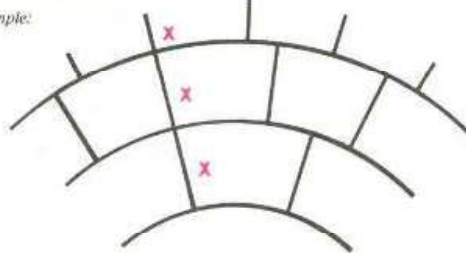


Corner lane change to outside (1 MF).

This lane change is not allowed if square B is occupied (6.42).

6.423 Note that certain corner squares are laid out parallel to each other as opposed to slightly forwards or backwards. When making a lane change in these squares the movement is always forward and sideways. There is no additional forward or backward movement after the sideways move.

Example:



"x" indicates parallel corner squares.

6.43 When a chariot makes an inside corner lane change, it is subject to the Maximum Safe Speed of that new lane. If it exceeds the new Maximum Safe Speed, it is *straining* in a corner and must check the *Corner Strain Table*.

6.44 A chariot in the innermost lane (number one) which changes lane to the inside crashes into the wall of the "spina" and flips. The same is true of a chariot in the outermost lane (number eight) which changes lane to the outside thus crashing against the wall below the galleries.

6.45 Whenever making a lane change of any type there must be two unoccupied squares in the lane moved into—one for the team and one for the car. A chariot can never be left half in one lane and half in another.

6.5 STRAINING—There are two different forms of straining.

6.51 CORNER STRAIN—A chariot that exceeds the maximum safe speed in a corner lane is *straining* in a corner.

6.511 For each MF used during that movement phase in excess of the lowest maximum safe speed corner lane entered, the chariot loses one endurance point. Note that the actual number of MFs expended in a corner during the move is immaterial; it is the overall speed for the entire movement phase that is compared to the maximum safe speed for that corner lane.

Example: Assume a chariot avoided attack by evading to the inside. This lane change, executed at the moment of the attack, was made at the cost of two MFs from its next Movement Phase. These two MFs, although not "used" during the Movement Phase do count as total speed expended in determining strain/flip points for purposes of *Corner Strain* and *Chariot Flip* chances.

6.512 In addition to endurance costs, any chariot exceeding the maximum safe speed in a corner lane is subject to flipping (see *Corner Strain*, 7.32).

6.52 VOLUNTARY STRAINING—A player may voluntarily whip his horses to gain extra speed. The driver of the chariot must have his

whip to use voluntary straining. All drivers start the race with a whip but may lose it during the course of Lash Attacks (see 9.43).

6.521 Voluntary straining is prohibited if the chariot has no endurance remaining, or the CDM is negative (see Jostle, 7.33), or if the driver will attempt to cut a horse free.

6.522 Voluntary straining must be announced at the start of the driver's movement phase before he begins his move, but after all players have written their Turn Speed for the coming game turn.

6.523 Voluntary straining is resolved by rolling a die and adding the resulting number to the recorded turn speed for the turn. In effect, the chariot's MFs are increased by the amount of the die roll. Note that straining can increase the MFs of a chariot beyond the team maximum speed.

6.524 Each MF added by voluntary straining reduces the chariot's remaining endurance factors by a like amount. If the die roll were "3", and three MFs were added, then three endurance boxes would be checked off.

6.525 A team may not add more MFs than it has endurance factors remaining. Any voluntary straining number in excess of the number of remaining endurance factors is treated as equal to the number of remaining endurance factors. This is the only case where a player can use a number less than the voluntary straining die roll to add to his recorded turn speed.

Example: A chariot with a "Turn Speed" of 11 enters the innermost corner lane where the maximum safe speed is eight. The chariot must lose three endurance points and check the Corner Strain Table. Had he also elected to whip his own horses at the start of the turn and rolled a voluntary straining result of "2", his turn speed would be 13 and he would lose two endurance points for the whipping and another five endurance points for straining in the corner.

6.6 BRAKING—Braking may be used to either reduce speed by consuming movement factors, or to avoid attacks. Braking is allowed only if the chariot has endurance factors remaining. Once all endurance boxes have been used, further braking is not allowed.

6.61 A player "brakes" during his move simply by announcing he is braking one or more movement factors. Instead of moving the chariot, for each movement factor braked, he checks off one endurance box. For example, if a chariot comes up against an obstacle or corner with two MFs remaining, rather than take a chance he could brake for those two factors, and use up two endurance boxes instead of making further movement.

6.62 A chariot that *brakes to avoid attack* will do so during the attacker's movement phase. No movement factor adjustment is carried over into the defending chariot's next movement phase, but the endurance factors lost by braking are immediately marked off and the chariot is immediately moved backward one square. A chariot that brakes to avoid attack uses up two (2) endurance factors. A chariot cannot brake to avoid attack if another team or obstacle is in the square directly behind it.

6.7 SIDESLIP—Sideslip moves are allowed if called for by one of the combat table results or if all other means of movement are blocked, or if the driver can demonstrate that by not making a sideslip move at that point that he would be forced to enter a blocked position (not a potentially blocked position) later during that same turn.

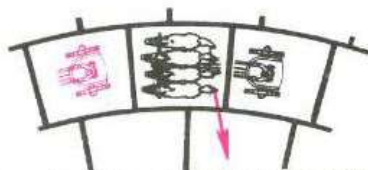
6.71 A chariot is blocked if another chariot is directly ahead of it, so that normal ahead and normal lane change movement is impossible without running into the back of the blocking chariot.

6.72 Blocking may occur at the start of a chariot's movement phase, or any time during the turn. A player may deliberately drive his chariot into a blocked position.

6.73 The sideslip move costs three (3) movement factors. The chariot is then moved directly sideways into an adjacent lane. The sideslipping chariot may change lanes either left or right, as desired. In either case, the movement cost is three factors. When sideslipping in a corner the "sideways" move must be to an adjacent square which is totally beside the occupied square or partially behind it.

Example:

Sideslip in a corner lane.



6.74 A blocked chariot may be unable to sideslip due to other blocking chariots. In that case, it must brake to use up any remaining movement factors. If that is also impossible, due to lack of sufficient en-

durance factors, the chariot uses up all remaining endurance factors (if any) and then is the target of an *involuntary* ram attack by the blocking chariot ahead against its horses (see 9.6).

6.8 ATTACKING—Only a moving chariot can make attacks (although combat results might force a defending chariot to move in such a way as to conduct an involuntary ram attack of its own). Each attack made by a chariot uses one (1) movement factor. A car cannot make more than one attack from the same square during the same movement phase.

6.9 EVADING—If a chariot is attacked it may conceivably evade by losing movement factors from its *next* turn. (See *Evasion*, 9.31).

SPECIAL: During the first game turn only, all factions must roll a die at the start of their movement phase and deduct the result from their team speed for that turn. This does not prohibit the driver from rolling another die for voluntary straining but he must announce that option before seeing the first die roll. This rule simulates the loss of speed generated by movement from a dead start.

NOTE: It is recommended that players get in the habit of moving only their team counter as they make their move, leaving the car counter in the square it occupied at the start of the Movement Phase as a reminder of where the chariot began its move in case players should forget the movement factors they've expended up to that point, or there is a question regarding the legality of a move. Once the move is completed and accepted by the other players, the car counter can then be placed behind the team counter to reform the chariot.

7. CHARIOT FLIP—

7.1 A chariot is in danger of flipping whenever it strains in a corner, or whenever it has a damaged wheel. Each is a separate procedure, and a chariot with a damaged wheel straining through a corner would have to check twice in a movement phase, once for each cause.

7.2 STRAINING IN A CORNER—Whenever a chariot uses more MFs during its movement phase than the printed safe maximum speed for its corner lane, it must check the Corner Strain Chart.

7.21 The Corner Strain check occurs as soon as the chariot enters the first corner square at excess speed. If the chariot survives the check and is able to continue moving, no additional checks are needed during that turn for that corner lane.

7.22 If the chariot changes to a new corner lane on the inside, with a lower safe maximum speed, a new, updated corner strain check with an increased number of strain/flip points is instantly made, even if one has already been made that movement phase. However, if the chariot changes lanes to the outside, to a lane with a higher safe maximum speed, no new check is required because of it during that movement phase even if the chariot is still exceeding the safe maximum speed in its new lane.

7.23 If the chariot is again straining in the corner during its next movement phase, the chariot must check again, etc.

7.3 To determine what happens to a chariot while straining in a corner use the following procedure:

7.31 Take the *total* speed of the chariot (the written Turn Speed plus MFs gained through voluntary straining or enemy lash attacks), and subtract from it the safe maximum speed for the corner lane the team occupies. The difference is the number of *strain/flip* points. For example, if a chariot with a total speed of 12 enters a corner lane with a safe maximum speed of 8, the chariot has four (4) strain/flip points.

7.32 CORNER STRAIN CHART

Dice Roll Minus Driver's Current Modifier	Number of Strain/Flip Points:									
	1	2	3	4	5	6	7	8	9+	
4 or less	—	—	—	—	—	—	—	—	—	—
5	—	—	—	—	—	—	—	—	—	S
6	—	—	—	—	—	—	—	—	—	SS
7	—	—	—	—	—	—	—	S	SS	J
8	—	—	—	—	—	S	SS	J	SS	J LH
9	—	—	—	—	S	SS	J	LH	RH	RH
10	—	—	—	S	SS	J	LH	RH	FP	FP
11	—	—	S	SS	J	LH	RH	FP	FP	FP
12	—	S	SS	J	LH	RH	FP	FP	FP	FP
13	S	SS	J	LH	RH	FP	FP	FP	FP	FP
14	SS	J	LH	RH	FP	FP	FP	FP	FP	FP
15	J	LH	RH	FP	FP	FP	FP	FP	FP	FP
16	LH	RH	FP	FP	FP	FP	FP	FP	FP	FP
17	RH	FP	FP	FP	FP	FP	FP	FP	FP	FP
18 or more	FP	FP	FP	FP	FP	FP	FP	FP	FP	FP

7.32 Roll three dice and subtract the CDM algebraically from the result. Note that if the Current Driver Modifier was already negative, the subtraction of that negative number actually results in an addition to the three dice roll (or in mathematical terms $x - -n = x + n$). Cross index this result with the strain/flip points on the Corner Strain Chart.

7.33 CORNER STRAIN CHART RESULTS:

- = No effect. Chariot safely negotiates the danger.
- S = Sideslip. Chariot moves one lane to the outside. This is not a normal lane change. There is no movement cost for this event, but a chariot which must sideslip cannot willingly change lanes to the inside for the duration of that turn.
- J = Jostled. Driver is jostled. Reduce driver's current modifier by three (-3). Chariot is unable to use any straining including voluntary straining and cornering over the safe maximum speed (such as would be caused by making an inside corner lane change) for the balance of this turn and all following game turns in which its Current Driver Modifier is negative. Thus, all MFs gained during the present movement phase as a result of voluntary straining would be negated except for those necessary to reach the corner square at which the "J" result occurred. Endurance costs for any lost MFs must still be paid.
- SS = Double Sideslip. Chariot immediately moves two lanes to the outside and may not use any straining for the balance of this turn (see J above) and the next game turn. This is not a normal lane change. There is no movement cost for this event, but a chariot which must double sideslip cannot willingly change lanes to the inside for the duration of that turn.
- LH = Left outside horse injured. Check Horse Injury Chart.
- RH = Right outside horse injured. Check Horse Injury Chart.
- FP = Flip. Chariot flips, crashes, and is eliminated from the race. In the Basic Game it is simply removed from the board. See the Advanced Game for more detailed results.

7.34 If a chariot is forced to sideslip as a result of the Corner Strain Chart, and cannot because another chariot already blocks those squares, the sideslipping chariot immediately makes an *involuntary ram attack* (9.6) against the chariot that is blocking the sideslip to determine the result. A chariot forced to take a double sideslip by the Chariot Flip Chart which cannot sideslip even one lane because of the presence of an adjacent chariot need not sideslip at all, but would suffer a double CDM penalty (-6) in the resulting Involuntary Ram Attack. If after sideslipping one lane, the chariot is confronted by a blocking chariot, only normal Current Driver Modifier penalties (-3) would apply in the ensuing Involuntary Ram Attack. If a chariot cannot sideslip because it is already adjacent to the outside wall it flips instead.

7.35 If a driver is jostled, the reduction in his driver's modifier is only temporary, but it takes effect immediately, and can affect the remainder of the current movement phase and game turn.

7.351 Write the new driver modifier in the "CDM" box. Example: If a driver with a normal driver modifier of 1 is jostled, his Current Driver Modifier is -2 ($1 - 3 = -2$).

7.352 When a driver is jostled the *maximum* turn speed is decreased by three (3) because the maximum turn speed equals the combined team speed plus CDM. The CDM box is always used to derive maximum turn speed. Therefore, a chariot may not use more movement factors than the total of the team speed and the CDM.

7.353 If the current movement phase in which the jostle result was suffered used more movement factors than the new maximum speed resulting from that "J" result, the excess movement factors are lost except for those excess MFs needed to have the chariot reach the square in which it suffered the "J" result.

Example: A 4444 team and a +1 Driver normally have a maximum speed of 17. If the driver is jostled, the maximum speed becomes 14 on the turn in which he is jostled ($16 + -2 = 14$).

7.354 The Current Driver Modifier is increased by +1 at the start of every turn until it equals the Permanent Driver Modifier. Thus, the maximum turn speed of our 4444 chariot in the example above on the turn *after* its jostle result would be 15.

7.355 As a reminder of the prohibition against straining in the next turn caused by a "J" or "SS" result, circle the current and next turn number on the Turn Speed Log.

7.356 The affects of "J" results are cumulative. Thus, a jostle result could theoretically reoccur before a previous one has worn off caus-

ing the CDM to be reduced by three as opposed to the permanent driver modifier being reduced by three.

7.4 FLIP DUE TO WHEEL DAMAGE—If a chariot's wheel has taken two or more points of damage in a ram attack, an immediate flip check is needed to see if the wheel falls off.

7.41 Any chariot with a wheel already damaged from previous attacks must check for flip (due to losing the wheel) at the start of any movement phase in which it will use "14" or more MFs, and/or the chariot is straining in a corner lane. If a chariot strains in a corner lane at a speed of "14" or more it must check for flip twice—once for each cause.

7.42 Wheel damage flip checks are made as soon as the cause occurs, which may be in another player's phase, in the case of initial wheel damage.

7.43 The procedure for wheel damage flip checks is for the affected player to roll two dice. If the dice total is *greater than* (>) the current total damage to the wheel there is no effect. If the dice roll is *equal to* (=) the current total damage of the wheel, one more damage point is suffered by that wheel, but it remains on the chariot. If the dice total is *less than* (<) the current total damage of the wheel, the wheel flies off and the chariot flips, eliminating it from the race.

7.44 If both wheels are damaged, make a separate check for each wheel each time a check is required. Thus, one wheel might remain on, while the other is lost and flips the chariot.

8. ENDURANCE—

8.1 Each chariot team has an Endurance Factor, and a series of boxes for checking off the loss of endurance factors.

8.2 Endurance Factors are lost due to the following reasons:

STRAINING—One factor lost (-1) for each additional movement factor gained through voluntary straining.

STRAINING IN A CORNER—One factor lost for each factor of excess speed used in a corner.

BRAKING TO USE MOVEMENT—One factor lost for each movement factor consumed.

BRAKING TO AVOID ATTACK—Two factors lost to avoid each attack.

SUFFER LASH ATTACK—Possible loss of one to six factors per attack (see 9.4).

8.3 Each endurance factor lost is immediately checked off on the Chariot Race Log. Endurance loss is permanent. It cannot be regained during a race.

8.4 If a chariot has 0 endurance left, the following rules apply:

8.41 The chariot may not use straining for the rest of the race. It *must* take all corner squares at the safe maximum speed for its lane, or automatically flip. However, team speed reductions (8.43-44) are calculated first prior to determining if the chariot may be exceeding the safe corner speed.

8.42 The chariot may not brake for the rest of the race, including braking to avoid attacks.

8.43 The chariot's current *team* speed is reduced by one at the start of every subsequent game turn for the rest of the race. Thus, if a chariot used its last endurance factor during turn 15, on turn 18 its maximum team speed would be reduced by three plus any injuries the horses may have sustained up to that point. This reduction of team maximum speed is *not* treated as a horse injury.

8.44 The driver's permanent modifier is immediately reduced by one (-1) for the rest of the race. This may result in a negative driver modifier. Such adjustment of the driver modifier would further affect the chariot's maximum speed beyond the penalty listed in 8.43.

8.5 Reducing a team's endurance factor below 0 has no additional effect. If a team with no remaining endurance is subjected to a lash attack, it neither gains temporary speed as a result nor suffers additional penalty.

9. COMBAT—

9.1 GENERAL RULES—The player taking his movement phase may attack other non-moving chariots providing his chariot does not occupy the gray squares used only at the start of each race. Only the moving chariot can attack, other chariots cannot *voluntarily* attack until their own moves. The moving chariot is termed the "attacker", the target of the attack is the "defender".

9.11 Each attack made by a chariot costs one (1) movement factor. Attacks are made during movement and as a part of movement. A chariot can move, attack, continue moving, etc.

9.12 A chariot may make multiple attacks against the same defender (one movement factor used for each attack), or it could make separate attacks against different defenders (again one factor for each), or a combination of both.

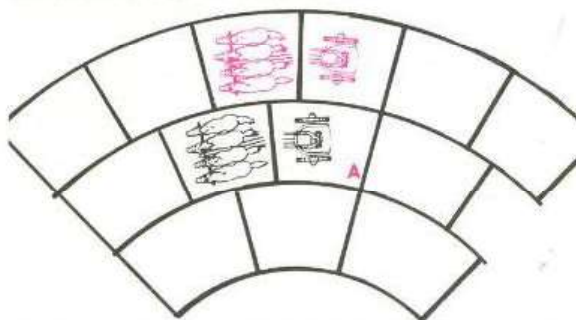
9.13 Attacks may be initiated at any time during a chariot's movement, including at the start and at the end of movement, providing movement factors are available and used.

9.14 A car may make only one attack per movement phase from the same square.

9.2 ATTACK PROCEDURE—The attacker's car must be directly beside (in a lane adjacent to) the defender's chariot to make an attack. To attack in a corner lane the attacking car must be in a square which is *not* partially behind the defending car's (or team's—depending on the object of the attack) square.

9.21 If the attacker's car is beside the defender's team, the attack is against the horses on that team. If the attacker's car is beside the defender's car, the attack is against the driver or car of the defender's chariot.

9.22 The attacker announces the type of attack when he is alongside and expends the necessary movement factor for the attack. The attack can be either a "Ram" or "Lash" attack.



Example: The attacker (red) is not directly beside the black chariot and therefore cannot attack. However, if black were the attacker he could attack red's car or driver. Furthermore, if black's horses were in square A, red could still not attack because he is behind black's horses and not beside black's car—red's car space not overlapping with black due to the parallel corner space.

9.3 DEFENSE PROCEDURE—Once the attack is announced, the defender has three options. He can either:

HOLD—Do nothing, and receive the attack, or

BRAKE—Expend two endurance points, and move backwards to avoid the attack (see *Braking*, 6.62), or

EVADE—Make an instant lane change and avoid the attack (see *Evasion*, 9.31).

9.31 EVASION—A chariot evades by making a lane change away from the attacker. Normal lane change movement and procedure is used (see 6.4).

9.311 Depending on the lane change (to inside or to outside), one or two movement factors are used. These are subtracted from the team speed available (but not necessarily its written move) for the evading chariot's next movement phase.

9.312 A lane change in a corner may cause straining and a chance of a chariot flip, if the chariot evades to the inside, and its current turn speed exceeds the safe maximum speed of that lane.

9.313 If a chariot is unable to make a normal lane change away from the attacker, it cannot evade. Note that the walls of the track and/or other chariots may often block a lane change, and thus prevent evasion.

9.32 In order to brake or evade, the defender must roll two dice and add his CDM to the result. The attacker does likewise. If the defender's total is equal to or greater than the attacker's total, the defender can brake or evade normally as he desires. If the attacker's total is greater than the defender's, however, the defender must *hold* and receive the attack.

9.4 LASH ATTACK—Lash attacks can be against either the horse team or the driver, depending on which element of the defender's chariot is beside the attacker's car.

9.41 An attack against the horse team is resolved by comparing the attacker's die roll and his CDM total to the die roll and CDM total of the defender. If the defender's total is equal to or greater than the

attacker's total, the defender loses one endurance factor and gains (at his option) one MF during his coming movement phase. However, if the attacker's total is greater than the defender's total, the defender loses endurance factors equal to the difference between the two totals and must gain the same number of MFs during his next movement phase.

9.42 Attacks against the driver are resolved by both drivers rolling two dice and adding their CDMs to their respective dice rolls. The defender's total is then subtracted from the attacker's total. The result is the attacker's "lash" factor. Lash factors lower than -4 are treated as -4, factors higher than +5 are considered +5. The attacker then compares the lash factor with a two dice roll on the Driver Lash Attack Table.

9.42 DRIVER LASH ATTACK TABLE

Dice Roll	Lash Factor									
	-4	-3	-2	-1	0	+1	+2	+3	+4	+5
2	M	M	B	G	W	M	S	—	M	G
3	G	M	G	B	B	W	B	S	G	S
4	B	—	W	M	B	B	W	G	M	B
5	G	B	M	W	M	M	G	B	S	S
6	—	G	B	B	W	G	M	M	B	W
7	G	—	G	G	G	S	S	S	S	S
8	—	G	—	—	S	W	W	W	W	W
9	M	M	M	S	—	—	—	B	W	B
10	M	W	S	—	—	B	B	W	—	M
11	W	S	—	M	B	—	B	—	B	—
12	S	M	—	W	M	B	—	M	B	B

9.43 Driver Lash Attack Table results are:

— = No Effect.

B = Brake. Defender must brake as if avoiding attack. No movement factor loss is applied, but the chariot is moved backwards one square and expends two endurance factors. If unable to brake, the defender suffers a "W" result instead.

S = Swerve. Defender must move sideways one lane away from the attacker. This lane change causes no loss of movement factors. However, if forced to make a corner lane change to the inside which would place the defender in a corner above the posted safe corner speed according to the speed of his "last" executed move, the defender would have to immediately roll on the corner strain table as well as pay any associated endurance costs for straining in the corner. If the lane change is blocked by another chariot an involuntary ram attack occurs against the blocking chariot. Note that a defender in lanes one or eight would be forced to swerve into the wall and flip.

M = Movement Loss. The defender immediately rolls a die, and reduces his team maximum speed (not necessarily his written turn speed) by that amount for his next movement phase.

W = Wound. Driver loses one box from Driver Hits. In addition, the defender suffers a movement factor loss (as per M above) during his ensuing movement phase. When all driver hit boxes are lost, the driver collapses and his chariot flips. When half or more than half of the driver's original hit boxes are lost, the permanent Driver Modifier is reduced by one for the duration of the race. If a driver is reduced to one third or less of his original starting hit boxes, the permanent driver modifier is again reduced by one for the duration of the race.

G = Whip Grabbed. Attacker loses his whip and can no longer make lash attacks or voluntarily strain his team. Check off the "Whip Lost" box of the Chariot Race Log. The attacker can still strain in the corners by exceeding the safe maximum speed. The grabbed whip is discarded unless the defender currently has no whip, in which case he can keep the one he grabbed.

9.5 VOLUNTARY RAM ATTACK—Attacks against the horse team are resolved by rolling two dice and consulting the table below.

HORSE INJURY TABLE

Dice Roll*	Horse Injury
0 to 5	no injury
6 to 8	1 injury point
9 or 10	2 injury points
11	3 injury points
12	4 injury points
13	5 injury points
14	6 injury points
15	8 injury points

*If the attacker's car has scythe blades (heavy chariot), the attacker adds three (+3) to his dice roll. If the attacker's car is light, the attacker subtracts three from his dice roll.

9.51 Injury points are used to check off damage boxes for the horse closest to the attacker. Injury points in excess of the horse's remaining damage boxes are ignored. Each box checked off reduces the team speed by one. This applies immediately. If the team speed falls below currently planned "Turn Speed", the turn speed must be reduced accordingly.

9.52 When all damage boxes for a horse are checked off, the horse falls to the track. The chariot cannot move again until the horse is cut free. Even mandatory movement effects (as a result of combat) are ignored although any endurance or injury penalties that would normally apply from such an attack are still applied as applicable, except that the team cannot be attacked on the side where the horse has fallen until the dead horse is cut free. The chariot has no movement factors and thus cannot attack, brake or evade on the turn it attempts to cut its horses free (even after a successful attempt). A chariot which attempts an attack on such a target is still subject to any and all negative results which accrue. The CDM of any chariot which must attempt to cut a horse loose before it can move again is always 0 (unless already negative) for purposes of receiving attacks. When a horse is killed, the team loses a fourth of its remaining endurance factors (fractions rounded down). If the team loses a second horse, it loses a third of its remaining endurance factors, and if it loses a third horse it loses half of its remaining endurance factors.

9.53 A horse can be cut free at the start of the chariot's movement phase by rolling one die for each remaining horse, subtracting the driver's CDM from the total, and subtracting the remainder from that turn's written turn speed. The chariot may then use any remaining movement factors to move during the same movement phase. If the result is a negative number the attempt to cut the horse free failed and must be attempted again in the following turn. Only one "cut free" dice roll is allowed per player turn. The driver may not voluntarily strain his horses while cutting a horse free.

9.54 CAR ATTACKS—Attacks against a defender's car are resolved by first determining which car(s) is damaged. The attacker rolls three dice, adds his CDM, and then subtracts the defender's CDM from the total. The resulting number is then found on the "Damage to Cars Table".

9.54 DAMAGE TO CARS TABLE

Dice Roll & CDM Difference Total	Result
6 or less	attacker's car damaged
7, 8, or 9	both cars damaged
10, 11, or 12	no effect
13 or more	defender's car damaged

9.55 For each car damaged, a second roll of two dice is made on the Wheel Damage Effect Chart to determine how many damage points the wheel suffers. Damage points are applied to the wheel nearest the opposing chariot. For each point of damage, check off one wheel damage box.

9.55 WHEEL DAMAGE EFFECT CHART

Dice Roll*	Wheel Damage
0 to 4	1 point
5 to 7	2 points
8 or 9	3 points
10, 11	4 points
12	5 points
13	6 points
14	7 points
15	8 points

*If the opposing chariot has scythe blades (heavy), the chariot suffering the damage must add three (+3) to the roll. If the opposing chariot is light, subtract three (-3) from the dice roll.

9.56 Whenever wheel damage is taken, the chariot must immediately check for flip (see *Chariot Flip*, 7.4). If all wheel boxes are checked off, the wheel is completely destroyed and the chariot flips, eliminating it from the race.

9.6 INVOLUNTARY RAM ATTACKS—A chariot may be forced to ram another because of a forced movement result on the Chariot Flip and/or Driver Lash Attack charts. The chariot thus attacked may attempt to hold, brake, or evade normally.

9.61 If just a chariot's team is forced into another car, it receives a ram attack as if the opposing car attacked the team. Use the procedure in 9.5 to resolve injury to the horse team. This includes adding three to the dice roll if the opposing chariot has scythe blades, or subtracting three if the opposing chariot is light. If the attack is from a chariot directly ahead of the team (6.74), the owner of the team may select which horses suffer any injury.

9.62 If a chariot's car is forced into another team or car, it is resolved as a normal ram attack, with one exception. The driver of the chariot making the involuntary attack must deduct three (-3) from his CDM for all attack procedures. The normal CDM is restored as soon as the involuntary attack is resolved.

9.63 In both of the above cases, reduce the maximum team speed of the attacking chariot by one for the following movement phase. The attacking chariot would not change lanes, even if the defender vacated the blocking square by braking or evading. The attempted involuntary attack replaces the "S" result.



10. ENDING THE RACE—

10.1 When the first chariot leaves a stretch and enters a corner, remove one of the Egg or Dolphin markers from the "spina" at that corner. This signifies that half a lap has been completed.

10.2 When all three Dolphin counters have been removed, and only one Egg marker remains, the chariots are in the last stretch. The first chariot to complete this stretch, and remove the final Egg, transforms the current game turn into the final game turn.

10.3 Chariots are not obliged to take the corner after the last stretch. When they cross the finish line they are removed from the race, being careful to note remaining movement factors.

10.4 If two or more chariots cross the finish line on the same turn, the chariot with the greater number of remaining movement factors wins the race.

10.5 If two or more chariots cross the finish line on the same turn and with equal movement factors remaining, the winner is the chariot which crossed the finish line first by virtue of having his faction counter drawn from the cup prior to the other equal finisher(s).

STOP! You have read all that is necessary to play the Basic Game of *CIRCUS MAXIMUS*. We suggest you play it at least once to gain familiarity with the basic rules before proceeding to the more complicated versions which follow.

SECOND EDITION

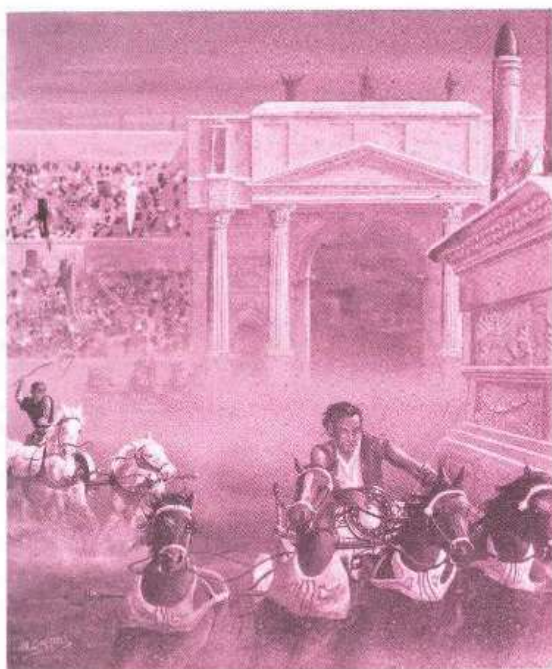
This is the second edition rulebook for *CIRCUS MAXIMUS* and supersedes the earlier version. Players should check to make sure they are familiar with the same set of rules before beginning play. The rule sections which underwent some degree of change between the editions are: 6.45, 6.62, 6.7, 7.33, 9.22, 9.311, 9.41-.43, 9.52-.53, 9.61, 12.4, 14.2, 15.25, 16.5-.7, and 23.1.

DESIGN CREDITS

Research & Design: Michael Matheny
Development: Donald Greenwood
Play Testing: Alan R. Moon, Mick Uhl, Richard Hamblen, Jerry & Gwen Lee, Bob McNulty, Ricci Thomas, Lynn Weems, Arnold Hendricks.
Cover Art: Chris White, Michael Carroll
Counter Art: Cathy Chastain
Typesetting: Colonial Composition
Prep Dept. Coordinator: Elaine M. Adkins
Printing: Monarch Office Services

GAME QUESTIONS

Questions on the play of this game will be gladly answered upon receipt of a self-addressed envelope bearing sufficient return postage. Questions on the actual design or history relating to the game itself cannot be answered. This type of information is available only in the pages of our bi-monthly gaming magazine, *THE GENERAL*, advertised elsewhere in this rulebook. Sorry, but absolutely no game related questions can be answered by phone.



ADVANCED GAME

The Advanced Game provides greater detail in an important area of the game: what happens once a chariot is wrecked. In the Basic Game, the chariot is simply removed from play. Now, the wrecked car, runaway teams, and dragged drivers all play a role in the continuation of the race. These rules add greater realism (and simulated bloodshed) to the game, but at the cost of additional playing time and complexity.

11. REACTION TIME—

11.1 Now that players are familiar with the game system, it is in the best interests of an enjoyable game for all concerned to quicken the pace so as to both shorten the playing time, and more closely reflect the lightning reflexes needed by a charioteer. Despite some initial complaints, ultimate player enjoyment will be greatly increased by ridding the game of those inevitable plodding players who seem to take forever to make their moves. In the Advanced Game *all* players are expected to have sufficient familiarity with the game to keep pace and abide by these rules.

11.2 Once moved from a square, a counter may not be returned to that square to "redo" its move except as a result of an illegal move cited by another player.

11.3 When the racing steward calls out the color (faction) to be moved next he should also count out the seconds elapsed (. . . one thousand one, one thousand two, etc.) until the player begins moving his team. The moving player has a maximum of five seconds to begin movement. Failure to move (including announcing an attack or decision to voluntarily strain) in this time period results in forfeiture of the player's control over the team during that movement phase. The team is moved straight ahead in its current lane a number of spaces equal to its written turn speed for that turn, making no attacks, braking, and changing lanes only if forced to with lane changes occurring to the outside where possible.

11.4 Actual physical counting of squares by drawing one's finger across the mapboard prior to movement is prohibited. Such counting should be done mentally as play proceeds and before the driver's actual turn. The fact that a player's faction was the first (or last) one drawn during a turn is no excuse.

11.5 There is no time limit for the resolution of attacks and other necessary chart checks.

11.6 Once a player has started to move, time should not be a problem, but if it is, the steward should once again start his five second countdown during which the moving player must either announce an attack or move to a new square.

11.7 At the conclusion of each game turn, the steward announces the number of the upcoming game turn and commences his five second

countdown. Any player whose turn speed is not written at the end of the countdown must duplicate his last recorded turn speed (if that is not possible due to combat results sustained in the interim, substitute the maximum speed possible) in the upcoming turn.

11.8 If the steward is also playing a faction, an assistant steward should also be appointed to conduct the countdown when the steward is moving his own chariot.

11.9 Once players become proficient at playing under such time pressures, the five second time limit should be lowered accordingly.



12. WRECK LOCATION—

12.1 When a chariot flips and crashes, it is not removed from play as in the Basic Game. Instead, the car and team part. The car portion of the chariot sails through the air and lands somewhere on the track, causing an obstacle, but not until the completion of the current mover's movement phase.

12.2 When a chariot is wrecked, roll two dice and find the result on the Wreck Location Chart. Place a "wreck" counter on that square of the track.

12.2 WRECK LOCATION CHART

Dice Roll	Wreck Location
2	1 lane left, 3 lanes forward
3	2 lanes right, 5 squares forward
4	remain in square of flip
5	same lane, 2 squares forward
6	same lane, 1 square forward
7	1 lane right, 3 squares forward
8	1 lane left, 1 square forward
9	1 lane right, 4 squares forward
10	3 lanes right, 2 squares forward
11	4 lanes right, 6 squares forward
12	3 lanes left, 4 squares forward

12.3 If the wreck would land outside the track due to lane changes, it instead hits the wall and remains in the edge lane. It then travels forward the appropriate number of squares in that same edge lane, and lands.

12.4 If the chariot wreck lands on another chariot, the falling wreck causes an immediate ram attack on the chariot team or car, as appropriate. The falling wreckage has no driver, and therefore no driver's modifier is applied. The chariot being hit by the falling wreckage may attempt to brake or evade normally (if possible) to avoid the ram attack. If the wreck remains in the same square with a chariot, that chariot at the start of its move must chance the Running Over Wreck chart unless it is attacked prior to that and successfully brakes or evades off the wreck.

13. CRITICAL INJURIES—

13.1 Whenever a "W" (wound) result occurs during a Driver Lash Attack, the normal penalties apply but in addition the defender must roll two dice and consult the Critical Hits Table for further developments.

Dice Roll: Results

2	Defender entangled by whip and pulled out of car (see <i>Dragged Drivers</i> , 16). Attacker loses his whip.
3	Severe Wound—Reduce Driver Modifier by one.
4	Arm Wound—Defender must halve all future voluntary strain die rolls (fractions rounded up) and the resulting endurance costs for the duration of the race.
5	Eye Wound—Vision obscured. Defender may not evade (9.31) future attacks from the side of the chariot on which he was just lashed. Defender may brake normally, and evade attacks from the opposite side of the chariot normally.
6	Defender taken by surprise. Repeat original lash attack with one less lash factor. The attacker need not pay an extra movement factor for this additional attack.
7	Deep Wound—Take one more hit vs. driver.
8-11	No Effect.
12	Defender entangled by whip. Both players roll two dice and add their current number of unmarked driver hit boxes. The driver with the highest total pulls his opponent from his car (see <i>Dragged Drivers</i> , 16). Regardless of outcome, attacker loses his whip.

14. RUNNING OVER WRECKS—

14.1 The creation of wrecks in rule 12 leaves an obstacle on the track which negates the square it lands in for normal passage rules. If a chariot cannot avoid a square containing a wreck or chooses to deliberately enter the wreck hex it must observe special penalties.

14.2 A chariot may run over a wreck by choice or due to lack of any other recourse. The chariot is moved over the wreck square at the normal movement cost, but *should* (does not have to) deduct endurance factors equal to the roll of one die. When it clears the wreckage and appears in the square beyond, roll three dice, deduct the CDM from the total, and consult the Running Over Wrecks Chart. If a chariot is unable to clear a wreck during its move (i.e. it does not have enough MFs to move beyond the wreck) it flips.

14.3 Add one to the dice roll for every endurance factor less than the die roll which the chariot was unable (or unwilling) to pay for the wreck jump attempt.

Dice Roll	Minus CDM	Result
8 or less		No Effect. Chariot passes over wreckage safely.
9-10		Driver jostled. Treat as a normal "J" result.
11		Car Damaged. Roll one die for each wheel, subtract three (-3) from each roll, and take the result as damage points on the wheel. A final die roll result of 0 or less means no damage was sustained on that wheel in the jump.
12-13		Horses hobbled. Roll a die for each horse, subtracting three (-3) from each roll. The result is the number of damage points suffered by each horse. Reduce its speed and the team maximum speed accordingly.
14		Horses seriously hobbled. Treat as above but without any subtraction from each die roll.
15-16		Chariot Flip Danger. Check as if straining in a corner (maximum safe speed over a wreck is one).
17 or more		Chariot Flip.

15. RUNAWAY TEAMS—

15.1 When a chariot flips, the car wrecks but the team remains and completes its move. That team is now a "runaway team".

15.2 On each subsequent turn, the team moves without a chariot when its faction counter is drawn. It is moved just like a normal chariot, and is controlled by the owning player—or in his absence by the player who was in last place at the end of the last completed game turn (in case of ties, last place is determined by possession of the outermost lane)—with the following special restrictions.

15.21 The team can change lanes only to avoid another chariot, team, wreck, or to *evade* an attack.

15.22 The team must move at maximum speed each turn. It cannot slow down or voluntarily strain.

15.23 The team cannot make any attacks (Exception: 16.5) or be braked.

15.24 A runaway team ignores safe maximum speeds in corners. It can travel at any speed safely in a corner, since there is no longer a car to flip.

15.25 A runaway team may be attacked, but since no car and driver exist, only the team can be attacked, by lash or ram as the attacker desires. The team could evade automatically. If a horse is killed, the team must remain in that square where it is treated as a wreck henceforth except that any check to run over the "wreck" must add 3 to the dice roll (14.2). Any horse injuries are applied to both the jumping team and the "wreck" team.

16. DRAGGED DRIVERS—

16.1 Whenever a chariot flips, the driver will be dragged along behind the runaway team. Place a "dragged driver" counter in the square behind the team, to replace the car counter.

16.2 The dragged driver can attempt to cut himself free at the conclusion of the movement phase in which his chariot flipped before rolling for injuries sustained in that turn. He rolls two dice, subtracts his driver modifier, and if the total is less than or equal to his current number of unchecked driver hit boxes, he is free. Even if freed, however, the driver counter is dragged a number of squares equal to the adjusted freeing dice roll (up to, but not greater than the distance actually moved by the team from the point of the flip).

16.3 At the conclusion of each movement phase in which a driver has been dragged by the team, he rolls one die and suffers half the resulting number of "hits" or injury points (fractions rounded up). These hits are marked off the "Driver Hits" section of the Chariot Race Log. When all boxes are marked off, the driver is dead, and can no longer win the race or continue in the Campaign Game.

16.4 If a driver survives while being dragged long enough to cross the finish line, he can still win or place in the race provided he is still alive at the *end* of the turn in which he finishes the race. A car is not necessary for victory, only for one's personal health!

16.5 A dragged driver can be subjected to *ram* attacks by the *team* portion of an attacking chariot by placing the attacking team on the same square as the dragged driver. The dragged driver cannot brake or evade—he must accept the attack. The dragged driver automatically counts as having a driver's modifier of 0. An attacker cannot suffer "wheel damage" during a ram attack vs. a dragged driver. Any "wheel damage" suffered by the dragged driver is instead converted to double the number of injury points. This is the only type of attack which can be made on a dragged driver, and is the only time a team can make a ram attack of any kind. There is no modification to the dice roll for heavy or light cars as it is the team which attacks, even though the attack is resolved on the Wheel Damage Effect chart with the amount of wheel damage specified being turned into an equivalent number of body hits.

16.6 If a runaway team carries a dragged driver over a wreck, the driver is automatically killed.

16.7 When a driver is dragged from his car by a critical hit, his dragged driver counter is placed on the car counter. The team continues as a runaway team except that it has to check for chariot flip when exceeding a safe corner lane speed. The dragged driver is still subject to ram attack by an opposing team (16.5), except that the team attacks from a square directly behind the empty chariot, instead of from the dragged driver's square.

17. RUNNING FOR COVER—

17.1 When a dragged driver cuts himself free, the dragged driver counter is replaced by a plain driver counter, representing the man on his feet. The runaway team moves off, and the driver is free to move as he desires at the end of the *following* game turn.

17.2 An individual driver on the track can move one square for each two remaining unmarked driver hit boxes (fractions rounded up) per turn. The driver may not move diagonally, although he may move in any direction.

17.3 An individual driver in an edge lane (lanes one or eight) can climb the wall and escape into the stands or the "spina" to survive the race. To climb the wall, the driver must move along the wall (from one wall square to another wall square) and roll an even number with one die. He may not roll twice from the same square, however, so once he begins movement along a wall he may not reverse direction. The driver may roll to climb once for every space moved along the wall.

17.4 An individual driver on the track can be run down by any chariot during normal chariot movement. If a chariot hits a driver, the chariot loses MFs equal to the roll of one die when the team enters his square. This loss applies only for that turn, and represents speed loss caused by hitting the driver. Should this speed loss result in the chariot being unable to reach the driver's square it is deducted from the next turn's maximum speed instead. The driver on foot is instantly killed and removed from play.

17.5 An individual driver on the track cannot otherwise be attacked, and cannot himself attack.

17.6 Any number of drivers on foot can occupy the same square. The order of their movement *after* the completion of the normal game turn is of no consequence.

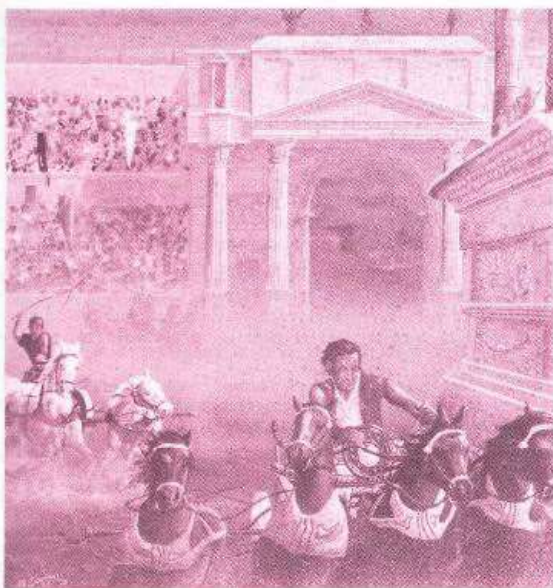
18. ENLARGED FIELD—

18.1 If more than eight players are present, or if there are only five players each wanting to operate two chariots the game can accommodate more participants. Each additional chariot tends to increase the congestion, bloodshed, and playing time accordingly.

18.2 Place the extra chariots randomly directly behind any of the eight chariots set up in the first row such that the first square they pay a MF to enter will contain the word "Lane" printed in gray.

18.3 Faction selection then takes place as per 3.2 and 3.3.

18.4 When the race begins, the color counters for all second row chariots are not placed in the cup until after all first row chariots have completed their movement phase. Starting with the second game turn all color counters are placed in the cup to determine order of movement.



THE CAMPAIGN GAME

The Campaign Game consists of tying ten individual games together to simulate an entire racing season. The overall winner is not necessarily the player who wins the most races but rather the player who gets the maximum efficiency out of his racing stable of teams and drivers and bets on them wisely. Besides the addition of wagering and financial arrangements, the Campaign Game is interesting due to the inter-race relationships which can develop between races as achievements and penalties accrue from race to race with consequences which can drastically alter the conduct of future races.

19. SOLITAIRE PLAY—

Although *CIRCUS MAXIMUS* is primarily a multi-player game it can be played solitaire by those so inclined. The player takes the role of each faction in turn, but makes attack decisions for only one—his own. In essence, the player is playing his chariot against the rest of the field. Aside from maneuvering for the most advantageous inside position, the main decisions are when and how to attack other chariots. You may make attacks with your faction as you desire, but whenever an attack opportunity appears for the other seven factions you roll a die, and attempt to make an attack only if the die roll is equal to or greater than some predetermined range which you've set up to reflect each driver's individual personality. A driver with a low die roll number needed to make an attack is bloodthirsty and liable to make many attacks, while one with a higher die roll requirement concentrates on the handling of his team. If the die roll is only equal to the number needed to attempt an attack, the attacker must attempt a lash attack. If the die roll is greater than that needed to attempt an attack, the attacker (remember, you must act in his best interests) may attempt to make an attack of his choice. Be sure to build different types of chariots among the field varying the combination of performance points to get a wide spectrum of possible combinations, but always save your favorite Preparation Point allocation for yourself.

20. THE RACING SEASON—

20.1 Each faction is allowed the following resources to start the Campaign Game:

10,000 sesterces in money. The amount of money owned by each player is always noted on a sheet of paper.

Five different chariots with driver, car, speed, and endurance determined as in the Basic Game. None of the four component parts of a chariot may be interchanged with any of the others. In other words, no chariot can start a race with more than four Preparation Points of component parts except where earned by experience points or purchase (see 23.4).

20.2 The season consists of ten races. Each race is run using the following procedure:

20.21 All players secretly record before each race how they will spend their money. Money may be spent for additional teams, drivers, cars, skulduggery, and security. A player need not spend all his remaining

money nor must he enter every race. However, by not entering a race he makes it easier for his opponents to win.

20.22 Each player selects what team, driver, and car he will use for his faction, and starting positions are randomly assigned. Each faction can enter a maximum of two chariots per race but no faction may enter a second chariot until all other factions have been given an opportunity to enter at least one chariot in the front row.

20.3 All players place their bets and the race is run using all Advanced Game rules.

20.4 Race winners and placers (2nd, 3rd, & 4th place finishers) are announced, and all bets paid off.

20.5 Injuries and recovery times are determined and recorded. Any experience points earned are spent or recorded for accumulation purposes.

21. SPENDING MONEY—

21.1 The basic unit of currency in the Roman world was the "sesterce". Sesterces will hereafter be referred to simply as "s". All players should keep a ledger of their current "fortune", what money they have spent, and what money they have received. Each player is responsible for keeping his own ledger on a separate sheet of scrap paper, but must be prepared to prove the "balancing of his books".

21.2 Players may loan each other money at whatever interest and payment terms are mutually agreed upon. All such agreements should be written. Failure to repay a loan as agreed upon results in default, and the player involved must auction off drivers, teams, and/or horses to raise money to repay the loan at the instant it is due. If he cannot raise sufficient funds, he goes bankrupt, must withdraw from the game, and any remaining property is auctioned to the other players, piece by piece to pay his creditors. Any amount thus raised in excess of his debt is claimed by the "bank" (returned to the game) in the form of taxes. Debtors are usually sold into slavery, and therefore may later appear as an "owned" driver for one of the remaining factions.

21.3 The only limit on the amount of money a player can spend, at any one time, is the amount he has. Players can never "overdraw" their account and go into the "red". They must acquire the cash to spend (through winnings, loans, sale of material, etc.).

21.4 New teams of horses are purchased one horse at a time. However, all horses must be purchased in groups of four, as a complete team. Horses cannot be switched between teams. Exception: single horses can be purchased to replace killed horses (see 21.41).

21.41 To purchase a horse, a player spends some multiple of 500s between 500s and 4,000s. He rolls two dice, and compares the amount spent with the dice roll on the New Horse Speed Chart. The result is the speed and strength of the new horse.

21.41 NEW HORSE SPEED CHART

Dice Roll	Amount Spent on New Horse (In Sesterces):							
	500	1000	1500	2000	2500	3000	3500	4000
2	3	4	5	6	7	8	8	8
3	2	3	4	5	6	7	7	8
4	2	2	3	4	5	6	7	7
5	2	2	2	3	4	5	6	7
6	2	2	2	2	3	4	5	6
7	2	2	2	2	2	3	4	5
8	2	2	2	2	3	4	5	6
9	2	3	3	4	4	5	6	7
10	2	3	4	5	5	6	7	8
11	3	4	5	6	7	7	7	8
12	4	5	6	7	8	8	8	8

21.42 A new horse need not be placed in the same position within the team which the replaced horse occupied. The owner could move one of the inside horses to the outside and place the replacement in the middle of the team.

21.43 Whenever a new horse is added to a team that team's prior Endurance total is reduced by the roll of one die due to the problems caused within the team by breaking in a new horse into the running tempo of the team. Regardless of the speed of the new horse, the endurance of the team can never equal or exceed that of the original team prior to the replacement.

21.5 New drivers can be purchased only to replace a killed or injured driver. A driver with a 0 modifier costs 1,500s, a +1 modifier 2,500s, and a +2 modifier 4,000s. The driver purchased can have a Driver Modifier less than, equal to, or greater than the driver he is replacing, but any team being driven by a new driver loses a number of endurance points equal to the roll of one die.

21.6 Each car costs 500s regardless of type. New cars can be bought only to replace wrecked ones, and must remain in the same class (light, normal, or heavy) as the one it replaces.

21.7 All four horses of a team are one group. Horses of different teams may not be traded, exchanged, or otherwise switched. A team may only acquire a new horse if one of the original complement is lost in a race. The same is true of the other component parts of a faction's chariot stable.

22. RECOVERING FROM INJURIES—

22.1 After each race, driver, horses, and car may have suffered injury or damage. This is repaired after the race is over. Only a certain amount of repair is possible after each race, so frequently a chariot will not be at full strength for the next race and the faction will find it prudent to substitute another chariot from its stable.

22.2 Drivers and horses recover from injury at the rate of one point restored per race. Thus, after the race, one point is restored. After the next race, another point is restored, etc., until the driver or horse returns to its original strength.

22.21 Losses due to drugging or bribery are automatically repaired after a race, in addition to the one point of "standard" injury repaired.

22.22 Neither the driver nor a horse can exceed its original hits allowance. Recovery is used only to bring the driver and/or horse back to its original (including experience generated speed boxes) level.

22.3 If a car is still running at the end of a race (i.e., both wheels are still on the car), the car is completely repaired after the race, with all damage "erased". If a car lost a wheel during the race and was wrecked, it is lost and cannot be repaired.

22.4 If a driver or team has unrepaired injury, they are normally prohibited from racing. A chariot with a perfectly healthy driver and team must be used instead. If a player lacks any excess healthy teams or drivers for a faction, he may use still injured ones, but must use the chariot with the least injury points yet unrepaired (i.e., that closest to being healthy).

23. EXPERIENCE—

23.1 If a faction finishes in fourth (4th) place or better in a race, it will gain experience points as per the Experience Point Chart. It receives a fixed number of points depending on the position in which it finished. In addition, it gets a bonus if the gap in squares (or MFs) between it and the next chariot is six (6) or more, and another bonus if the gap is 11 or more squares (in addition to the six square gap bonus). If the field has been so reduced by flips that there is no chariot behind it, the finishing distance bonus would automatically apply.

23.1 EXPERIENCE POINT CHART

Place in Race	Normal	Finishing Distance Bonus:	
	Experience	6+ Squares	11+ Squares
First Place	14 points	3 extra	5 extra
Second Place	8 points	2 extra	3 extra
Third Place	4 points	1 extra	2 extra
Fourth Place	1 point	1 extra	1 extra

23.2 Experience is recorded for each team and each driver separately. For example, if a chariot came in first, and the second place chariot was 12 or more squares (or MFs) behind, the driver of the winning chariot would receive 20 (12 + 3 + 5) experience points, and the team would also receive 20 experience points.

23.3 Experience points can be accumulated indefinitely. Experience points can also be "spent" to increase team and/or driver ability, but only of the team or driver possessing those points.

23.4 For every 25 experience points spent by a driver, the driver's modifier increases one (+1). A driver's modifier may increase infinitely, there is no maximum limit, but the number of driver hits (3.61) never increases.

23.5 For every 10 experience points spent by a team, one horse's speed and damage rating is increased by one (+1). No horse may be rated more than eight (8) until all horses are rated at least six (6). No horse may increase beyond ten (10), regardless of experience.

23.6 A player could also spend 10 team experience points to increase team endurance. For every 10 team experience points spent in this manner, the owner may add endurance factors equal to the roll of two dice.

23.7 Experience generated increases in team speed do not cause change in endurance and vice versa. Each expenditure of experience points is a separate transaction entirely unrelated to the other.

24. SKULLDUGGERY—

24.1 A player may attempt to impair the performance of one rival faction in each race through various underhanded devices. These devices are bribing drivers, drugging horses, and/or sabotaging cars.

24.2 Each skullduggery device used against a faction costs a separate sum. The same device could be used against the same faction in different races but must be paid for separately before each race. Two or three different devices could be used against the same faction in the same race.

Example: A player could not bribe the driver of another faction twice in a race, but he could both bribe a driver and drug the horses and/or sabotage the car of the same faction.

24.3 BRIBERY—A driver may be bribed to either not attack a specific team in the upcoming race; or to reduce speed during the upcoming race. A driver cannot be bribed to both reduce speed and not attack. Separate bribes for each cannot be offered.

24.31 Bribes are secretly recorded as to amount and type at the start of the race, and put aside. Regardless of the results of bribery, the money is considered spent when the bribe is secretly written. Bribes may never be withdrawn once made.

24.32 To determine results of a bribe, use the following procedure:

At any time during the race a player may reveal a bribe. At that time, the bribe is resolved. Bribes have no effect until revealed. If a player forgets to reveal his bribe, the money is still spent, but to no effect. Bribes cannot be carried over from one race to another.

When a bribe is revealed, the player who is the target of the bribe reveals any security money paid to the driver to protect against bribes. This security money is subtracted from the bribe amount, and the result is the net bribe.

If the net bribe is in favor of the briber, and meets the necessary minimum sum, the bribe may be successful. If so, it takes effect immediately for the duration of the race.

24.321 NO ATTACK BRIBES—If the net bribe is at least 500s, a die is rolled. The bribe takes affect on any die roll which when multiplied by 500s does not exceed the net bribe. Only one such die roll may be made per bribe. The bribed driver will not make any attacks against the faction which bribed him. Any current attack is cancelled, and no further attacks may be made. However, if the faction which bribed the driver attacks that driver, the bribe is off, and the driver can make attacks again.

24.322 REDUCE SPEED BRIBES—If the net bribe is at least 500s, a die is rolled. The bribe takes affect on any die roll which when multiplied by 500s does not exceed the net bribe. Only one such die roll may be made per bribe. The bribed driver will reduce the team speed by one for each complete multiple of 500s of net bribe up to a maximum of 3000s for the remainder of the race.

24.4 DRUGS—A player may spend 500s or more to drug the horses of another faction's team. Drugging is secretly planned, but must be revealed just before the chariot makes its first move.

24.41 To resolve drug effects, the player who drugged the horses reveals the amount of money he spent, and then the player with the drugged horse reveals the money he spent for security against drugging (if any). If the druggers spent more, the drugs may take effect.

24.42 If the druggers spent 500s more than the defender spent for security, one horse of his choice suffers one (1) injury point. For each additional 500s, another injury point is inflicted. These points can all be on the same horse, or spread out among the various horses of the team, as the druggers desires.

24.43 All drug injuries and collapses are temporary, and apply for that race only. The horse is not permanently injured by drugs. Even a collapsed horse can be revived after the race with no ill effects.

24.5 SABOTAGING CARS—A player must spend 1000s or more to sabotage the car of another faction. As with drugs, sabotage is secretly planned, and revealed just before the chariot makes its first move.

24.51 To resolve sabotage effects, the player who made the attempt reveals the amount spent, and then the player being sabotaged reveals money spent for security against sabotage. If the saboteur spent

more, the sabotage will take effect on any die roll which when multiplied by 100s is less than or equal to the difference of the amounts spent for sabotage and security.

24.52 If the sabotage is effective and the saboteur spent 100s more than security, two points damage is suffered by one wheel (saboteur's choice) of the car. For each additional 1000s spent, another point of damage is suffered.

24.53 Car sabotage is permanent damage to the car.

25. SECURITY—

25.1 Before each race, at the same time skullduggery is secretly planned, each player may also secretly spend money on security for his chariot(s). This helps protect against skullduggery.

25.2 Security money must be paid for a specific type of protection, as listed below:

Stop Bribery: protects against all types of bribery.

Stop Drugging: protects against all types of drugs.

Stop Sabotage: protects against car sabotage.

25.3 Security money can be spent to stop two or all three types of skullduggery, but a separate sum must be paid for each type of protection.

25.4 Security money is paid by the race, for each race. The money is considered spent regardless of whether any actual skullduggery occurs. Money spent for protection in one race never carries over to another race. Security money can never be recovered.

25.5 Security money can be used as many times as skullduggery is attempted against its particular classification for that race.

Example: The drug attempt of one faction does not lessen the security invested by the defender against the drug attempt of yet another faction. Each skullduggery attempt is resolved independently of all the others.

25.6 Security money does not provide absolute protection. It simply makes skullduggery more difficult and expensive. See the skullduggery rules for the effect of security money on the various skullduggery results.

26. BETTING—

26.1 All players must bet on every race. Bets must be in 100s increments. The maximum bet is unlimited, subject to the financial resources of the wagerer. Each player must bet on his own faction. In addition, he may bet on as many other factions as he desires, but the total of those bets may not exceed the amount he bets on his own faction unless he does not enter a team in the race. In addition, players may make side bets between themselves. Once a bet is placed, it may never be removed or taken back.

26.2 BETTING PROCEDURE BEFORE THE RACE—Players secretly record all bets on a sheet of scrap paper, and then reveal their bets. A marker representing the amount of sesterces each bet is then placed in the appropriate box on the betting sheet. Betting odds are now determined and noted. Add the total of all bets placed on the entire race. For each chariot, add the total bets on that chariot, and divide that into the total for the race. The result, rounded down to the nearest whole number is the odds for that particular chariot. Example: A total of 30,000s are bet on the race. A total of 4,900s are bet on the red chariot. Therefore, $30,000/4,900$ yields 6.12, rounded off to 6, or 6-1 odds.

26.3 BETTING PROCEDURE DURING THE RACE—Players may bet at the end of the first, and again at the end of the second lap of the race. A bet made during the race on a faction may never exceed the amount that player bet before the race on the same faction. Bets made during the race do not change payoff odds. Odds will remain the same.

26.4 PAYOFFS—Only the winning faction will pay off. Normally, multiply the odds times the money bet for the payoff. Therefore, if red was listed at 6-1 odds, and a player bet 1,500s on red, when red won, the payoff would be $6 \times 1,500s = 9,000s$.

26.41 Payoffs must come from the money bet. In some cases money bet is insufficient for the payoffs. In this case, the player who is to receive the smallest sum has his amount reduced by the difference. If that is not enough, then the player to receive the next smallest sum is shortchanged, etc. This represents the effect of "breaking the bank", and the tendency of money-changers to respect big spenders more than small spenders.

26.42 If there is any extra money bet that does not pay off, that money is lost (i.e., is taken by the money-changers).

26.5 In those rare instances when there are more players than factions, the extra players may assume the role of wealthy betters with a 10,000s bankroll. They are free to bet on any faction without limits imposed due to faction connections. Independent betters may still take part in skullduggery, or lend funds to a participating faction for any use. Betters win the Campaign Game by amassing a larger fortune than any other player, whether aligned with a faction or not.

DESIGNER'S NOTES

CIRCUS MAXIMUS is by no means a difficult game to learn or play. There are certain abstractions in the game that must be mentioned to allow the players to gain a better understanding of what is represented.

The movement system may seem a little peculiar in that movement is not simultaneous. Simultaneous movement would have been the ideal for a game such as this, but to include simultaneous movement would mean slowing down the game drastically. As it is, the game is limited to three laps when in reality, the Romans ran a seven lap race. This three lap limit was set to ensure that the game did not take five to six hours to play. All of the combat is based on this three lap race, in short it is compressed and made a little nastier to compensate for the reduced duration. Were you to run an actual seven lap race the current combat tables would have to be watered down considerably.

A few words on combat are in order. Admittedly, the Roman races were very dangerous for the participants . . . hence, the added attraction to the rowdy spectator crowds, because besides the simple problems of taking a corner too fast and ending up in pieces, the charioteers may assist a rival's demise. When charging around the track, it must be kept in mind that this is a race, and the use of attacks should be limited to critical points.

The chariot used by the Romans was generally just a platform large enough for the charioteer to stand in and could be easily picked up and lifted over the head . . . in short a light chariot that was not designed to plow into things very often. An added incentive not to cause excessive damage to the car rests in the fact that to better facilitate control of the team and car, the charioteer would tie the reins around his waist. Should the chariot flip, the charioteer will get a chance to practice belly surfing on the sand. The charioteer is equipped with a small, very sharp knife to cut himself free of these reins, but this simply leaves him prone on the track in the midst of a thundering herd of other chariots.

Very careful planning is in order to ensure that a team does not blow its endurance too early in a race. Particularly if these points are lost because of mistakes in judgement such as entering a corner lane too fast. A blown team must count on nothing but luck to place. Ideally, a team should burn up the last of its endurance crossing the finish line, never before.

The strongest, and sometimes fastest, horse was always posted on the far left hand side in the Roman races. This is reflected in the rules, and if new teams are constructed this advice should be followed to the letter.

In the Circus, betting was what it was all about. Romans were absolutely fanatic about betting, and even the most impoverished of citizens would scrape whatever pennies together he could to blow in an afternoon at the track. It should be stressed that in the Campaign Game version, the acquisition of bucks is the keynote, not the winning of races.

What must be kept in mind while playing the Campaign Game, is that the purpose of the game is to have a good time. Don't feel that a personal vendetta is in order because every time you start the race, you find out that your wheels are glued on with spit.

A final word on combat . . . remember that this is a race. In the first edition everyone tended to get carried away with combat. By the end of the first lap, the track usually looked like the Kursk battlefield with only two chariots still in the running and one of those was walking. Although Avalon Hill redeveloped the game to restrict this type of occurrence, keep in mind that it is not always to your advantage to attack. This is a game of aggressive racing skill.

THE GENERAL

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3.61 DRIVER HITS CHART

Die Roll	1	2	3	4	5	6	7	8
Driver Hits	5	6	6	7	7	8	9	10

3.63 TEAM SPEED CHART

Category/Die	1	2	3	4	5	6
2	7447	7536	7545	7436	6446	7435
1	6445	6435	5445	6335	5435	5335
0	5434	4444	5325	5424	5324	4334

3.64 TEAM ENDURANCE CHART

Category/Die	1	2	3	4	5	6
2	74	71	68	65	62	59
1	55	52	49	46	43	40
0	36	33	30	27	24	21

13.1 CRITICAL HITS TABLE

Dice Roll	Results
2	Defender entangled by whip and pulled out of car (see <i>Dragged Drivers</i> , 16). Attacker loses his whip.
3	Severe Wound—Reduce Driver Modifier by one.
4	Arm Wound—Defender must halve all future voluntary strain die rolls (fractions rounded up) and the resulting endurance costs for the duration of the race.
5	Eye Wound—Vision obscured. Defender may not evade (9.31) future attacks from the side of the chariot on which he was just lashed. Defender may brake normally, and evade attacks from the opposite side of the chariot normally.
6	Defender taken by surprise. Repeat original lash attack with one less lash factor. The attacker need not pay an extra movement factor for this additional attack.
7	Deep Wound—Take one more hit vs. driver.
8-11	No Effect.
12	Defender entangled by whip. Both players roll two dice and add their current number of unmarked driver hit boxes. The driver with the highest total pulls his opponent from his car (see <i>Dragged Drivers</i> , 16). Regardless of outcome, attacker loses his whip.

14.3 RUNNING OVER WRECKS CHART

Dice Roll Minus CDM	Result
8 or less	No Effect. Chariot passes over wreckage safely.
9-10	Driver jostled. Treat as a normal "J" result.
11	Car Damaged. Roll one die for each wheel, subtract three (-3) from each roll, and take the result as damage points on the wheel. A final die roll result of 0 or less means no damage was sustained on that wheel in the jump.
12-13	Horses hobbled. Roll a die for each horse, subtracting three (-3) from each roll. The result is the number of damage points suffered by each horse. Reduce its speed and the team maximum speed accordingly.
14	Horses seriously hobbled. Treat as above but without any subtraction from each die roll.
15-16	Chariot Flip Danger. Check as if straining in a corner (maximum safe speed over a wreck is one).
17 or more	Chariot Flip.

21.41 NEW HORSE SPEED CHART

Dice Roll	Amount Spent on New Horse (In Sesterces):							
	500	1000	1500	2000	2500	3000	3500	4000
2	3	4	5	6	7	8	8	8
3	2	3	4	5	6	7	7	8
4	2	2	3	4	5	6	7	7
5	2	2	2	3	4	5	6	7
6	2	2	2	2	3	4	5	6
7	2	2	2	2	2	3	4	5
8	2	2	2	2	3	4	5	6
9	2	3	3	4	4	5	6	7
10	2	3	4	5	5	6	7	8
11	3	4	5	6	7	7	7	8
12	4	5	6	7	8	8	8	8

7.32 CORNER STRAIN CHART

Dice Roll Minus Driver's Current Modifier	Number of Strain/Flip Points:								
	1	2	3	4	5	6	7	8	9+
4 or less	—	—	—	—	—	—	—	—	—
5	—	—	—	—	—	—	—	—	S
6	—	—	—	—	—	—	—	S	SS
7	—	—	—	—	—	—	S	SS	J
8	—	—	—	—	—	S	SS	J	LH
9	—	—	—	—	S	SS	J	LH	RH
10	—	—	S	SS	J	LH	RH	FP	FP
11	—	S	SS	J	LH	RH	FP	FP	FP
12	—	S	SS	J	LH	RH	FP	FP	FP
13	S	SS	J	LH	RH	FP	FP	FP	FP
14	SS	J	LH	RH	FP	FP	FP	FP	FP
15	J	LH	RH	FP	FP	FP	FP	FP	FP
16	LH	RH	FP	FP	FP	FP	FP	FP	FP
17	RH	FP	FP	FP	FP	FP	FP	FP	FP
18 or more	FP	FP	FP	FP	FP	FP	FP	FP	FP

7.33 CORNER STRAIN CHART RESULTS:

- = No effect. Chariot safely negotiates the danger.
- S = Sideslip. Chariot moves one lane to the outside. This is not a normal lane change. There is no movement cost for this event, but a chariot which must sideslip cannot willingly change lanes to the inside for the duration of that turn.
- J = Jostled. Driver is jostled. Reduce driver's current modifier by three (-3). Chariot is unable to use any straining including voluntary straining and cornering over the safe maximum speed (such as would be caused by making an inside corner lane change) for the balance of this turn and all following game turns in which its Current Driver Modifier is negative. Thus, all MFs gained during the present movement phase as a result of voluntary straining would be negated except for those necessary to reach the corner square at which the "J" result occurred. Endurance costs for any lost MFs must still be paid.
- SS = Double Sideslip. Chariot immediately moves two lanes to the outside and may not use any straining for the balance of this turn (see J above) and the next game turn. This is not a normal lane change. There is no movement cost for this event, but a chariot which must double sideslip cannot willingly change lanes to the inside for the duration of that turn.
- LH = Left outside horse injured. Check Horse Injury Chart.
- RH = Right outside horse injured. Check Horse Injury Chart.
- FP = Flip. Chariot flips, crashes, and is eliminated from the race. In the Basic Game it is simply removed from the board. See the Advanced Game for more detailed results.

9.5 HORSE INJURY TABLE

Dice Roll*	Horse Injury
0 to 5	no injury
6 to 8	1 injury point
9 or 10	2 injury points
11	3 injury points
12	4 injury points
13	5 injury points
14	6 injury points
15	8 injury points

*If the attacker's car has scythe blades (heavy chariot), the attacker adds three (+3) to his dice roll. If the attacker's car is light, the attacker subtracts three from his dice roll.

9.54 DAMAGE TO CARS TABLE

Dice Roll & CDM Difference Total	Result
6 or less	attacker's car damaged
7, 8, or 9	both cars damaged
10, 11, or 12	no effect
13 or more	defender's car damaged

9.42 DRIVER LASH ATTACK TABLE

Dice Roll	Lash Factor									
	-4	-3	-2	-1	0	+1	+2	+3	+4	+5
2	M	M	B	G	W	M	S	—	M	G
3	G	M	G	B	B	W	B	S	G	S
4	B	—	W	M	B	B	W	G	M	B
5	G	B	M	W	M	M	G	B	S	S
6	—	G	B	B	W	G	M	M	B	W
7	G	—	G	G	G	S	S	S	S	S
8	—	G	—	—	S	W	W	W	W	W
9	M	M	M	S	—	—	B	W	B	—
10	M	W	S	—	—	B	B	W	—	M
11	W	S	—	M	B	—	B	—	B	—
12	S	M	—	W	M	B	—	M	B	B

9.43 Driver Lash Attack Table results are:

- = No Effect.
- B = Brake. Defender must brake as if avoiding attack. No movement factor loss is applied, but the chariot is moved backwards one square and expends two endurance factors. If unable to brake, the defender suffers a "W" result instead.
- S = Swerve. Defender must move sideways one lane away from the attacker. This lane change causes no loss of movement factors. However, if forced to make a corner lane change to the inside which would place the defender in a corner above the posted safe corner speed according to the speed of his "last" executed move, the defender would have to immediately roll on the corner strain table as well as pay any associated endurance costs for straining in the corner. If the lane change is blocked by another chariot an involuntary ram attack occurs against the blocking chariot. Note that a defender in lanes one or eight would be forced to swerve into the wall and flip.
- M = Movement Loss. The defender rolls a die, and reduces his team maximum speed by that amount for his next movement phase.
- W = Wound. Driver loses one box from Driver Hits. In addition, the defender suffers a movement factor loss (as per M above) during his ensuing movement phase. When all driver hit boxes are lost, the driver collapses and his chariot crashes. When half or more than half of the driver's original hit boxes are lost, the permanent Driver Modifier is reduced by one for the duration of the race. If a driver is reduced to one third or less of his original starting hit boxes, the permanent driver modifier is again reduced by one for the duration of the race.
- G = Whip Grabbed. Attacker loses his whip and can no longer make lash attacks or voluntarily strain his team. Check off the "Whip Lost" box of the Chariot Race Log. The attacker can still strain in the corners by exceeding the safe maximum speed. The grabbed whip is discarded unless the defender currently has no whip, in which case he can keep the one he grabbed.

9.55 WHEEL DAMAGE EFFECT CHART

Dice Roll*	Wheel Damage
0 to 4	1 point
5 to 7	2 points
8 or 9	3 points
10, 11	4 points
12	5 points
13	6 points
14	7 points
15	8 points

*If the opposing chariot has scythe blades (heavy), the chariot suffering the damage must add three (+3) to the roll. If the opposing chariot is light, subtract three (-3) from the dice roll.

12.2 WRECK LOCATION CHART

Dice Roll	Wreck Location
2	1 lane left, 3 lanes forward
3	2 lanes right, 5 squares forward
4	remain in square of flip
5	same lane, 2 squares forward
6	same lane, 1 square forward
7	1 lane right, 3 squares forward
8	1 lane left, 1 square forward
9	1 lane right, 4 squares forward
10	3 lanes right, 2 squares forward
11	4 lanes right, 6 squares forward
12	3 lanes left, 4 squares forward

CHARIOT RACE LOG

Performance Chart

Categories	Driver			Car			Team Speed				Endurance	
Specifications	0	+1	+2	Lt	Med	Hvy	Slow	Norm	Fast	Low	Norm	High
Prep Points	0	1	2	0	1	2	0	1	2	0	1	2

Faction _____ Driver _____

Driver Modifier ☐ CDM ☐☐☐☐☐☐☐☐☐☐

Driver Hits

1	2	3	4	5	6	7	8	9	10
---	---	---	---	---	---	---	---	---	----

☐ Whip Lost
(mark off from right to left) (no lash attacks/voluntary straining)

Car

0

-3 damage done
Light

1

Normal

2

+3 damage done
Heavy

Wheel Damage

If damage is > dice roll chariot flips.
If damage = dice roll, increase damage by 1

Left Wheel

1	2	3	4	5	6	7	8	9	10
---	---	---	---	---	---	---	---	---	----

Right Wheel

1	2	3	4	5	6	7	8	9	10
---	---	---	---	---	---	---	---	---	----

Horse Speed/Damage

(new reduced team speed)

1		1	2	3	4	5	6	7	8	9	10
2		1	2	3	4	5	6	7	8	9	10
3		1	2	3	4	5	6	7	8	9	10
4		1	2	3	4	5	6	7	8	9	10

Team Speed

--	--	--	--	--	--	--	--	--	--	--	--

Endurance

74	73	72	71	70	69	68	67	66	65	64	63	62
61	60	59	58	57	56	55	54	53	52	51	50	49
48	47	46	45	44	43	42	41	40	39	38	37	36
35	34	33	32	31	30	29	28	27	26	25	24	23
22	21	20	19	18	17	16	15	14	13	12	11	10
9	8	7	6	5	4	3	2	1	0	-1	-2	-3

(deduct from Team Speed: 8.43)

TURN SPEED											
Turn	Speed	Turn	Speed	Turn	Speed	Turn	Speed	Turn	Speed	Turn	Speed
1		7		13		19		25		31	
2			8		14		20		26		32
3			9		15		21		27		33
4			10		16		22		28		34
5			11		17		23		29		35
6			12		18		24		30		36

Chariot Race Log

Performance Chart

Categories	Driver			Car			Team Speed			Endurance		
Specifications	0	+1	+2	Lt	Med	Hvy	Slow	Norm	Fast	Low	Norm	High
Prep Points	0	1	2	0	1	2	0	1	2	0	1	2

Faction _____ Driver _____

Driver Modifier ☐ CDM ☐☐☐☐☐☐☐☐☐

Driver Hits

1	2	3	4	5	6	7	8	9	10
---	---	---	---	---	---	---	---	---	----

☐ Whip Lost
(no lash attacks/voluntary straining)

Car

0

-3 damage done
Light

1

Normal

2

+3 damage done
Heavy

Wheel Damage

If damage is > dice roll chariot flips.
If damage = dice roll, increase damage by 1

Left Wheel

1	2	3	4	5	6	7	8	9	10
---	---	---	---	---	---	---	---	---	----

Right Wheel

1	2	3	4	5	6	7	8	9	10
---	---	---	---	---	---	---	---	---	----

Horse Speed/Damage

(new reduced team speed)

1		1	2	3	4	5	6	7	8	9	10
2		1	2	3	4	5	6	7	8	9	10
3		1	2	3	4	5	6	7	8	9	10
4		1	2	3	4	5	6	7	8	9	10

Team Speed

--	--	--	--	--	--	--	--	--	--	--	--

Endurance

74	73	72	71	70	69	68	67	66	65	64	63	62
61	60	59	58	57	56	55	54	53	52	51	50	49
48	47	46	45	44	43	42	41	40	39	38	37	36
35	34	33	32	31	30	29	28	27	26	25	24	23
22	21	20	19	18	17	16	15	14	13	12	11	10
9	8	7	6	5	4	3	2	1	0	-1	-2	-3

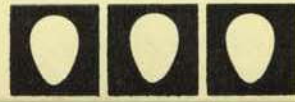
(deduct from Team Speed: 8.43)

TURN SPEED											
Turn	Speed	Turn	Speed	Turn	Speed	Turn	Speed	Turn	Speed	Turn	Speed
1		7		13		19		25		31	
2			8		14		20		26		32
3			9		15		21		27		33
4			10		16		22		28		34
5			11		17		23		29		35
6			12		18		24		30		36

28 24 20 17 15 12 9 8 8 9 12 1

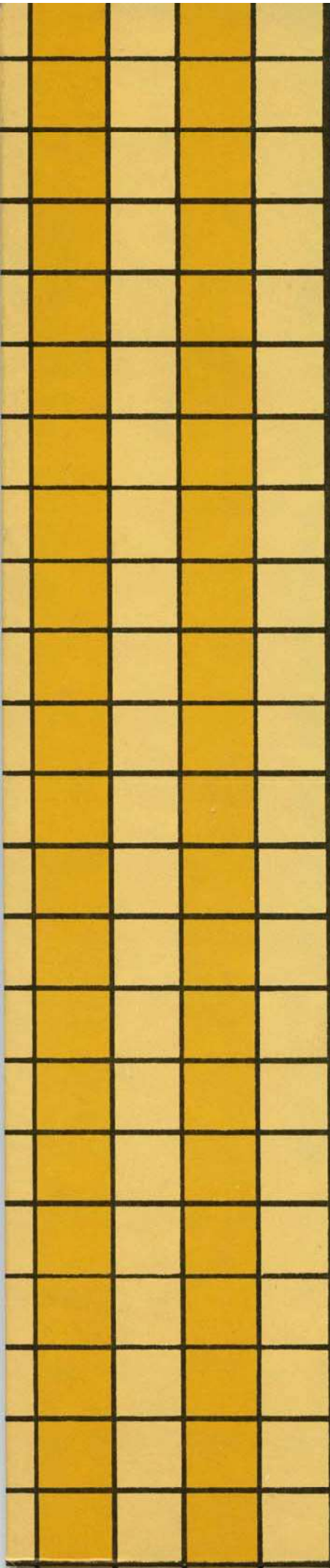


A Game of Chariot Races



CIRCVS MAXIMVS

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TABLE

+2	+3	+4	+5
S	—	M	G
B	S	G	S
W	G	M	B
G	B	S	S
M	M	B	W
S	S	S	S
W	W	W	W
—	B	W	B
B	W	—	M
B	—	B	—
—	M	B	B

9.54 DAMAGE TO CARS TABLE

Dice Roll & CDM Difference Total	Result
6 or less	attacker's car damaged
7, 8, or 9	both cars damaged
10, 11, or 12	no effect
13 or more	defender's car damaged

9.55 WHEEL DAMAGE EFFECT CHART

Dice Roll*	Wheel Damage
0 to 4	1 point
5 to 7	2 points
8 or 9	3 points
10, 11	4 points
12	5 points
13	6 points
14	7 points
15	8 points

12.2 WRECK LOCATION CHART

Dice Roll	Wreck Location
2	1 lane left, 3 lanes forward
3	2 lanes right, 5 squares forward
4	remain in square of flip
5	same lane, 2 squares forward
6	same lane, 1 square forward
7	1 lane right, 3 squares forward
8	1 lane left, 1 square forward
9	1 lane right, 4 squares forward
10	3 lanes right, 2 squares forward
11	4 lanes right, 6 squares forward
12	3 lanes left, 4 squares forward

CHARIOT GENERATION TABLES

3.61 DRIVER HITS CHART

Die Roll	1	2	3	4	5	6	7	8
Driver Hits	5	6	6	7	7	8	9	10

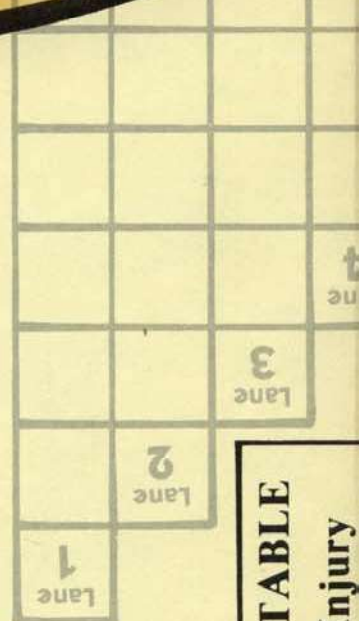
3.63 TEAM SPEED CHART

Category/Die	1	2	3	4	5	6
2	7447	7536	7545	7436	6446	7435
1	6445	6435	5445	6335	5435	5335
0	5434	4444	5325	5424	5324	4334

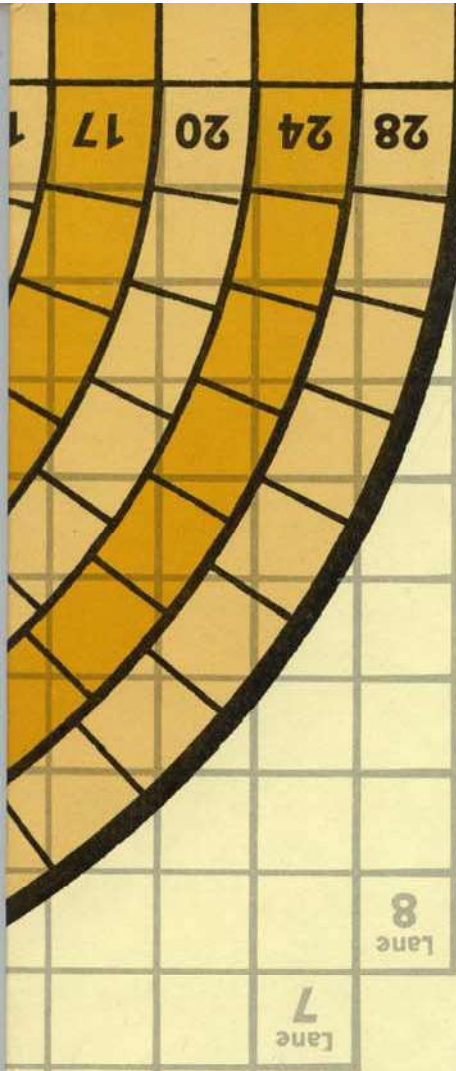
3.64 TEAM ENDURANCE CHART

Category/Die	1	2	3	4	5	6
2	74	71	68	65	62	59
1	55	52	49	46	43	40
0	36	33	30	27	24	21

9.5 HORSE INJURY TABLE
Dice Roll* Horse Injury



0 to 5	no injury
6 to 8	1 injury point
9 or 10	2 injury points
11	3 injury points
12	4 injury points
13	5 injury points
14	6 injury points
15	8 injury points



7.32 CORNER STRAIN CHART

Dice Roll Minus Driver's Current Modifier		Number of Strain/Flip Points:								
		1	2	3	4	5	6	7	8	9+
4 or less		—	—	—	—	—	—	—	—	—
5		—	—	—	—	—	—	—	—	S
6		—	—	—	—	—	—	—	S	SS
7		—	—	—	—	—	—	S	SS	J
8		—	—	—	—	—	S	SS	J	LH
9		—	—	—	—	S	SS	J	LH	RH
10		—	—	—	S	SS	J	LH	RH	FP
11		—	—	S	SS	J	LH	RH	FP	FP
12		—	S	SS	J	LH	RH	FP	FP	FP
13	S	SS	J	LH	RH	FP	FP	FP	FP	FP
14	SS	J	LH	RH	FP	FP	FP	FP	FP	FP
15	J	LH	RH	FP	FP	FP	FP	FP	FP	FP
16	LH	RH	FP	FP	FP	FP	FP	FP	FP	FP
17	RH	FP	FP	FP	FP	FP	FP	FP	FP	FP
18 or more	FP	FP	FP	FP	FP	FP	FP	FP	FP	FP

9.42 DRIVER LASH ATTACK

Dice Roll	Lash Factor						
	-4	-3	-2	-1	0	+1	
2	M	M	B	G	W	M	M
3	G	M	G	B	B	W	W
4	B	—	W	M	B	B	B
5	G	B	M	W	M	M	M
6	—	G	B	B	W	G	G
7	G	—	G	G	G	S	S
8	—	G	—	—	S	W	W
9	M	M	M	S	—	—	—
10	M	W	S	—	—	B	B
11	W	S	—	M	B	—	—
12	S	M	—	W	M	B	B



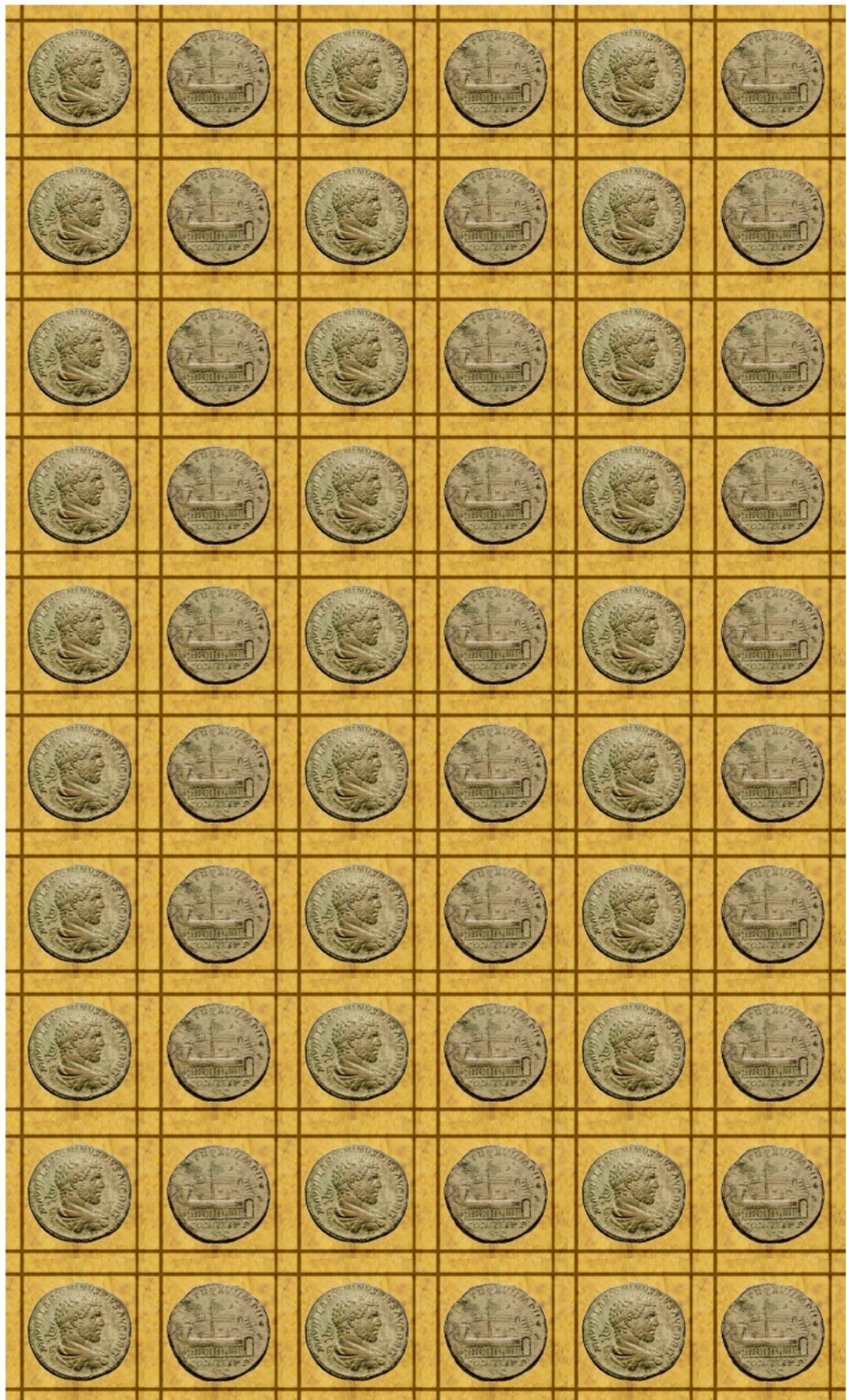
14.3 RUNNING OVER WRECKS CHART

Dice Roll	Minus CDM	Result
8 or less		No Effect. Chariot passes over wreckage safely.
9-10		Driver jostled. Treat as a normal "J" result.
11		Car Damaged. Roll one die for each wheel, subtract three (-3) from each roll, and take the result as damage points on the wheel. A final die roll result of 0 or less means no damage was sustained on that wheel in the jump.
12-13		Horses hobbled. Roll a die for each horse, subtracting three (-3) from each roll. The result is the number of damage points suffered by each horse. Reduce its speed and the team maximum speed accordingly.
14		Horses seriously hobbled. Treat as above but without any subtraction from each die roll.
15-16		Chariot Flip Danger. Check as if straining in a corner (maximum safe speed over a wreck is one).
17 or more		Chariot Flip.

13.1 CRITICAL HITS TABLE

Dice Roll: Results

2	Defender entangled by whip and pulled out of car (see <i>Dragged Drivers, 16</i>). Attacker loses his whip.
3	Severe Wound—Reduce Driver Modifier by one.
4	Arm Wound—Defender must halve all future voluntary strain die rolls (fractions rounded up) and the resulting endurance costs for the duration of the race.
5	Eye Wound—Vision obscured. Defender may not evade (9.31) future attacks from the side of the chariot on which he was just lashed. Defender may brake normally, and evade attacks from the opposite side of the chariot normally.
6	Defender taken by surprise. Repeat original lash attack with one less lash factor. The attacker need not pay an extra movement factor for this additional attack.
7	Deep Wound—Take one more hit vs. driver.
8-11	No Effect.
12	Defender entangled by whip. Both players roll two dice and add their current number of unmarked driver hit boxes. The driver with the highest total pulls his opponent from his car (see <i>Dragged Drivers, 16</i>). Regardless of outcome, attacker loses his whip.





CIRCUS MAXIMUS

CORNER STRAIN CHART (3d6–CDM)

Dice Roll minus CDM	1	2	3	4	5	6	7	8	9+
4 or less	—	—	—	—	—	—	—	—	—
5	—	—	—	—	—	—	—	—	S
6	—	—	—	—	—	—	—	S	SS
7	—	—	—	—	—	—	S	SS	J
8	—	—	—	—	—	S	SS	J	LH
9	—	—	—	—	S	SS	J	LH	RH
10	—	—	—	S	SS	J	LH	RH	Flip
11	—	—	S	SS	J	LH	RH	Flip	Flip
12	—	S	SS	J	LH	RH	Flip	Flip	Flip
13	S	SS	J	LH	RH	Flip	Flip	Flip	Flip
14	SS	J	LH	RH	Flip	Flip	Flip	Flip	Flip
15	J	LH	RH	Flip	Flip	Flip	Flip	Flip	Flip
16	LH	RH	Flip	Flip	Flip	Flip	Flip	Flip	Flip
17	RH	Flip	Flip	Flip	Flip	Flip	Flip	Flip	Flip
18 or more	Flip	Flip	Flip	Flip	Flip	Flip	Flip	Flip	Flip

CORNER STRAIN RESULTS

- NO EFFECT. Chariot safely negotiates the corner.
- SSIDESLIP. Chariot moves one lane to the outside. This is not a normal lane change and there is no movement cost for this event.
- SSDOUBLE SIDESLIP! Chariot immediately moves two lanes to the outside and may not use any straining for the balance of this turn and the next game turn. This is not a normal lane change and there is no movement cost for this event.
- JJOSTLED. Driver is jostled. Immediately reduce driver’s CDM by three (-3). Chariot is unable to use any straining, including voluntary straining and cornering over the safe maximum speed (such as would be caused by making an inside corner lane change) for the balance of this turn and all following game turns in which its CDM is negative. Thus, all movement factors gained during the present movement phase as a result of whipping would be negated except for those necessary to reach the corner square at which the Jostled result occurred. Endurance costs for any lost MFs must still be paid.
- LHLEFT HORSE INJURED. Check Horse Injury Chart.
- RHRIGHT HORSE INJURED. Check Horse Injury Chart.
- FlipChariot flips & crashes, crowd roars. Check Wreck Location Chart.

RUNNING OVER WRECKS CHART (3d6-CDM)

Dice Roll	Results
8 or less	NO EFFECT. Chariot passes over wreckage safely.
9-10	DRIVER JOSTLED. (See Corner Strain Result)
11	CAR DAMAGED. Roll one die for each wheel, subtract three (-3) from each roll, and take the result as damage points on the wheel. A result of zero or less means no damage was sustained.
12-13	HORSES HOBbled. Roll a die for each horse, subtracting three (-3) from each roll. The result is the number of hit points suffered by each horse. Reduce its speed and the team’s maximum speed accordingly.
14	HORSES SERIOUSLY HOBbled. Treat as above but without any subtraction from each die roll.
15-16	CHARIOT FLIP DANGER. Check as if straining in a corner (maximum safe speed over a wreck is one).
17 or more	FLIP. Chariot crashes. Check Wreck Location Chart.

HORSE INJURY CHART (2d6*)

Dice Roll	Injury to Horse	*If opposing chariot is heavy (has scythe blades attached), the chariot suffering the damage must add three (+3) to the roll. If the opposing chariot is light, subtract three (-3) from the dice roll.
0 to 5	No injury	
6 to 8	1 injury point	
9 to 10	2 injury points	
11	3 injury points	
12	4 injury points	
13	5 injury points	
14	6 injury points	
15	8 injury points	

WRECK LOCATION CHART (2d6)

Dice Roll	Wreck Location
2	1 lane left, 3 squares forward
3	2 lanes left, 5 squares forward
4	Remains in square of flip
5	Same lane, 2 squares forward
6	Same lane, 1 square forward
7	1 lane right, 3 squares forward
8	1 lane right, 1 squares forward
9	1 lane right, 4 squares forward
10	3 lanes right, 2 squares forward
11	4 lanes right, 6 squares forward
12	3 lanes left, 4 squares forward



WHIP ATTACK CHART (2d6)

Dice Roll	Difference between Attacker & Defender's Dice Roll									
	-4	-3	-2	-1	0	+1	+2	+3	+4	+5
2	Loss	Loss	Brake	Grab	Wound	Loss	Swerve!	—	Loss	Grab
3	Grab	Loss	Grab	Brake	Brake	Wound	Brake	Swerve!	Grab	Swerve!
4	Brake	—	Wound	Loss	Brake	Brake	Wound	Grab	Loss	Brake
5	Grab	Brake	Loss	Wound	Loss	Loss	Grab	Brake	Swerve!	Swerve!
6	—	Grab	Brake	Brake	Wound	Grab	Loss	Loss	Brake	Wound
7	Grab	—	Grab	Grab	Grab	Swerve!	Swerve!	Swerve!	Swerve!	Swerve!
8	—	Grab	—	—	Swerve!	Wound	Wound	Wound	Wound	Wound
9	Loss	Loss	Loss	Swerve!	—	—	—	Brake	Wound	Brake
10	Loss	Wound	Swerve!	—	—	Brake	Brake	Wound	—	Loss
11	Wound	Swerve!	—	Loss	Brake	—	Brake	—	Brake	—
12	Swerve!	Loss	—	Wound	Loss	Brake	—	Loss	Brake	Brake

WHIP ATTACK RESULTS

— NO EFFECT.

- BRAKE.** Defender must brake as if avoiding attack. No Movement Factor loss is applied, but the chariot is moved backwards one square and expends two endurance factors. If unable to brake, the defender suffers a WOUND result instead.
- LOSS**—Movement Loss. The defender rolls a die, and reduces his team maximum speed by that amount for his next movement phase.
- SWERVE!** Defender must move sideways one lane away from the attacker. This lane change causes no loss of movement factors. If the lane change is blocked by another chariot, an involuntary ram attack occurs against the blocking chariot. Note that a defender in lanes one or eight will be forced to swerve into a wall and flip.
- GRAB**—Whip Grabbed! Attacker loses his whip and can no longer make lash attacks or whip his horses. Check off the “Whip Lost” box of the Chariot Race Log. The attacker can still strain in the corners by exceeding the safe maximum speed. The grabbed whip is discarded unless the defender currently has no whip, in which case he can keep the one he has grabbed.
- WOUND.** Driver loses one hit point from his Driver Hits. Roll again on the Critical Hits Table. In addition, the defender suffers a movement factor loss (as per M above) during his ensuing movement phase. When half or more of the driver’s original hit points are lost, the CDM is reduced by 1 for the remainder of the race. If a driver is reduced to one third or less of his original hit points, the CDM is again reduced by 1 for the remainder of the race. When all driver hit points are lost, the driver collapses and his chariot crashes.

CRITICAL HIT CHART (2d6)

Dice Roll	Results
2	DEFENDER ENTANGLED by whip and pulled out of car, and his chariot wrecks. Attacker loses whip.
3	SEVERE WOUND. Reduce CDM by one.
4	ARM WOUND. Defender must halve all future voluntary strain die rolls (round up) and the resulting endurance costs for the rest of the race.
5	EYE WOUND. Vision obscured. Defender may not evade future attacks from the side of the chariot on which he was just lashed. Defender may brake normally and evade attacks from the opposite side of the chariot normally.
6	REPEAT ATTACK. Defender taken by surprise. Repeat original lash attack with one less lash factor. The attacker does not need to pay a MF for this additional attack
7	DEEP WOUND. Driver takes one more hit point.
8-11	NO EFFECT.
12	SHOWDOWN. Defender entangled by whip. Both players roll two dice and add their current number of unmarked driver hit point boxes. The driver with the highest total pulls his opponent from his car. Regardless of outcome, attacker loses whip.

DRAGGED DRIVER EFFECTS

- CUTTING LOOSE**—Target number a dragged driver need to roll equal to or under to cut himself loose from a runaway team = **Current number of hit points + CDM.**
- DRAWING DAMAGE**—Damage a driver takes at the end of any full turn he was dragged behind a runaway team = $d6 \div 2$ (round down, except for a result of 1 which will still cause one point of damage.)

RAM ATTACK CHART (3d6*)

Dice roll (*plus difference of driver's CDMs)	Results
6 or less	Attacker's car damaged
7, 8, 9	Both cars damaged
10, 11, 12	No effect
13 or more	Defender's car damaged

WHEEL DAMAGE CHART (2d6*)

Dice Roll	Wheel Damage	*If the opposing chariot is heavy (has scythe blades attached), the chariot suffering the damage must add three (+3) to the roll. If the opposing chariot is light, subtract three (-3) from the dice roll.
0 to 4	1 point	
5 to 7	2 points	
8-9	3 points	
10-11	4 points	
12	5 points	
13	6 points	
14	7 points	
15	8 points	



SETUP

1. Allocate 4 points to Driver, Chariot, Team Speed, & Team Endurance
2. Roll 1 die, add Driver modifier, and check **CHART 3.61** to determine Driver Hits.
3. Roll 1 die, check **CHART 3.63** to determine Team Speed.
4. Roll 1 die, check **CHART 3.64** to determine Team Endurance.
5. Randomly allocate a lane for each player.

6. All players secretly decide on turn speed (total action points): maximum is total of team speed PLUS CDM (Current Driver Modifier). Can be ANY number between zero and the maximum.
7. For very 1st turn only, roll 1 die and subtract it from turn speed (simulates starting from dead stop).
8. Draw coloured counter to see who moves next. That player takes turn.
9. Repeat step 8 until all players have had a turn. Then put all coloured counters back in bag, and start at step 6 again.

GENERAL MOVEMENT

Pure diagonal movements not allowed (blocking etc.) You must move forward 1st, and then to side. But moves 2 and 3 below are in effect diagonal movements.

1. Move forward ONE SPACE = **1 Action Point**
2. Move forward ONE SPACE and then CHANGE LANE TO OUTSIDE = **1 Action Point**. (When changing lanes IN A CORNER to OUTSIDE and spaces aren't lined up perfectly, move to forwards diagonal.)
3. Move forward ONE SPACE and then CHANGE LANE TO INSIDE = **2 Action Points**. (When changing lanes IN A CORNER to INSIDE and spaces aren't lined up perfectly, move to backwards diagonal.)
4. **BRAKING** - for each action point used up, lose **1 Endurance Point**.
5. **SIDESLIPS** - if and only if your horses are blocked by a chariot directly in front, you may change lanes sideways at a cost of **3 Action Points**.

CORNERS

1. If you have previous wheel damage, and are exceeding the safe corner lane speed, check for WHEEL DAMAGE FLIPS.
2. Lose **1 Endurance Point** for each Total Action Point (plus any extra speed from having your horses whipped, whether you or an opponent did it) your Total Action Points EXCEED the safe corner lane speed.
3. Also, if you are exceeding the safe corner lane speed, check **CHART 7.32**. And, if you change to an INSIDE lane in a corner and are exceeding the NEW lane's safe speed, you must also check **CHART 7.32** AGAIN.

4. Strain/Flip points = your Total Action Points PLUS any extra whipped speed MINUS safe lane corner speed.
5. Roll 3 dice, subtract your CDM, & cross-reference on **CHART 7.32**:

Dash = Safe

S = Forced Sideslip. Chariot moves ONE LANE TO OUTSIDE. No action points are used up for this. Chariot may NOT change lanes to INSIDE for rest of this turn. If lane is blocked, the Sideslipping Player is considered to be making an INVOLUNTARY Ram-Chariot Attack on the blocking Player. If lane is blocked by wall, your chariot FLIPS.

J = Driver Jostled. Subtract 3 from your CDM. As long as your CDM is negative, you may NOT whip your own horses. At the start of each turn, your CDM goes up by 1 point until it reaches your permanent Driver Modifier.

SS = Forced Double Sideslip AND Driver is Jostled. Exactly the same as both **S & J** above together, except Chariot moves TWO LANES TO OUTSIDE.

LH = Left Outside Horse is injured. Roll 3 dice and check **CHART 9.5**.

RH = Right Outside Horse is injured. Roll 3 dice and check **CHART 9.5**.

FP = Flip. See Flip Card.

WHIPPING YOUR OWN HORSES FOR EXTRA SPEED

When it is your turn to move, and you want to attempt to go a little further, you may whip your own horses for extra speed.

You may **NOT** whip your own horses **IF**:

- a) your endurance is zero,
- b) your CDM is negative, or
- c) you have a dead horse (until you cut it free).

To whip your own horses, roll ONE DIE, subtract that number from your ENDURANCE, and add the same number to your turn speed for that turn.

COMBAT

No attacks at beginning of race until horses are beyond light-grey starting grid.

Each attack costs **1 Action Point**.

You may only attack once from each square. To attack again, you must move forward 1st. Attacks come from your chariot, not your horses.

To attack, chariots must be adjacent to their target. In corners, the front of your chariot must be equal or slightly ahead of defending player in order to attack that defending player. If attacker's chariot is slightly behind target, then he may NOT attack.

1. Attacker announces who he is attacking and what type of attack:
A) Whip attack on opponent's horses.
B) Whip attack on opponent's driver.
C) Chariot-Ram attack against opponent's horses.
D) Chariot-Ram attack against opponent's chariot.

2. Defender can agree to receive the attack, or he can attempt to either brake or evade. If defender wants to attempt to brake or evade, he announces which he wishes to do, and then:
a) defender rolls 2 dice and adds his CDM to it.
b) attacker rolls 2 dice and adds his CDM to it.
c) if defender's total is equal to or more than the attacker's total, the defender may then brake or evade.
d) if defender's total is less than attacker's total, then defender must receive the attack.

3. **If Defender brakes:** Defender loses 2 Endurance Points AND moves BACKWARDS ONE SPACE. If blocked, then defender may not brake. None of defender's action points are used up.

4. **If Defender evades:** Defender moves ONE LANE away from Attacker. Normal movement points are used up and are subtracted from Defender's next movement turn. If defender is in a corner and changes lanes to inside, check for exceeding safe corner lane speed.

WHIP ATTACK ON OPPONENT'S HORSES

1. Attacker rolls ONE DIE and adds his CDM to it.
2. Defender rolls ONE DIE and adds his CDM to it.
3. If Defender's total is equal to or greater than attacker's total, then:
a) Defender loses 1 Endurance Point, and
b) Defender MAY, at his option, add 1 Action Point to his next turn.
4. If Attacker's total is greater than Defender's total, then:
a) Defender loses Endurance Points equal to the difference, and
b) Defender MUST gain the same number of Action Points to his next turn.

WHIP ATTACK ON OPPONENT'S DRIVER

1. Attacker rolls TWO DICE and adds his CDM to it.
2. Defender rolls TWO DICE and adds his CDM to it.
3. Attacker's total MINUS Defender's total = Lash Factor.
4. Attacker rolls TWO dice and checks the Lash Factor on **CHART 9.42**.

B = Defender Brakes. No action points are lost, but Defender's chariot is moved back one space AND Defender loses 2 Endurance Points. If blocked, and can't move back, then treat as a **W** instead.

S = Defender Swerves. Move ONE LANE away from Attacker. No Action points are lost. If overspeed in new corner lane, check CHART 7.32. If blocked by another player, an INVOLUNTARY RAM ATTACK occurs. If blocked by a wall, then chariot FLIPS.

M = Movement Loss. Defender rolls ONE DIE and subtracts that amount from his maximum turn speed next turn only.

W = Driver wounded. Driver loses 1 Driver Hit Point **AND** also suffers a Movement Loss - see **M** above.

G = Defender Grabs Whip. Attacker loses his whip and can no longer make whip attacks, or whip his own horses. Defender throws extra whip away UNLESS Defender previously lost his whip, in which case, he keeps whip.

IF YOU HAVE WHEEL DAMAGE AND

1. One of your wheels just received 2 or more points of damage in a single attack, OR
 2. Your written-down turn speed is 14 or more, OR
 3. You are in a corner-lane exceeding the safe corner-lane speed,
- THEN:
- a) roll 2 dice
 - b) If dice roll is greater than current wheel damage, no effect.
 - c) If dice roll is equal to current wheel damage, then wheel stays on, but it takes one more damage point.
 - d) If dice roll is less than current wheel damage, then wheel flies off, and chariot FLIPS.

CUTTING A DEAD HORSE FREE

Roll ONE DIE for each surviving horse. Add them up, and subtract your current CDM. Then subtract that total from your written-down turn speed (total action points). If negative, the attempt failed. If positive, you were successful - the remainder of the number can be used to move normally.

A chariot with a dead horse still attached cannot move or attack, but it can be attacked by others. However, it can NOT be attacked from the side that the dead horse is on, only from the other side.

When your 1st horse dies, lose 1/4 of your remaining endurance points.
When your 2nd horse dies, lose 1/3 of your remaining endurance points.
When your 3rd horse dies, lose 1/2 of your remaining endurance points.
When your last horse dies, you are now on foot.

CHARIOT RAM-ATTACK ON OPPONENT'S HORSES

1. Attacker rolls 3 dice and
a) adds 3 to the total if he has a heavy chariot, or
b) subtracts 3 from the total if he has a light chariot
2. and then cross-references CHART 9.5 on board.
3. Defender's horse closest to attacker's side is the one that suffers the damage. As horse's speed goes down, so does Total Team Speed.
4. If horse dies, Defender may not move or attack until he has successfully cut dead horse free.

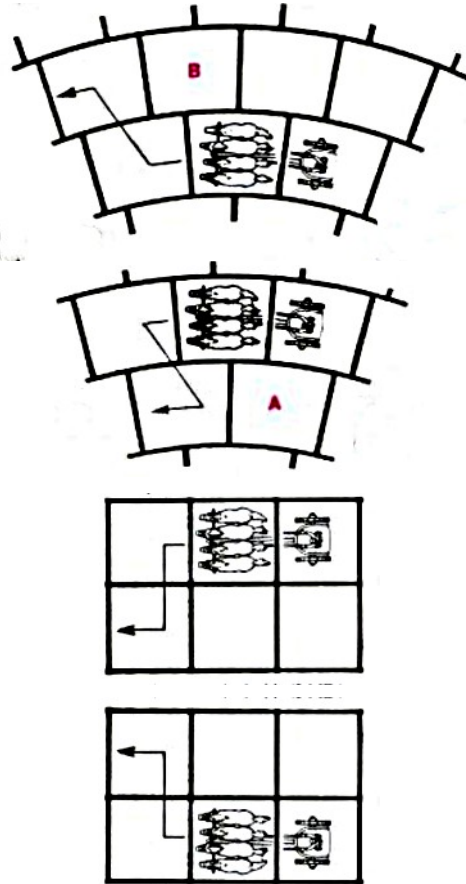
CHARIOT RAM-ATTACK ON OPPONENT'S CHARIOT

1. Attacker rolls 3 dice, adds his CDM to total, and then subtracts the Defender's CDM from the total.
2. Check CHART 9.54 to see whose chariot was damaged.
3. Wheel damage points are applied to wheel nearest attacking chariot.
4. Charioteer causing the damage rolls 2 dice and
a) adds 3 to the total if he has a heavy chariot, or
b) subtracts 3 from the total if he has a light chariot, and
5. Then cross-references CHART 9.55.
6. If wheel is completely destroyed, then chariot FLIPS.
7. If a wheel was damaged 2 or more points in THIS attack, then check the IF YOU HAVE WHEEL DAMAGE CARD.

Action	Cost
Move Forward	1 MF
Lane Change, Outside	1 MF
Lane Change, Inside	2 MF
Brake	1 END (waste 1 MF)
Sideslip (must be involuntary)	3 MF
Voluntary Strain	1 END per 1D6 MF gained
Corner Straining	a) 1 END per Speed over limit b) roll 3D6 - CDM on Corner Strain Table
Evade (braking)	2 END (move back one space)
Evade (lane change inside)	2 MF (from next move's max speed, check Straining)
Evade (lane change outside)	1 MF (from next move's max speed, check Straining)
Run	Driver Hits / 2 (rounded up) MF

Roll	Dice
Attempt to Evade	2D6 + Defender's CDM >= 2D6 + Attacker's CDM
Lash Attack Team	a) 2D6 + Attacker's CDM > 2D6 + Defender's CDM b) -difference to END , +difference to MF* (defender loses at least 1 END)
Lash Attack Driver	a) (2D6 + Attacker's CDM) - (2D6 + Defender's CDM) b) 2D6 on Lash Table
Ram Attack Team	2D6 + Attacker's Car on Horse Injury Table
Ram Attack Car	a) 3D6 + Attacker's CDM - Defender's CDM on Damage to Cars Table b) 2D6 + Opponent's Car on Wheel Damage Table c) Check for Flip due to Wheel Damage
Wheel Damage (MF over 14 or Corner Strain)	If 2D6 = Wheel Damage then +1 to damage If 2D6 < Wheel Damage then Flip
Running Over Wrecks	a) 1D6 = optional END cost. b) Roll 3D6 - CDM + 1 per END not spent on Running Over Wrecks Chart
Cut Dead Horse Free	a) Lose 1/4 (...1/3 ,1/2) END b) Speed + CDM - 1D6/Live Horse = available MF
Cut Driver Free	2D6 - CDM <= Driver Hits
Trample Dragged Driver	a) 3D6 + Attacker's CDM on Damage to Cars Table b) 2D6 on Wheel Damage x 2 only for Driver
Trample Running Driver	Driver killed. Chariot loses 1D6 MF for that turn

Lane Changes



Initial	Details
S	Forced Sideslip (-3 to Ram Attack, no MF cost). Check Corner Strain
SS	Forced double Sideslip (-6 to Ram, no MF cost). Check Corner Strain
J	Jostled, CDM - 3 (+1 per turn). No straining allowed
LH RH	2D6 on Horse Injury Table
F	Flip
M	-1D6 Max Speed
G	Whip Grabbed
B	Free forced Brake or Wound
W	-1 Driver Hits, -1D6 Max Speed. ½ Driver Hits = -1CDM. 1/3 Driver Hits = -2CDM. Roll on Critical Wounds.

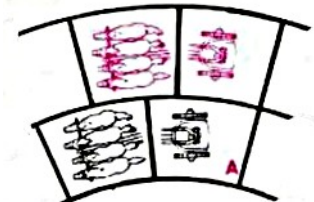
Turn Order

- I) Write Orders
- II) Chariot Movement Phase
 - a) Draw Coloured Chit
 - b) Declare Voluntary Straining
 - c) Check for Wheel Damage if MF > 14
 - d) Move and declare Attacks
 - e) Check for Dragged Driver Damage
 - f) Next Chariot
- III) Running Driver Movement Phase

Sideslip



Attack



CHARIOT RACE LOG

PERFORMANCE CHART

CATEGORIES	Driver			Car			Team Speed			Endurance		
SPECIFICATIONS	0	+1	+2	Light	Normal	Heavy	Slow	Normal	Fast	Low	Normal	High
PREP POINTS	0	1	2	0	1	2	0	1	2	0	1	2

Faction _____ **Driver's Name** _____

(Enter latest current driver modifier)

[illegible]

(mark off from right to left)

Driver Hits

1	2	3	4	5	6	7	8	9	10
---	---	---	---	---	---	---	---	---	----

--

Whip Lost (no lash attacks or voluntary straining!)

Car **0** -3 to opponent's damage
Light

Wheel Damage If damage is > dice roll chariot flips.
If damage = dice roll, increase damage by one.

1 Normal

Left Wheel	1	2	3	4	5	6	7	8	9	10
------------	---	---	---	---	---	---	---	---	---	----

2 +3 to opponent's damage Heavy

Right Wheel	1	2	3	4	5	6	7	8	9	10
-------------	---	---	---	---	---	---	---	---	---	----

**Total
Horse/ Speed /Damage**

1		1	2	3	4	5	6	7	8	9	10
2		1	2	3	4	5	6	7	8	9	10
3		1	2	3	4	5	6	7	8	9	10
4		1	2	3	4	5	6	7	8	9	10

(new reduced team speed)

Team Speed							
-------------------	--	--	--	--	--	--	--

Endurance (mark down from highest to lowest)

74	73	72	71	70	69	68	67	66	65	64	63	62
61	60	59	58	57	56	55	54	53	52	51	50	49
48	47	46	45	44	43	42	41	40	39	38	37	36
35	34	33	32	31	30	29	28	27	26	25	24	23
22	21	20	19	18	17	16	15	14	13	12	11	10
9	8	7	6	5	4	3	2	1	0	-1	-2	-3

(deduct from Team Speed:8.43)

TURN SPEED

Turn	Speed	Turn	Speed	Turn	Speed	Turn	Speed	Turn	Speed	Turn	Speed
1		7		13		19		25		31	
2		8		14		20		26		32	
3		9		15		21		27		33	
4		10		16		22		28		34	
5		11		17		23		29		35	
6		12		18		24		30		36	

CHARIOT RACE LOG

PERFORMACE CHART

CATEGORIES	Driver			Car			Team Speed			Endurance		
SPECIFICATIONS	0	+1	+2	Light	Normal	Heavy	Slow	Normal	Fast	Low	Normal	High
PREP POINTS	0	1	2	0	1	2	0	1	2	0	1	2

Faction _____ **Driver's Name** _____

(Enter latest current driver modifier)

Driver Modifier **CDM**

(mark off from right to left)

Driver Hits

1	2	3	4	5	6	7	8	9	10
---	---	---	---	---	---	---	---	---	----

--

Whip Lost (no lash attacks or voluntary straining)

Car	0	-3 to opponent's damage Light
-----	---	----------------------------------

Wheel Damage If damage is > dice roll chariot flips.
If damage = dice roll, increase damage by one.

1 Normal

Left Wheel

1	2	3	4	5	6	7	8	9	10
---	---	---	---	---	---	---	---	---	----

2 +3 to opponent's damage
Heavy

Right Wheel

1	2	3	4	5	6	7	8	9	10
---	---	---	---	---	---	---	---	---	----

**Total
Horse/ Speed /Damage**

1		1	2	3	4	5	6	7	8	9	10
2		1	2	3	4	5	6	7	8	9	10
3		1	2	3	4	5	6	7	8	9	10
4		1	2	3	4	5	6	7	8	9	10

(new reduced team speed)

Team Speed							
-------------------	--	--	--	--	--	--	--

Endurance (mark down from highest to lowest)

74	73	72	71	70	69	68	67	66	65	64	63	62
61	60	59	58	57	56	55	54	53	52	51	50	49
48	47	46	45	44	43	42	41	40	39	38	37	36
35	34	33	32	31	30	29	28	27	26	25	24	23
22	21	20	19	18	17	16	15	14	13	12	11	10
9	8	7	6	5	4	3	2	1	0	-1	-2	-3

(deduct from Team Speed:8.43)

TURN SPEED

Turn	Speed	Turn	Speed	Turn	Speed	Turn	Speed	Turn	Speed	Turn	Speed
1		7		13		19		25		31	
2		8		14		20		26		32	
3		9		15		21		27		33	
4		10		16		22		28		34	
5		11		17		23		29		35	
6		12		18		24		30		36	



The AVALON HILL

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★ The AVALON HILL GENERAL The Game Players Magazine

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AREA Technicians: Jack Dott & Robin Bara

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GENERAL Subscriptions: Gertrude Zombro

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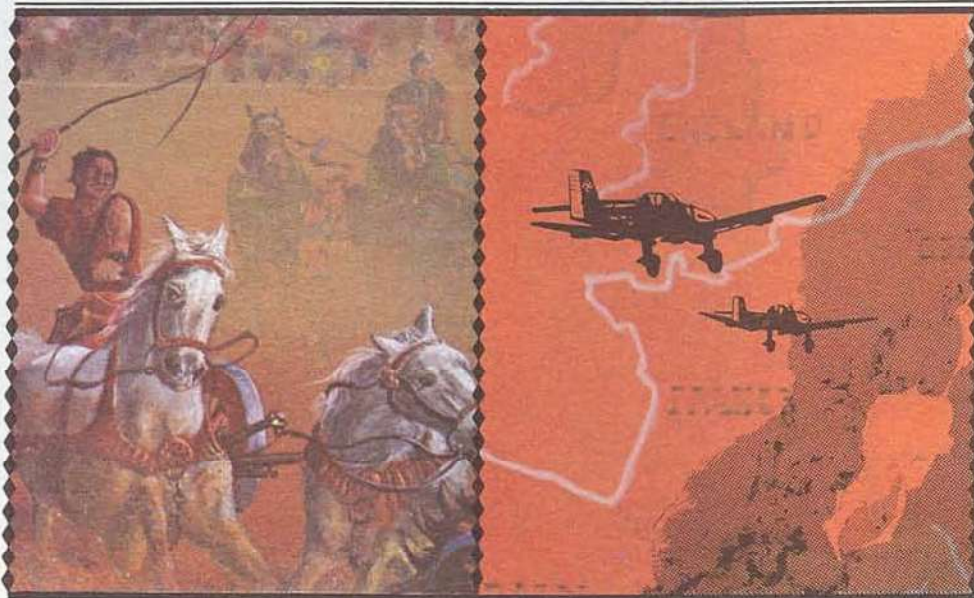
Avalon Hill Philosophy Part 83

Much to my relief (and I hope yours), I am pleased to report that the accounts of my demise at the hands of some coin jangling midget in the last issue were greatly exaggerated. Frankly, I think Shaw got a bum wrap. I would have fingered the loud mouthed kid from Jersey myself, but then I never was much good at detective games. In any case, it's little ol' me, DJG, back at the helm of the AH GENERAL again so any bouquets or brickbats you feel like throwing as a result of this issue should be aimed in my direction. Don't be misled by the ARM by-line on the lead article. It really is me who is putting this issue together, but after that avalanche of ARM manuscripts you were subjected to last time I figured I'd better wean you off the stuff gently lest anybody suffer from withdrawal pains.

This installment of the AH Philosophy really doesn't have all that much to do with Avalon Hill. As many of you know I am active in a group of local Baltimore gamers who got together to form an

organization incorporated in the state of Maryland for the express purpose of putting on an annual gaming convention. The name of our corporate group is ATLANTICON, Inc. It gets its roots from the old Interest Group Baltimore which sponsored and ran the first two ORIGINS conventions here in Baltimore. We made a presentation at the GMA meeting at ORIGINS '80 for the purpose of securing the franchise to sponsor a future ORIGINS convention here in Baltimore and were gratified to be selected as the sponsors for ORIGINS '82. At that time it was decided that we should run a regional convention in the summer of '81 as a dry run for our presentation of the national convention the following year. This idea was discussed among many of the principal officers of the various companies attending ORIGINS '80, and the general opinion was

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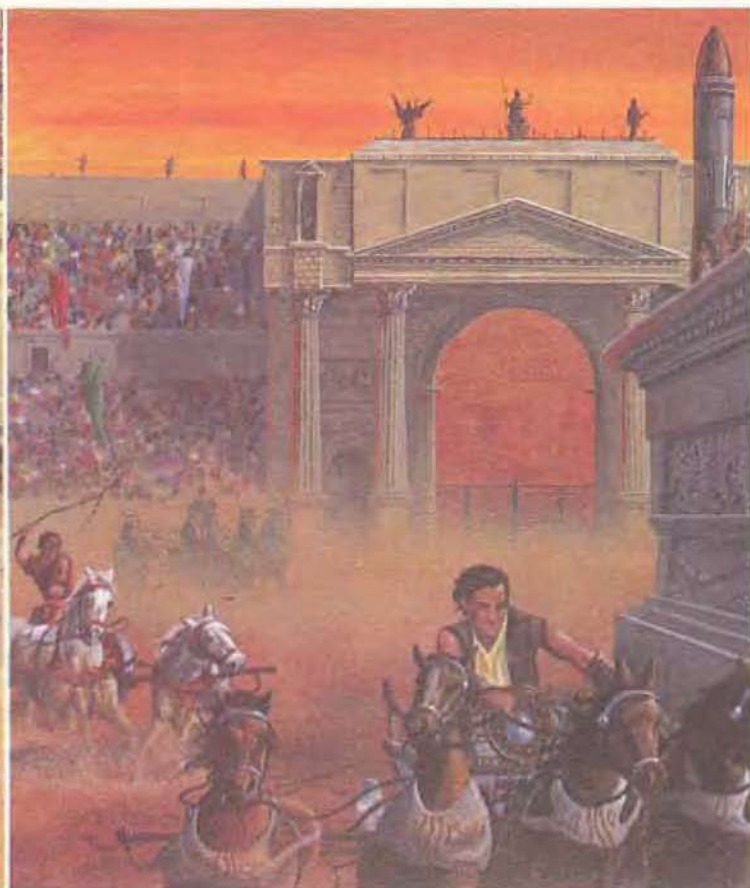
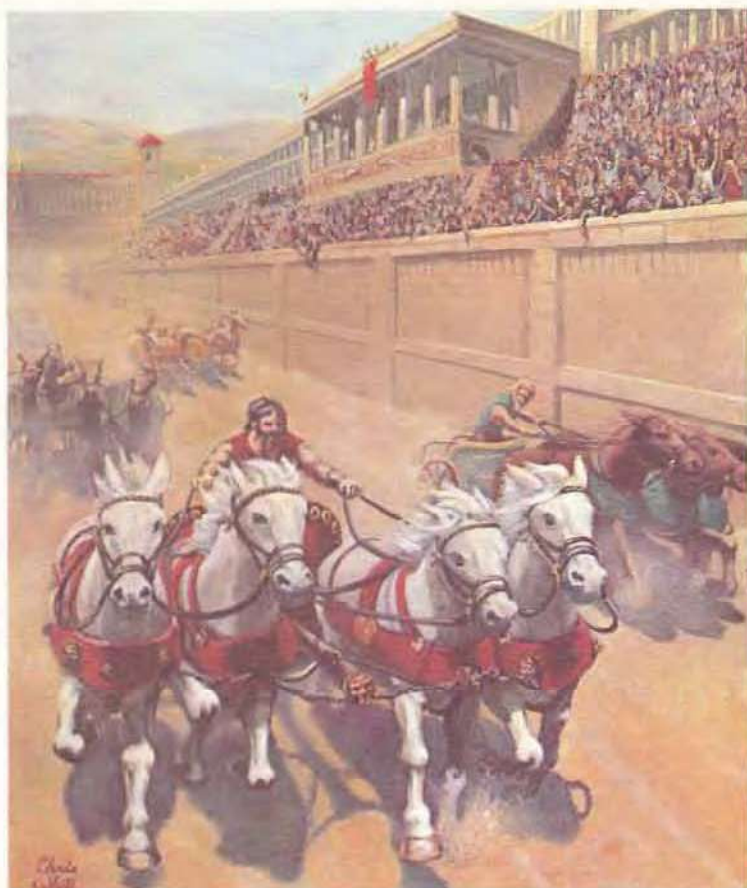
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FLIPPING OUT

by Alan R. Moon

Analyzing the Winning Edge in CIRCUS MAXIMUS

Darned if Alan hasn't stolen my thunder! You see I wanted to write an article on CIRCUS MAXIMUS too. Working on the Avalon Hill development of this game has been the most fun I've had playing games for years, and that's saying something when you consider I've yet to win a game of the darn thing! That's not to say I've never come close. There was the race I was leading comfortably when a hobbled chariot with one wheel hanging on with little more than rubber bands and a prayer came alongside. A flick of the charioteer's whip and a simultaneous roll of "snakeeyes" later I was being dragged along the arena behind my valiant steeds without benefit of chariot. And then there was my latest escapade, perched just four spaces from the finish with a commanding lead only to finish second. In reconstructing the situation later, I found that my chances of losing at that point were something like .016 of 1%. Quite an achievement. But I'll keep trying and you should too. Period preference aside, if you like enjoyable multi-player games, CIRCUS MAXIMUS is a must.

Having played a lot of the Battleline version of CIRCUS MAXIMUS, I was very interested in helping with the AH revision of the game. As it turned out, after trying their first game of it, so was just about every other member of the staff. It's a simple, fun game, and that's the only type of game that the staff as a whole seems to wind up playing, because it doesn't seem like work.

In the Battleline version of the game, the race inevitably turned into a demolition derby. Combat was the rule, not the exception. Not that this didn't make for a fun game. It did. But, this was obviously not what the designer had had in mind.

The main problem was that a player would move adjacent to another chariot and attack over and over, until the other driver was able to evade or brake, or the attacker ran out of movement points. Since a chariot can have as many as 20 or more movement points, this made combat very powerful and much too inviting. There wasn't a rule to prevent such multiple attacks, so everyone did it. Now vicarious bloodshed is fine as long as it is limited to cardboard counters, but when a chariot that is committed to 20 movement points suddenly finds that its planned lane is blocked as it approaches a corner forcing upon him a severe corner strain chance and decides to slow down by throwing out a veritable anchor in the form of 12 consecutive attacks on some poor bystander in front of the corner, it's time to check design priorities.

Another problem was that lash attacks were rarely used because they were ineffective and a poor second choice to ram attacks. Ram attacks were much deadlier, especially considering a chariot could ram another chariot's team more than once, killing an outside horse and then attacking an inside horse. Again, although this seemed unrealistic, nothing prevented it in the rules.

The third major problem was the way the chariots were apportioned during the setup. The system was based solely on luck, and many times one player would wind up with a super chariot while other players would have sub-par ones. This was compounded by the ability of any player to attach scythe blades to his chariot with the only cost being a reduction of three movement points (reducing the team speed by three). Everyone took them if one

person did, or he was just an unstoppable killer on the loose. Though the tendency was to gang up on the best chariot, alleviating this problem to some degree, this seemed an unsatisfactory solution to an unnecessary problem. And ganging up on a chariot with scythe blades if you didn't have them yourself was akin to suicide.

All this led to a game that rarely went the scheduled three laps. Often there would be only one or two chariots left by the second lap. Endurance became negligible because the race never lasted long enough for it to become a factor. And players were knocked out of the race many times after only one or two turns. It was just too bloody.

While I still enjoyed the game, the feel of an actual chariot race was missing. I first brought the game to Don Greenwood's attention shortly after it was released, raving about how much fun it was. So recently, after acquiring the game as part of the Battleline package, he began the development project well aware of the game's problems. The resulting AH version is not only a much better game, but a much more realistic one in the sense that it is now a race. There is still combat and not everyone finishes every race, but it is first and foremost a chariot race, not a demolition derby. And the missing feel of the danger, speed, and strategy that was chariot racing is now present and accounted for.

Luck has been taken out of the setup by using the SPEED CIRCUIT system; i.e., allowing players to build their own chariots according to how they wish to run the race. There are four categories, to which players must allocate a total of four preparation points.

The first category is that of the Driver Modifier. If no points are allocated to this the player has a Driver Modifier of zero, if one is allocated the modifier is one, and if two are allocated the modifier is two. Each player then figures the number of Driver Hits his driver has by consulting the Driver Hits Chart, rolling one die and adding the Driver Modifier.

The next category is Team Speed. A Team Speed Chart allows players to choose between a slow team, an average team, or a fast team. If no points are allocated to this, the player uses the bottom row of the chart, if one is allocated the player uses the middle row, and if two are allocated the player uses the top row. Each row has six results that correspond to the number rolled on a die. Each team is put together differently, allowing for some variations in speed and horse makeup in the teams even on the same row. This allows a player who doesn't allocate any points to do almost as well as a player who allocates one point if the die so favors him.

The third category is Team Endurance. This uses the same type of chart system as Team Speed. A player who allocates two points to Team Endurance and rolls a "1" would have an endurance of 74 while a player who allocates no points and rolls a "6" would have an endurance of 21; these two numbers being the extremes with the rest of the chart put together in graduating sequence between the two.

The fourth category is Car Type. A player who allocates no points to this category has a light chariot, a player who allocates one point has an average chariot, and one who allocates two points has a heavy chariot (and is assumed, therefore, to be garnishing scythe blades).

This system works amazingly well, perhaps even better than in *SPEED CIRCUIT* because of the nature of building in combat abilities as well as racing abilities. The tradeoffs in deciding where to use preparation points are most interesting and full of subtle choices enabling the player to exercise different strategies.

Adorning your chariot with scythe blades is no longer such an attractive proposition. It takes two of the four precious preparation points to do so. And it will invariably mean that you will have either a slow team, poor endurance, or no driver modifier. You will be a killer with scythe blades, but you may not be able to catch anyone to attack them, or be skillful enough to maneuver into attack position if you do catch them, or be able to finish the race yourself because your team fatigues prematurely. In the Car Type category, players will most likely allocate either two points or none. Those allocating no points will be stressing speed and emphasizing the racing aspects, not combat. Allocating one preparation point is sort of wishy washy, and most players will find this middle-of-the-road approach too hard to fit into an overall strategy, so this will be a seldom used allocation.

Perhaps the most important decision is in the Driver Modifier category. The Driver Modifier is used to attack and defend, to help corner safely, and to add overall speed. It is the most versatile factor in the chariot selection process and most players will allocate at least one point to it.

The Team Speed and Team Endurance categories are a lure for lucky players and a trap for unlucky ones. Many times a preparation point in one of these categories will seem wasted by a low or high die roll.

Though the variations in building a chariot are numerous, there are four main types of chariots that can be built during the setup.

- 1) Thunderfoot: Team Speed—0 Points
Team Endurance—0 Points
Driver Modifier—2 Points
Car Type—2 Points

A player with this chariot will have no friends, but probably no enemies either. The problem will be catching the other chariots to be able to attack them. The driver modifier of +2 is to ensure a profitable number of successful attacks when you are able to catch unlucky opponents. Opponents should show enough horse *scent*s to stay away from this beast, and go outside and let him through when they hear the rolling thunder. Endurance is relatively unimportant because Thunderfoot must do his damage early and whether he succeeds or fails in this endeavor, he will then trot along without fear of ram attack. A common variation would be to allocate one point to driver modifier and one to team speed.

- 2) Flashing Hooves: Team Speed—2 Points
Team Endurance—0 Points
Driver Modifier—2 Points
Car Type—0 Points

This is a horse of a different color and the other players will be seeing red (because of the trailing dust being kicked up in their faces) if this player's strategy works. A player with this chariot will go for the lead immediately and try to stay there the whole race, extending the distance spread between him and the rest of the field till he is completely out of danger of attack. The driver modifier is necessary to add two extra movement points and to aid in avoiding attacks if other chariots do catch up, because the other chariots will attack if they can knowing this is the only way to slow you down and prevent you from virtually running away with the race. This driver should refrain from attacks except where absolutely necessary, and when attacking should make lash attacks, having little to lose if his whip is grabbed. A variation would be to allocate one point to team endurance and one point to driver modifier.

- 3) Lasting Pleasure: Team Speed—1 Point
Team Endurance—2 Points
Driver Modifier—1 Point
Car Type—0 Points

This is for the player who plans to stay out of trouble and just bide his time, hoping the other players will drive their teams or each other's teams into the ground during the race, leaving you the easy pickings of victory. With more than enough endurance for three laps, this driver should use voluntary straining on almost every turn. The major disadvantage is a poor defense with not enough speed or driver modifier to ensure safety. The major advantage may be the low profile look you give. When using this setup, make sure the other players know your stats. When attacking, this driver should only make lash attacks versus teams, because he cannot afford to lose his whip in a lash attack versus a driver because this would prevent him from voluntarily straining (whipping his horses) for the rest of the race.

- 4) Horse With No Name:
Team Speed—1 Point
Team Endurance—1 Point
Driver Modifier—1 Point
Car Type—1 Point

Otherwise known as Whinny Weasel, this is your average chariot, but it is deceptive so watch out for drivers with this type of setup. The player who sees himself as a jack of all trades will try this one. He will have more versatility than any other type chariot, and can become a lesser grade of any of the other types, especially with favorable die rolls on the Speed and Endurance Charts. He will be flexible enough to attack or race.

The combat rules have been changed from the original version to put the emphasis on selective attacks as opposed to unlimited random ones. Allowing only one attack from each space a player moves into corrects some other problems. A player

that has figured his speed wrong going into a corner can no longer use multiple attacks from one space to use up excess movement points. In addition, the artificial feel of standing still while making multiple attacks is completely eliminated. A good attack is worth the expenditure of the one movement point it costs, a bad attack is not. Only one attack is allowed from each space a chariot moves into, but the attacks are more effective in general. The lash attack has been made much more effective, while avoiding attacks has been made more dependent on driver modifiers.

The whole combat procedure is better flow and more logical. The defender always has a chance to avoid an attack, and if successful can choose whether to brake or evade. Braking prevents further attacks from the same player because you are moved backwards, but this costs you two endurance factors. Evading costs no endurance factors but leaves you open to another attack from the same player who can follow the path of your evasion route. Evading does cost movement points though, which are taken from your next movement turn.

Lash attacks are now more common than ram attacks. Occasionally a defender will accept a ram attack (because chances are almost as good that the attacker will take damage, either solely or along with the defender) where he would not accept a lash attack, so the lash attack is the logical choice. Since endurance has been made a significant factor, any attack which causes the defender to brake costs him two endurance factors making even an unsuccessful attack valuable. The safest attack of any kind is a lash attack against the team. Nothing bad can happen to the attack. A lash attack versus a driver always carries the risk of having your whip grabbed; lost for the rest of the game.

Some of the Combat Results Tables have been significantly altered to make them statistically correct and logically favorable to either the attacker or defender. Results such as 'Jostled' are now more clearly explained and much more meaningful in regards to its long range consequences. A Critical Hits Table which adds a great deal of excitement in that it can lay low even the most invulnerable player has been added that comes into play whenever the Driver Lash Attack Table yields a Wound result.

A new Log Sheet provides space for marking your speed each turn, once again à la *SPEED CIRCUIT*. In addition, boxes are provided for driver modifier, team speed changes, and whip loss. There are now ten chariots in the counter mix. This is certainly a game which doesn't suffer from adding another player, and players should not limit the field to ten if more players are readily available.

Many other minor changes address rule clarifications or additions in the name of realism or common sense, such as a first turn speed reduction equal to the roll of one die to recreate the need to accelerate from a standing start. Except for the addition of the Critical Hits Table to the Advanced Game and some minor rule clarifications, the Advanced and Campaign game remain basically unchanged.

STRATEGY TIPS

If you care about winning, forget about revenge. Of course, if you are playing for fun and enjoy revenge, go ahead, but forget about winning. Just because someone attacks you, don't go after him. Ignore him or wait till the time is right and you have a definite advantage or opportunity. If you can stay out of everyone's way and still remain in contention, this is the best strategy of all. In our last playtest game, Don Greenwood had led big throughout the race with a "Flashing Hooves" combination which kept him out of harm's way until he started to fall back to the pack entering the final turn due to failing endurance. He still had a commanding lead though and I was able to close the

there are 34 spaces to a straight and you are only seven hexes out of the last corner, you instantly know you are 27 spaces from the next corner. While the others furiously count out 27 spaces you can be using your five seconds to consider the finer points. Taking that example a step further, assume you have a fast chariot which, through a combination of initial position and good fortune is now occupying lane 7 sixteen spaces from the first corner. If you've prepared yourself for the mathematics of the game you will know instantly that you need to write '22' for the second turn as soon as you ascertain that you are indeed 16 spaces away from the corner. If no one gets in your way this will leave you in the optimum position for turn 3 on the inside rail entering the first turn, because 16 plus six inside lane changes equals 22. Each inside lane change merely adds one to the cost of the forward progress desired. Of course, if someone does get in the way you can use up your extra movement points by attacking him.

Back to the corners again, there is one important rule of thumb to keep in mind which is often ignored. Don't attempt to take the inside lane on every corner. To do so you must slow down in the stretch sufficiently to end your turn next to the corner. By the time you've done that you've squandered more movement factors than you would gain by taking the inside lane anyway and probably expose yourself to attack in the bargain. The mechanics of the game are such that the most effective way to take the turns is to go wide after every corner taken on the inside. By alternating between the inside and outside approaches you'll gain the most movement. Of course, if you've been slowed by damage this becomes less true and the inside lanes become more of a necessity the slower you get.

When you are in the middle of a crowded race near a corner, write down a speed one or two movement points in excess of what you actually want. This will give you some extras in case you need to brake to avoid attacks or have to change your mind about which lane to go through. You can also use up extra movement points by attacking or changing lanes to the inside and then back to the outside. There are several ways to use excess movement points but none to gain any after your move has begun.

The Corner Strain Chart is now not as drastic. Exceeding the safe corner speed by one, two, or even three MPs is not all that much of a risk.

The game is now race oriented. The thunderfoot approach can be a winner but it is unlikely if all the other players go with speed. One scythe bearing chariot will have a tough time disabling seven speed demons before the survivors move beyond reach. A heavy chariot needs compatriots to be a winner. The heavy chariot becomes a much more worthwhile proposition in the Campaign Game where elimination of an opponent can mean more than winning a race. Heavy chariots are rarely attacked and tend to be survivors. If attrition is high, a heavy chariot can place and score points by virtue of its survival. Much of the combat during a race now takes place in the last lap instead of the first.

Endurance is more important than it seems. It is used when exceeding the corner speed, avoiding and taking attacks, and in straining. You should calculate your remaining endurance to use up the remaining factors on the last turn in voluntary straining.

Using your last movement points to draw adjacent to a chariot which has already moved during that turn can be more advantageous than making an attack if there are other chariots yet to move which may bear a grudge against your person. Such already-moved chariots can become a very effective shield against mayhem-seeking racers to your rear.

OPTIONAL RULES

Despite Don Greenwood's dislike of this section of the article, *CIRCUS MAXIMUS* is the type of game that cries out for more rules (*says he!*). So, to add the *Hollywood touch*, I suggest one or more of the following optional rules.

A More Detailed Specification Method

As much as I like the simple four point preparation point setup, I'm sure there will be others who will prefer this type of thing. The tradeoff is, of course, playability for realism (?).

1. Each player receives 32 Preparation Points.
2. Preparation Points may be distributed in any manner among the categories on the Specification Chart with the following restrictions:
 - a. A player must have four horses. Horse Four may not be faster than Horse One, Horse Two may not be faster than Horse Four, and Horse Three may not be faster than Horse Two.
 - b. A player does not have to have a whip. He cannot have more than one whip. A long whip moves attacks on the Lash Attack Table two columns to the right.
 - c. A player does not have to have scythe blades. He can have scythe blades on only one wheel or on both wheels and can even have different types of scythe blades on different wheels. When a player has scythe blades on only one wheel or has different scythe blades on different wheels, all die rolls on the Corner Strain Chart are +2 and all die rolls for Flip due to Wheel Damage are -1. Scythe Blades add +2 to all Ram Attack Damage dice rolls and Long Scythe Blades add +4 to all Ram Attack Damage dice rolls.

SPECIAL WEAPONS

POUCH OF DUST: Cost: 1 Preparation Point

Once during the race, a player with a pouch of dust can attempt to throw the dust into the eyes of another driver. His car must be adjacent to the other driver's car at the time the dust is thrown, and this action costs one movement point. When the dust is thrown, the attacker rolls two dice and adds his driver modifier to the total. If the total is '10' or more, the attack is successful and the attacked driver must roll two dice (adding or subtracting his driver modifier) and consult the Dust Attack Table. Whether the attack is successful or not, the player has thrown his dust.

KNIFE: Cost: 2 Preparation Points.

Once during the race a player with a knife can attempt to throw the knife at another driver or team regardless of facing. The range to target is calculated by including the target hex but not the attacker's hex. The knife attack costs one movement point. When the knife is thrown, the attacker rolls one die for each hex of range and subtracts his driver modifier from the total. If the total is '3' or less, the attack is successful and the attacked driver must roll two dice (adding or subtracting his driver modifier) and consult the Knife Attack Table. Whether the attack is successful or not, the player has thrown his knife.

Each player also has a small knife used for cutting horses and himself free during a race. This may be thrown using the procedure above, adding '1' to each To Hit die roll since this knife is not meant for throwing. However, if a player does not have this knife (or another knife instead), he may not cut horses or himself free if the need arises.

SPECIFICATION CHART

(Cost in number of Preparation Points in parentheses)

Horse One	1(0)	2(1)	3(2)	4(3)	5(4)	6(5)	7(6)	8(7)
Horse Two	1(0)	2(1)	3(2)	4(3)	5(4)	6(5)	7(6)	8(7)
Horse Three	1(0)	2(1)	3(2)	4(3)	5(4)	6(5)	7(6)	8(7)
Horse Four	1(0)	2(1)	3(2)	4(3)	5(4)	6(5)	7(6)	8(7)
Driver Modifier	0(0)	1(5)	2(10)	3(15)				
Driver Hits	2(0)	4(1)	6(2)	8(3)	10(4)	12(5)		
Regular Whip	(2)							
Long Whip	(4)							
Left Wheel Car Hits	2(0)	4(1)	6(2)	8(3)	10(4)			
Right Wheel Car Hits	2(0)	4(1)	6(2)	8(3)	10(4)			
Endurance	20(0) 55(7)	25(1) 60(8)	30(2) 65(9)	35(3) 70(10)	40(4) 75(11)	45(5) 80(12)	50(6)	
Left Wheel Scythe Blades			(4)					(6)
Right Wheel Scythe Blades			(4)					(6)
Both Wheels Scythe Blades			(7)					(11)

DUST ATTACK TABLE

Dice Roll	Result
2	Defender falls out of his chariot and becomes a dragged driver, except that he is behind his car and team, not just the team. The team and car are treated like a runaway team.
3-5	Defender swerves into the attacker. Treat as if both cars are damaged in a ram attack.
6-8	Eye Wound. Same as '5' on the Critical Hits Table with the following additional result: the defender must move straight for the next two movement turns except to avoid other chariots in which case he must change lanes to the outside where possible.
9-10	Defender swerves away from the attacker. Sideslip two lanes.
11	Defender is blinded and must take two driver hits. In addition, the current team speed is reduced by half and cannot be changed. Each turn thereafter he must roll one die, and cannot regain control and free usage of his team's speed until he rolls a '5' or '6'.
12	A gust of wind blows the dust back into the attacker's eyes. Treat as an eye wound as in '6-8' above against the attacker.

KNIFE ATTACK TABLE

Dice Roll	Result
2	Defender killed. Treat the body and team as a dragged driver and a runaway team as in '2' on the Dust Attack Table.
3-6	Major wound. Defender suffers a number of hits equal to the roll of one die.
7-9	Minor wound. Defender suffers one driver hit.
10	Minor horse wound. Nearest horse suffers one hit.
11	Major horse wound. Nearest horse suffers a number of hits equal to the roll of one die.
12	Horse killed. Nearest horse killed.

SPEAR: Cost: 4 Preparation Points.

During the race, a player with a spear can attack other drivers or teams with the spear. His car must be adjacent to either the other driver or team at the time the attack is made, and this action costs two movement points. He may make only one attack per turn, but may make one attack during each turn he still has the spear. When an attack is made, the attacker rolls two dice and adds his driver modifier to the total. If the total is '10' or more, the attack is successful and the defending driver must roll two dice (without modification) and consult the Spear Attack Table. In addition, when a driver with a spear is straining in a corner, ramming another chariot, or being rammed by another chariot, the player must roll two dice (subtracting his own DRM), and if the total is '10' or more, he must then himself roll two dice (without modification) and consult the Spear Attack Table; to see if he has been injured by his own spear.

SPEAR ATTACK TABLE

Dice Roll	Result
2-6	Major Wound. Same as '3-6' on Knife
7-9	Minor Wound. Same as '7-9' on Knife
10-12	Defender killed. Same as '2' on Knife

HORSE CARCASSES

When a horse is killed and cut free, a horse carcass counter (use a blank counter) is placed in that square on the track. Chariots passing over horse carcasses treat them like chariot wrecks with a special -1 DRM. **EXCEPTION:** The horse carcass has no effect on the chariot from which it is cut loose on the turn it is cut loose.

CRITICAL HORSE HITS

Whenever a horse takes a hit, the attacker rolls two dice and consults the CRITICAL HORSE HITS TABLE.

Dice Roll	Result
2-8	No additional effect
9	One more hit
10	Two more hits
11	Three more hits
12	Horse killed

FIRST TURN ACCELERATION

On the first turn of the game, each player must roll two dice (subtracting their driver modifier) and reduce their written turn speed by that amount (to a minimum of 0).

VOLUNTARY STRAINING

Players must write an 'S' after their Turn Speed (example: 19S), when writing their Turn Speed each turn in which they wish to voluntarily strain their teams. If they do not write an 'S', they may not voluntarily strain that turn. This replaces announcing voluntary straining at the beginning of the player's move, and creates a more realistic limit upon the drivers, although it does take command of the game away from the players to a certain extent.

WEATHER

After players have built their chariots, but before the race begins, one player rolls one die and consults the Weather Table. If the result is 'Rain', players must consult the Weather Table every other turn during the race beginning with the second turn of the race until the weather clears.

Should 'rain' remain in effect until the first horse completes the third consecutive corner under rain conditions weather conditions change to "mud" for the balance of the race whether the rain continues past that point or not.

WEATHER TABLE

Die Roll	Initial Result	Subsequent Checks
1	Rain*	Clear
2	Clear**	Rain
3	Clear	Rain
4	Clear	Rain
5	Clear	Rain
6	Clear	Rain

*Rain is in effect. Reroll on this column immediately. Another '1' result means that the race starts under "mud" conditions as well as rain.

**Reroll on "Initial Result" column at start of each lap.

RAIN

Rain has the following effects as long as it continues to rain:

1. Dust attacks are not allowed in the rain
2. Team speed is reduced by one

3. CORNER STRAIN CHART MODIFIERS are amended as follows:

- Light chariots add '3' to all dice rolls.
- Normal chariots add '2' to all dice rolls.
- Heavy chariots add '1' to all dice rolls.

4. LANE CHANGES are now subject to modification as follows:

Light chariots must roll one die whenever they change lanes. If the result is a '5' or '6' they complete the lane change and then immediately sideslip one lane in the same direction. There is no movement cost, but all normal rules apply, such as involuntary ram attacks. Normal chariots must follow the same procedure, but only sideslip on a result of '6'.

MUD

Mud has the following effects:

1. Once mud has been declared the effects of Rain on lane changes and corner straining become permanent even if the rain stops.

2. The combined effects of rain and mud increase the Corner Strain DRMs by +1 for each type of chariot.

3. The safe cornering speed of all chariots is reduced by three when "mud" is in effect.

4. Team speed is reduced by two.

5. A dragged driver suffers only one *third* (as opposed to *half*) the resulting numbers of hits determined by one die roll at the conclusion of each movement phase in which he has been dragged.

6. An individual driver on the track can move one square for each *three* (as opposed to *two*) remaining unmarked driver hit boxes (fractions rounded up) per turn.

**SQUAD LEADER T-SHIRTS**

Yes, we are following up on the success of the *PANZERBLITZ* T-shirts with yet another offering on what has become our hottest game. Now you too can become a *SQUAD LEADER* whether you play the game or not. The back of the shirt is adorned with the same Avalon Hill logo you've seen before on the *PANZERBLITZ* shirts. Be sure to specify size: small, medium, large, or extra large. \$5.00 plus 50¢ for postage and handling. Maryland residents please add 5% state sales tax.

**THE WARGAMER'S GUIDE TO MIDWAY**

Containing thirty-six pages of the best of *THE GENERAL* articles on the game plus previously unpublished material as well, this guide is a must for every fan of the game. Several official rules changes update the game and erase its few minor flaws. A tribute to one of the hobby's eldest citizens that has never needed a major revision. A game which has grown old gracefully, maturing by getting better.

Almost all of the reprinted articles are from unpublished issues of *THE GENERAL*, many from volume 9 or earlier. Included is the first major variant, "Leyte Gulf", and the most in-depth article on the game to date "The MIDWAY Thesis" by two of the game's experts, Harold Totten and Donald Greenwood. "The Pacific Theatre Via MIDWAY", the other major variant that spawned the MIDWAY Variant Kit, has been expanded to include many more optional rules (some applicable to the MIDWAY game as well) and an additional scenario. "The Battle For Australia", a previously unpublished article adds the ultimate with a hypothetical monster scenario using the components of both the game and the variant kit. Other articles deal with strategy, analysis, variants, and other hypothetical situations. The best of three Series Replays that have appeared in *THE GENERAL* is also reprinted, useful in itself as a fine example of the subtle strategies involved when experienced players meet.

THE WARGAMER'S GUIDE TO MIDWAY sells for \$4.50 plus 10% postage and handling charges, and is available from our mail order dept. Maryland residents please add 5% sales tax.

4th EDITION ANZIO RULES

Yet another edition of the *ANZIO* rules is available. As is our custom, whenever we rerun a game requiring new plates, we make whatever changes we have uncovered since the last edition which might improve the game. Ever watchful Tom Oleson supplied us with a few minor corrections so we updated the rules accordingly. Possession of the 4th edition is by no means a necessity but for those purists who absolutely must have the latest edition you are hereby advised of its availability for \$2.00 plus 10% postage and handling. Maryland residents please add 5% state sales tax. Be advised that *ANZIO* is now available in new packaging featuring the artwork of Rodger MacGowan, but that this packaging does not ensure that the 4th edition rules are necessarily inside.

CIRCUS MAXIMUS:

6.45 Can a chariot ever make a lane change when there is only one unoccupied square in the lane moved into between an obstacle in the lane moved into, and the obstacle in the lane currently occupied?

A. No. A chariot must be able to move its entire two square area into one lane or another at the instant of the lane change. A chariot can never be half in one lane, and half in another. If unable to change lanes, it would have to use its remaining endurance factors to brake in an effort to avoid an Involuntary Ram attack.

6.61 If a chariot uses endurance to brake, does the written turn speed change, or does it remain the same as written?

A. It remains the same as written.

6.62 Can a chariot brake to avoid attack if another team or obstacle occupies the square directly behind it?

A. No. It must either evade or hold and accept the attack.

7.33 Can a chariot which is forced to sideslip by the Corner Strain Chart change lanes back to the inside later in that game turn?

A. No.

Errata: 9.42 Switch the order of appearance of the words "attacker's" & "defender's".

THE QUESTION BOX

9.43 If a driver is lashed in a corner and receives a Swerve result forcing him to an inside lane, are there any other possible penalties as a consequence?

A. Yes, if forced to make a corner lane change to the inside which would place the defender in a corner above the posted safe corner speed according to the speed of his last executed move, the defender would have to immediately roll on the Corner Strain Table and pay any associated endurance costs for straining in a corner.

9.52 Can a chariot which is stopped to cut a dead horse from the traces be subject to all other kinds of attack save attacks on the horses from the dead horse's side?

A. Yes. The chariot has no movement factors and thus cannot attack, brake, or evade on any turn it attempts to cut its horses free, although a chariot which attempts an attack on such a target is still subject to any and all negative results which could normally accrue. The CDM of any driver which must attempt to cut a horse loose is always 0 throughout that turn (unless it is already negative) for purposes of receiving attacks.

9.6 Which horse or horses are injured in an involuntary ram attack against a blocking chariot directly in front of you?

A. Damage is assessed as equally as possible among all the horses; i.e., no horse can take two damage points from the collision until all the others have taken one. In cases where damage cannot be shared equally, the damage goes to the first horse whose number is rolled on a random die roll. Example: 3 damage points occur and the random die rolls are: 1, 2, 5 (roll again), 1 (roll again), and 4. Only horse number 3 escapes injury.

12.1 Does this rule section mean that if a chariot flips at the beginning of a turn, it continues to finish its move before resolving the eventual location of the car wreck?

A. No! The horses finish their move before placing the wreck based on the space in which the flip occurred.

12.4 Where does the damage occur in a ram attack by a falling wreck?

A. When a team is hit, it affects only the horse closest to the space in which the flip occurred. When a car is hit, it affects only the wheel closest to the space in which the flip occurred. The driver is unaffected.

13.1 What happens to a chariot whose driver is dragged from the car?

A. It continues in play as a runaway team although the car itself is subject to flip in turns and may create a new wreck obstacle.

14.1 Can a chariot make an attack while either the team or the car is running over a wreck?

A. No.

16.4 Does the driver have to be alive at the end of the turn in which he crosses the finish line in order to win or place?

A. Yes.

16.5 From what position does a team "ram" a dragged driver?

A. The attacking team is placed on the same square as the dragged driver. The dragged driver cannot brake or evade—he must accept the attack. There is no dice roll modifier for heavy or light chariots to such an attack even though it is the Chariot ram attack table which is being used to resolve combat. In reality it is the horses which do the attacking.

23.1 Errata: Change the number of points awarded for a first place finish from 12 to 14.

OBJECTIVE ATLANTA

MAF costs to construct an Improved Position or upgrade an I.P. to an Entrenchment as printed on the Movement & Terrain Effects Chart are in error. Players should refer to sections B and C under Construction (XVI) for correct MAF costs.

READER BUYER'S GUIDE

TITLE CIRCUS MAXIMUS \$8.00

SUBJECT Tactical Game of Chariot Races

CIRCUS MAXIMUS was the 51st game to undergo analysis in the RBG and fared extremely well despite (or perhaps because of) a very small sample of responses. Gamers who are "into" ancients are relatively rare and so are games on their favorite period. As a consequence they tend to be very enthusiastic when they do get a chance to rate a game in their preferred period. All of which is not to denigrate CIRCUS MAXIMUS as a game because it is an exceedingly fine one, but readers should keep in mind that the sample of responses for this rating was quite small and generally speaking a smaller sample tends to yield more favorable ratings than a more widely circulated game.

You may notice that the RBG listings have not been expanded by one this issue as it has been our custom in the past. We've decided to keep the RBG listings at 50 titles, at least for the time being, by weeding out some of the less appropriate titles which are no longer in print. Thus, the '65 edition of D-DAY was omitted this time and another out of print title will be dropped next issue. This is also a good time to point out that we need your responses if the RBG is to persist as a valid rating system. We use virtually every RBG response we get in compiling the results, and if the sample isn't large enough there is little point to the exercise.

There appears to be little need of analysis for the ratings this time with good performances

across the board. Only in the Components rating did the game fall below the average rating for the chart as a whole and that may be attributed to the lightness of the counter images or perhaps the low number of counters—there being only 96 in the game. More likely, however, is that this category took the wrath of some respondents who were upset at having to provide their own dice—there not being enough room in the game's style box to accommodate the normal sized dice which AH usually employs in the assembly of its games.

The outstanding rating for Play Balance also deserves more than passing notice. Play Balance usually is easier to achieve in multi-player games because any imbalance in the game system can be compensated for, at least in part, by the other players combining to play against the leader. CM owes its record setting Play Balance rating to more than just being a multi-player game, however. Every player is free to choose the type of chariot he'll run so even if there was an inherent advantage in having one type of chariot over the other, the player would have no one but himself to blame for his decision. In fact, the only element of the game which can be criticized in any respect from a play balance point of view would be the initial die rolls for individual strengths within each category, and here the diplomacy aspects of the game and playing against the leader tend to erase any advantage gained.

AVALON HILL RBG RATING CHART

The games are ranked by their cumulative scores which is an average of the 9 categories for each game. While it may be fairly argued that each category should not weigh equally against the others, we use it only as a generalization of overall rank. By breaking down a game's ratings into individual categories the gamer is able to discern for himself where the game is strong or weak in the qualities he values the most. Readers are reminded that the Game Length category is measured in multiples of ten minutes and that a rating of 18 would equal 3 hours.

	Cumulative	Physical Quality	Mapboard	Components	Ease of Understanding	Completeness of Rules	Play Balance	Realism	Excitement Level	Overall Value	Game Length
1. CRESCENDO OF DOOM	2.04	1.93	1.64	2.33	3.20	2.31	2.18	1.36	1.56	1.82	19.5
2. CROSS OF IRON	2.17	2.09	2.04	1.88	3.37	2.52	2.44	1.60	1.69	1.94	20.5
3. RUSSIAN CAMPAIGN	2.24	1.98	1.85	2.02	2.24	3.07	2.78	2.41	1.78	2.07	28.5
4. SQUAD LEADER	2.25	1.97	1.85	1.82	3.58	2.94	2.36	2.02	1.82	1.92	13.6
5. CIRCUS MAXIMUS	2.27	2.53	2.13	2.93	2.27	2.33	1.13	2.26	2.14	2.28	11.6
6. W.S. & I.M.	2.34	2.40	3.07	2.38	2.88	2.39	2.07	1.85	1.88	2.10	9.2
7. ANZIO	2.36	2.11	1.74	1.94	3.74	2.88	2.62	2.00	2.09	2.15	21.7
8. BISMARCK	2.37	2.16	3.00	1.69	2.97	2.63	2.72	1.84	2.09	2.31	18.8
9. WAR AND PEACE	2.43	2.37	2.32	2.54	2.34	2.56	2.61	2.54	2.29	2.32	17.0
10. FORTRESS EUROPA	2.44	2.21	3.29	2.57	2.50	2.64	2.43	2.35	1.93	2.07	44.1
11. PANZER LEADER	2.50	2.41	2.17	2.34	3.65	2.60	2.67	2.19	2.34	2.20	13.1
12. RICHTHOFEN'S	2.52	2.28	2.62	2.12	2.63	2.94	2.60	2.66	2.39	2.45	6.0
13. CAESAR-ALESIA	2.53	2.92	2.71	2.78	1.71	1.85	3.36	2.64	2.71	2.07	27.9
14. 1776	2.56	2.16	1.76	2.45	3.27	2.62	3.08	2.72	2.63	2.36	33.4
15. 3rd REICH	2.57	2.12	2.47	2.34	4.15	3.22	2.59	2.24	1.95	2.06	34.9
16. PANZERBLITZ	2.58	2.00	3.00	2.03	4.03	3.00	3.06	2.05	2.07	2.05	14.0
17. KINGMAKER	2.60	2.26	2.84	2.34	2.83	3.07	1.86	3.65	2.14	2.41	20.2
18. DIPLOMACY	2.60	2.35	2.26	3.13	1.87	2.39	2.09	4.57	2.30	2.43	32.6
19. CAESAR'S LEGIONS	2.64	2.32	2.36	2.31	2.14	2.23	3.73	3.05	2.86	2.73	13.5
20. SUBMARINE	2.65	2.58	3.48	2.42	2.90	2.87	2.55	2.38	2.22	2.47	12.1
21. STARSHIP TROOPERS	2.67	2.27	3.11	2.07	2.43	2.70	3.57	3.39	2.20	2.32	17.3
22. ARAB ISRAELI WARS	2.68	2.34	3.03	1.86	3.31	2.70	3.57	3.31	2.51	2.52	13.5
23. CHANCELLORSVILLE	2.68	2.62	2.57	2.45	2.26	2.52	3.43	2.07	2.55	2.64	18.8
24. VICTORY-PACIFIC	2.70	2.47	2.36	1.85	2.21	2.79	3.38	3.91	1.94	2.53	18.0
25. DUNE	2.76	2.45	2.40	3.00	1.98	2.43	2.75	4.20	2.80	2.83	11.9
26. NAPOLEON	2.77	2.04	2.90	2.03	2.25	2.86	3.25	4.18	2.46	2.89	9.1
27. FRANCE 1940	2.82	1.75	2.05	1.85	3.30	3.25	4.05	3.00	3.40	2.75	16.0
28. JUTLAND	2.83	2.84	—	2.39	3.27	3.06	3.24	2.53	2.61	2.67	29.7
29. RAIL BARON	2.87	2.98	2.82	3.45	2.07	2.29	2.05	4.69	2.76	2.68	21.6
30. LUFTWAFFE	2.87	2.41	2.91	2.04	2.86	3.02	3.73	3.41	2.82	2.64	24.2
31. MIDWAY	2.88	2.75	3.12	2.56	2.78	2.90	3.66	3.08	2.37	2.73	15.7
32. AFRIKA KORPS	2.90	3.04	3.10	2.92	2.12	2.29	3.39	3.57	2.91	2.77	13.5
33. ALEXANDER	2.93	2.99	3.21	3.19	2.55	2.98	3.43	2.76	2.43	2.86	12.7
34. ORIGINS OF WW II	2.98	2.69	2.58	2.80	2.00	2.22	4.00	4.06	3.11	3.40	9.6
35. WIZARD'S QUEST	3.03	2.63	2.21	3.25	2.62	2.60	2.23	5.13	3.42	3.21	13.2
36. CRETE-MALTA	3.04	2.80	3.10	3.00	3.03	3.05	3.43	3.18	2.76	3.05	18.8
37. GETTYSBURG '77	3.04	2.52	2.48	2.50	4.32	3.79	3.07	2.46	3.02	3.21	27.6
38. D-DAY '77	3.07	3.72	4.54	3.69	2.19	1.94	3.00	3.19	2.94	2.44	20.2
39. BLITZKRIEG	3.09	3.39	3.28	3.30	3.14	2.89	2.25	3.67	2.81	3.05	24.0
40. TOBRUK	3.10	2.85	4.68	2.13	4.32	2.77	3.06	2.11	3.00	2.96	21.6
41. WATERLOO	3.18	3.29	3.27	3.11	2.01	3.11	3.27	4.32	3.21	3.01	16.2
42. WAR AT SEA	3.21	3.18	3.96	2.74	1.74	2.35	3.73	5.12	2.93	3.15	6.9
43. BULGE	3.21	2.93	2.80	3.31	3.08	3.40	3.53	4.11	2.81	2.95	20.0
44. FEUDAL	3.25	3.18	4.33	2.64	2.28	2.33	2.12	5.38	3.58	3.38	7.5
45. STALINGRAD	3.44	3.43	3.74	3.40	2.07	2.52	4.37	5.15	3.28	3.04	20.0
46. TACTICS II	3.51	3.43	4.30	3.59	1.45	2.18	2.32	5.57	4.59	4.20	11.6
47. MAGIC REALM	3.54	2.74	2.81	3.13	5.29	4.42	2.80	4.06	3.39	3.26	18.9
48. 1914	3.87	3.18	3.40	3.26	5.46	4.32	3.86	1.95	5.48	3.86	55.0
49. GETTYSBURG '64	3.88	3.59	3.84	3.54	2.68	3.39	5.08	4.51	4.34	3.98	12.5
50. KRIEGSPIEL	4.04	3.77	4.20	3.85	2.13	2.94	2.93	6.09	5.20	5.29	9.8
AVERAGE	2.92	2.73	3.02	2.70	2.79	2.82	3.24	3.38	2.90	2.84	19.6

COMING UP NEXT TIME





CIRCUS MAXIMVS AND GLADIATOR EPIC CAMPAIGN RULES I: THE CAMPAIGN

Version 1.0 August 2016

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A. INTRODUCTION

1. ABOUT THESE RULES

This is version 1.0 of the Epic Campaign rules.

1.1 INTRODUCTION TO THE EPIC CAMPAIGN

These are Epic Campaign rules for use with the classic Avalon Hill games *Circus Maximus* and *Gladiator*. The rules are based on the Avalon Hill rules for those games, errata from *The General* magazine and the *Colosseum Campaign* rules from *The General* magazine volume 19, issue 4. Additional ideas have been generated through community discussions on BoardGameGeek.

The rules are divided into three main rulebooks. Rulebook I: *THE CAMPAIGN* (this rulebook) has rules for running the campaign, rulebook II: *THE RACE* details the rules for running *Circus Maximus* races, while rulebook III: *THE ARENA* has rules for gladiatorial combat.

These rules assume the games are played using models to represent the chariots and gladiators, large mapboards to accommodate the models and a number of play aids specifically made to facilitate the games.

The rules have also been completely reorganised. The rules numbering has been updated and changed and will not correspond to the original numbering. The original partition of the rules into Basic, Advanced and Campaign rules has been abandoned. In this version of the game all Advanced rules (and some additional rules from *The General*) are in play and the game is assumed to be played as part of an Epic Campaign.

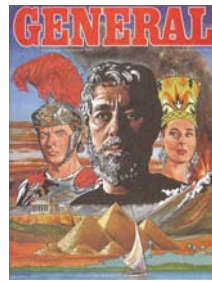
These rules were written by Mattias Elfström in 2015-2016. Playtesting was done by Anders Andersson, Thomas Averdahl, Jeanette Utell Elfström, Claes Hohner, Torbjörn Johannesson, Ulla-Carin Johannesson, Rasmus Karlsson, Tuomas Loippo, Robert Simark, Karin Stegmark and Martin Stegmark.

The original copyright for these rules belongs to Avalon Hill and this document is not intended as a challenge to that copyright.

1.1.1 RULES CHANGES: Rules changed from the originals and specific to this campaign game have been noted in the footnotes. The main changes are to how the campaign is run, how chariots are generated and to how lash attacks against drivers are carried out. Other than that only in a few instances and in minor ways do these rules deviate from the originals. In some cases small changes have been made to rules for clarification or to correct obvious errors.

1.2 INTRODUCTION TO THE COLOSSEUM CAMPAIGN¹

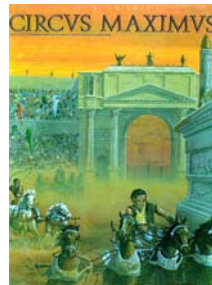
In the vast Colosseum - greater than Yankee Stadium - the death struggles of the gladiators, the speed and skill of the charioteers, whetted the people's appetite for thrills and vicarious excitement. The Empire was dying, and the Roman



Games were the emotional outlet for the discontented mob. And, for the great families of the fabulous city, the games were their stepping stone to ever greater wealth and even to political power. But it was a dangerous game, the pursuit of the laurel, for more than one great name in Roman history squandered its resources and was left destitute. This is the role you will take - that of a great

and powerful family in ancient Rome, controlling the destiny of your gladiators and teams with a grip unknown then, striving to become the wealthiest in the richest city in the known world.

1.3 INTRODUCTION TO THE ORIGINAL CIRCUS MAXIMUS GAME²



CIRCUS MAXIMUS is a tactical simulation of chariot racing in ancient Rome. The game is played by two to eight players, each controlling one or more chariot teams. The game provides all the information needed to recreate this historic sport easily and accurately in an exciting format.

Each chariot is represented by a pair of counters which are moved as a single unit across the mapboard's square grid according to the individual movement abilities of each vehicle.

Orders for movement are written for each chariot on a racing information sheet hereafter referred to as a Log. The chariots are then moved one at a time per these written orders, and any attacks against rival chariots are made. Very careful planning, maneuvering, and an element of luck are needed to finish first... or to finish at all.

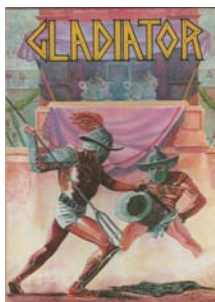
To those reading these rules who are new to the hobby of simulation gaming, or "wargaming" as it is more commonly known, a word of explanation is in order. *CIRCUS MAXIMUS* is a game that simulates reality in a game format. It represents the results of long research to accumulate facts and data to duplicate conditions as they were at the time of the actual event. Simulations come in many different forms. A scene being staged and shot for a movie is a "visual" simulation of reality. A scene described in a book can be regarded as a "written" simulation. Similarly, the mapboard, counters, and rules contained in this box constitute a "gaming" simulation of the "real thing". Absolute realism in any type of simulation is, of course, impossible, but within the framework of this game, the major factors and problems confronting the participants in ancient races are duplicated. Through the use of this game, players can gain increased appreciation of "how it really was" and what influenced the actual participants in their actions. However, unlike written or visual simulation, the game player does not merely take a passive role in reading or watching the

¹ This text is quoted directly from the campaign rules in *The General* volume 19, issue 4 and does not refer to the specific features of the Epic Campaign.

² This text is quoted directly from the original *Circus Maximus* game and does not refer to the specific features of the Epic Campaign.

simulation, but becomes an active participant in it and enjoys the vicarious adventure without any of the consequent dangers or discomfort.

1.4 INTRODUCTION TO THE ORIGINAL GLADIATOR GAME³



GLADIATOR is a simulation in a game format of man-to-man combat in the arenas of ancient Rome. The game is played by two or more players, each controlling one gladiator, thus providing the opportunity for individual matched pairs as well as team combat depending on the number of players present. The game provides all information necessary to recreate this "sport" of the ancient world accurately with all of its vicarious

thrills.

Each gladiator counter represents a single man which is moved across the mapboard's hexagonal grid according to the individual movement characteristics of each different type of gladiator. Each hexagon represents fighting space within the arena approximately one yard wide and each turn represents approximately forty seconds.

Although not a complex game once mastered, any of the concepts in GLADIATOR require practice and experience gained only through repeated play before the participants will feel comfortable with the game system. Therefore, the first game or two should be treated as a learning experience, a sort of gladiatorial training school if you will, and restricted to simple combats of matched pairs. Later, after you've gained experience with the system you can go on to the classic confrontation of the Retarius vs the short sword or team competitions, and the additional realism and complexity they entail.

Orders for movement are written for each gladiator on a combat record sheet. The gladiators are then moved simultaneously as per these written orders. Careful planning, maneuvering, and an element of luck are needed to defeat your opponent and win the game. The players assume the roles of the opposing gladiators; you are in the arena and it is your decisions and your actions that will determine the result, with your "gaming life" hanging in the balance. Let the games begin!

2. COMPONENTS

Below are listed the components needed to keep track of the Epic Campaign. Components specific to Circus Maximus races are listed in part II of the rules and components specific to Gladiator engagements are listed in part III of the rules.⁴

2.1 RULES MANUAL

This rules manual contains all the information necessary to play the Epic Campaign game.

Important game concepts have been defined below and when they are used throughout this rulebook they have been italicised (except when they appear in headings and on charts).

2.2 PLAY AIDS AND CHARTS

In order to play the Epic Campaign you should have all of the following charts and documents:

Epic Campaign Log, version 6

Epic Circus Maximus Chariot Log, version 1

Epic Gladiator Log, version 1

2.3 CAMPAIGN LOG

The Campaign Log is used to keep track of the resources of each player. One line should be used for each race or fight.

2.4 CHARIOT LOG

The Chariot Log lists the components of a *Chariot*. It is filled out as each *Chariot* is created. It is updated as the *Chariot* gains experience. A Pushpin Chariot Log is used during a race to keep track of the changing status of the *Chariot*.

EPIC CIRCUS MAXIMVS CHARIOT LOG v1 by MEIlfström 2016											
#	Driver Name:					Owner:					
			Team			Endures	xp	Car	DM	Hits	xp
Race	Odds	Placing									
Alterations											
Alterations											
Alterations											
Alterations											
Alterations											
Alterations											
Alterations											
Alterations											
Alterations											

2.5 GLADIATOR LOG

The Gladiator Log lists the characteristics of a gladiator. It is filled out as each gladiator is created. It is updated as the gladiator gains experience. A Gladiator Fight Log is used during a match to keep track of the changing status of the gladiator.

³ This text is quoted directly from the original Gladiator game and does not refer to the specific features of the Epic Campaign.

⁴ The rules for gladiator battles were originally in the Gladiator game, the rules for races in the Circus Maximus game and the campaign rules were both in the two games and in The General magazine.

Safe Cornering Speed: Maximum *Safe Cornering Speeds* for each corner lane are printed on the mapboard in the first and last corner space of each lane. The *Safe Cornering Speed* for a corner lane represents highest *Total Speed* allowed in that lane without suffering a penalty.

Speed (of a horse): The *Speed* of every horse is rated on a scale of 1 to 10. The *Speeds* of the horses in a *Team* are combined to determine *Team Speed*. The *Speed* of a horse is also its damage rating and it will be reduced if the horse suffers injury.

Team Speed: The *Team Speed* is the sum of the *Speed* of the horses in the *Team*. The *Team Speed* can be modified by several causes:

- The weather may cause the *Team Speed* to be reduced by one or two points while the adverse weather persists
- A drugged horse may be temporarily injured
- Hobbled horses may be injured
- A horse injury causes a reduction in *Team Speed* by the same amount for the rest of the race
- If the *Team's Endurance* reaches zero, the *Team Speed* will drop by one point at the start of every turn
- A lash attack against the driver may cause a loss of one to six in *Team Speed* for one turn
- An involuntary ram attack may cause a loss of one in *Team Speed* for one turn
- A driver blinded in a dust attack will cause the *Team Speed* to be temporarily halved

Turn Speed: The *Turn Speed* is the *Speed* written by the player for the coming turn.

Total Speed: The *Total Speed* is the *Turn Speed* plus *Added Speed* minus *Speed* lost for *Starting from Zero* or lost for cutting a dead horse free. The *Total Speed* is the number of *MFs* a *Chariot* has to use during its Movement Phase. *Total Speed* is also used to calculate if a *Chariot* is *Straining in a Corner*.

Example: A Chariot has a written Turn Speed of 12. It has used Voluntary Straining to add 5 Speed. Last turn it made an evade to the inside which added 2 to Used Move. The Total Speed is 17 (12+5), but it only has 15 MFs to use during the current movement phase (17-2). If it enters a corner lane with a Safe Cornering Speed of 15 it will have 2 strain points (17-15).

Square: The oval track on the mapboard is divided into spaces called "*Squares*". The *Squares* are used to determine movement and position of the *Chariots* and other models. The curved spaces in the corners are also referred to as *Squares*.

Starting from Zero: A *Chariot* is *Starting from Zero* in its first movement phase of the race and in any movement phase thereafter if its *Total Speed* was zero the turn before.

Stationary: A *Chariot* or *Runaway Team* is *Stationary* if it cannot move due to having a dead horse or zero *Team Speed*. *Stationary Chariots* and *Teams* are treated as *Obstacles*.

Straining: There are two different forms of *Straining*; "*Voluntary Straining*" and "*Straining in a Corner*". They are unrelated and have different game effects.

Straining in a Corner: A *Chariot* that exceeds the maximum *Safe Cornering Speed* in a corner lane is *Straining in a Corner*. *Straining in a Corner* will cost *Endurance* and may cause other adverse effects.

Voluntary Straining: A player may voluntarily whip his horses to gain extra *Speed*. This is called *Voluntary Straining* and can increase *Speed* by one to six factors.

Team: A *Team* is the group of four horses pulling the car of the *Chariot*. A *Team* is still considered a *Team* even if one or more of the horses are dead and cut free. Only *Teams* have *Endurance*.

Used Move: *Used Move* are *Movement Factors* already used before a *Chariot* starts its movement phase. *Used Move* is immediately deducted from available *MFs*, but does not reduce *Total Speed*. The following causes may add to *Used Move*:

- Evading an attack
- Running over *Individual Drivers*

3.4 GLADIATOR DEFINITIONS

The following definitions apply to the rules for gladiators.

These definitions will be added in an upcoming version of these rules.

B. SET UP

4. CAMPAIGN SET UP

4.1 GOAL OF THE GAME

This Epic Circus Maximus and Gladiator game is played as a campaign where each player represents an owner of racing chariots and gladiators or a wealthy better. The goal is to be the richest player after a season of races and gladiator galas. The complete campaign will stretch over several gaming sessions.

The campaign ends under any of the following conditions:

- A player has a minimum of 100,000 sesterces in cash.
- Regardless of funds, enough players are eliminated to leave only two active.
- By majority vote of all active players at any point.

Regardless of the manner in which the campaign ends, the winner is the player with the most funds. Gladiators and their equipment or *Chariot Teams* and their equipment, are not considered funds.

4.2 NUMBER OF PLAYERS

An Epic Campaign can accommodate any number of players. During races and galas there are limitations on player count depending on how many *Chariot* and gladiator models are available and on available playing time. This does not mean that extra players cannot participate as wealthy betters (4.5.2). In cases where players cannot agree on who is to get the available models, the player with more victories gets priority. If players are tied in victories, roll off to decide the issue.

4.3 MARKET RESOURCES

Before the campaign starts two lists of random resources that are available to be bought at the market auction (6.2 and 6.3) are generated. Randomly Generate twenty *Chariots* and twenty gladiators for the market auction (see 4.6 and 4.7).⁵

4.4 SESTERCES

The basic unit of currency in the Roman world was the “sesterce”. Sesterces will hereafter be referred to simply as “s”. All players should keep a ledger of their current “fortune”, what money they have spent, and what money they have received. Each player is responsible for keeping his own ledger on his Campaign Log, and must be prepared to prove the “balancing of his books”.

4.5 PLAYER RESOURCES⁶

Each player is allowed 20,000 sesterces in money to start the Epic Campaign game. Other resources will have to be bought at auction or from the market before each gala or race. The amount of money owned by each player is always noted on the Campaign Log.

4.5.1 RESOURCE LIMIT: A player may own any number of *Chariots*, *Chariot* components and/or gladiators.

4.5.2 WEALTHY BETTERS: In those rare instances when there are more players than can be accommodated in each gala or race, the extra players may assume the role of Wealthy Betters. They are free to bet on any faction without limits imposed due to faction connections. Independent betters may still take part in skullduggery, or lend funds to a participating faction for any use. Betters win the campaign game by amassing a larger fortune than any other player. Some players may participate in some races and galas, while acting as betters in others.

4.5.3 LATE ENTERING PLAYERS: Players entering the Epic Campaign late (after one or more races or galas have already been conducted) are given a number of sesterces equal to what the poorest player in the campaign has, one random *Chariot* (4.6) and one random gladiator (4.7). They may then take part in the remaining galas and races.⁷

4.5.4 Since an Epic Campaign will by necessity stretch over several gaming sessions there will always be players not participating in every race or gala. This is unavoidable and acceptable. Where possible, non-participating players should be allowed to enter bets, much like Wealthy Betters above.

4.6 RANDOM CHARIOTS

A *Chariot* consists of a *Team* of four horses, a car and a driver. Before the campaign starts, twenty random *Chariots* are generated. These will be auctioned off before each race. After each auction generate new random *Chariots* to replace those sold so that there are always at least ten *Chariots* available on the market.

4.6.1 Generate each random *Chariot* available to buy on the market by rolling two dice on the Random Team Chart⁸ to generate the *Team* followed by one die to generate their *Endurance*, one die on the Random Car Chart⁹, one die on the Random Driver Chart¹⁰ and one die plus the *DM* on the Driver Hits Chart.

⁵ At the start of the campaign twenty *Chariots* and twenty gladiators are needed in order for all players of a large campaign to be able to participate.

⁶ The starting resources in the Epic Campaign differ from what was given in the various original sources.

⁷ A late entering player will be at a disadvantage, but since campaigns tend to be drawn out affairs there may be opportunities to gain a better position.

⁸ The Random Team Chart was invented for this version of the game. It solves the problem of assigning *Endurance* to a new *Team*, something that was completely missing from the Avalon Hill rules and made the campaign rules contradictory.

⁹ The Random Car Chart was invented for this version of the game.

¹⁰ The Random Driver Chart was invented for this version of the game.

Random Team Chart

Dice Roll		Endurance Die Roll					
	Team	1	2	3	4	5	6
2	4334	59	62	65	68	71	74
3	5324	55	59	62	65	68	71
4	5325	52	55	59	62	65	68
5	4444	49	52	55	59	62	65
6	5335	46	49	52	55	59	62
7	6335	40	43	46	49	52	55
8	6435	33	36	40	43	46	49
9	7435	30	33	36	40	43	46
10	6446	27	30	33	36	40	43
11	7545	24	27	30	33	36	40
12	7447	21	24	27	30	33	36

Random Car Chart

Die Roll	Type of car
1-2	Light
3-4	Medium
5-6	Heavy

Random Driver Chart

Die Roll	Driver Modifier
1-3	0
4-5	+1
6	+2

Driver Hits Chart

	Die Roll (+DM)							
	1	2	3	4	5	6	7	8
Driver Hits	5	6	6	7	7	8	9	10

4.6.2 Assign every new driver a name (see 4.8).

4.6.3 Fill out a chariot log for each generated Chariot and give it a unique number in sequence.

Example: While generating the first Chariot for a new campaign two dice are rolled on the Random Team Chart resulting in a "1" and a "5". This generates a Team with 5335 for Speed/damage. Another die is then rolled resulting in a "3" and giving the Team an Endurance of 52. Rolling a "6" on the Random Car Chart generates a Heavy Car. A roll of "5" on the Random Driver Chart results in a DM of "+1". Using the +1 DM to modify the next die roll of "2" gives the driver 6 hits. Using the Random Names Charts we then find out that this new driver is a Roman named Manius Pomponius. All of this is entered on a Chariot Log and this Chariot is given the sequential number "1".

4.7 RANDOM GLADIATORS

Before the campaign starts, twenty random gladiators are generated. These will be auctioned off before each gala. After each auction generate new random gladiators to replace those sold so that there are always ten gladiators available on the market.

4.7.1 Generate each random gladiator available to buy on the market by rolling one die twice on the Physical Characteristics Chart.

Physical Characteristics Chart

First Die Roll		Second Die Roll					
		1	2	3	4	5	6
1	TR 8	TR 7	TR 9	TR 8	TR 8	TR 7	
	ST -2	ST 1	ST 0	ST 0	ST 1	ST -1	
	AG 4	AG 3	AG 1	AG 1	AG 0	AG 4	
	CON 4	CON 3	CON 3	CON 4	CON 4	CON 3	
2	W 11	W 12	W 9	W 11	W 10	W 12	
	TR 9	TR 9	TR 10	TR 8	TR 9	TR 11	
	ST 0	ST 2	ST 1	ST 3	ST 2	ST 0	
	AG 2	AG -1	AG -1	AG 0	AG 0	AG 0	
3	CON 3	CON 2	CON 2	CON 5	CON 6	CON 4	
	W 9	W 10	W 13	W 11	W 9	W 9	
	TR 8	TR 9	TR 11	TR 7	TR 11	TR 8	
	ST 1	ST 3	ST -2	ST 0	ST 1	ST 4	
4	AG 2	AG -1	AG 1	AG 3	AG 0	AG -1	
	CON 3	CON 4	CON 3	CON 3	CON 4	CON 2	
	W 10	W 14	W 12	W 11	W 10	W 9	
	TR 10	TR 12	TR 10	TR 7	TR 10	TR 13	
5	ST 3	ST -2	ST 3	ST 2	ST -1	ST 1	
	AG -1	AG 1	AG -2	AG 1	AG 1	AG 0	
	CON 4	CON 1	CON 4	CON 3	CON 4	CON 2	
	W 11	W 13	W 12	W 11	W 10	W 13	
6	TR 10	TR 13	TR 12	TR 9	TR 11	TR 10	
	ST 2	ST 0	ST 1	ST 3	ST 0	ST 0	
	AG -2	AG 0	AG 0	AG -1	AG 1	AG 3	
	CON 5	CON 3	CON 3	CON 4	CON 3	CON 2	
	W 10	W 10	W 9	W 9	W 12	W 15	
	TR12	TR12	TR8	TR10	TR12	TR7	
	ST-1	ST1	ST5	ST-1	ST2	ST5	
	AG1	AG0	AG-2	AG2	AG-3	AG1	
	CON2	CON3	CON5	CON4	CON3	CON4	
	W14	W9	W10	W14	W13	W13	

4.7.2 Assign every new gladiator a name (see 4.8).

4.7.3 Fill out a gladiator log for each generated gladiator and give it a unique number in sequence.

4.8 RANDOM NAMES¹¹

Both gladiators and drivers should be assigned a name when they are generated. Invent a name or roll randomly on the following charts.

Random Nationality Chart



Die Roll 	Nationality
1-3	Roman
4	Greek
5	Egyptian
6	Gaul

4.8.1 ROMAN NAMES: For a Roman name roll a die twice on the following two charts to generate a two part name.¹²

Random Roman Names Chart I

First Die Roll 	Second Die Roll 					
	1	2	3	4	5	6
1	Gaius	Paullus	Manius	Staius	Sertor	Proculus
2	Numerius	Lucius	Septimus	Vibius	Hostus	Spurius
3	Decimus	Volesus	Marcus	Tiberius	Aulus	Vopiscus
4	Sextus	Mettius	Servius	Publius	Nonus	Octavius
5	Agrippa	Opiter	Caeso	Faustus	Quintus	Appius
6	Postumus	Gnaeus	Tullus	Volero	Mamercus	Titus

Random Roman Names Chart II

First Die Roll 	Second Die Roll 					
	1	2	3	4	5	6
1	Donicus	Olympicus	Eumenius	Pictor	Mordanticus	Respectus
2	Felicissimus	Allectus	Nepos	Bruccius	Vulso	Cupitas
3	Erasmus	Tutor	Leptis	Gavrus	Taurinus	Nazarius
4	Herculius	Cethegus	Gorgonius	Urbicus	Arvina	Duvianus
5	Bellator	Vedrix	Zeno	Marinus	Iovinus	Littera
6	Rhesus	Ursinus	Falx	Pomponius	Silanus	Quarto

4.8.2 GREEK NAMES: For a Greek name roll a die twice on the following chart to generate the name. Add the epithet "the Greek" for extra drama.

Random Greek Names Chart

First Die Roll 	Second Die Roll 					
	1	2	3	4	5	6
1	Hippasus	Endymion	Heirax	Lycurgos	Dexios	Faenus
2	Brison	Phorcys	Deinomenes	Kriton	Erxandros	Gryllus
3	Gorgos	Megakles	Alektryon	Bathyaes	Kasos	Onesimos
4	Stolos	Rhexenor	Skiron	Vettias	Thalysios	Xuthos
5	Chabrias	Illyrius	Podarces	Parmenion	Cleobulus	Pammon
6	Triptolemus	Nicomachos	Zosimus	Threpsotus	Mnesus	Admetos

4.8.3 EGYPTIAN NAMES: For an Egyptian name roll a die twice on the following chart to generate the name. Add the epithet "the Egyptian" for extra drama.

Random Egyptian Names Chart

First Die Roll 	Second Die Roll 					
	1	2	3	4	5	6
1	Herihor	Meriptah	Pentu	Weshptah	Ikudidy	Kenamon
2	Ramose	Amenemhet	Ma'nakhtuf	Hemunu	Sihathor	Pepy-Nakht
3	Neferpert	Sebni	Maherpa	Ro-an	Nebamun	Kha
4	Djar	Zezemonekh	Teni-menu	Ankhkhaf	Yuny	Paser
5	Urhiya	Imhotep	Nekure	Sebek-khu	Ranofer	Thethi
6	Khusebek	Wenamon	Yey	Userhat	Anen	Bebi

4.8.4 GAUL NAMES: For a Gaul name roll a die twice on the following chart to generate the name. Add the epithet "the Gaul" for extra drama.

Random Gaul Names Chart

First Die Roll 	Second Die Roll 					
	1	2	3	4	5	6
1	Bituitus	Viridorex	Guerngen	Dummacos	Ambiorix	Brogitarius
2	Sinorix	Achichorios	Convictolitis	Orgetorix	Critognatos	Eporedorix
3	Dumnorix	Commios	Viriathos	Bolgios	Catuvolcos	Rhetogenes
4	Brennos	Guidgen	Boduognatos	Cerethreus	Ambon	Megaravicos
5	Auaros	Casticos	Viridomar	Leukon	Vercingetorix	Caros
6	Litavicos	Diviciacos	Caraunios	Gobannitio	Arganthonios	Camulogenus

¹¹ Random names were not part of the original games, but is offered here to add colour to the Epic Campaign.

¹² Roman naming conventions were complex and this method does not aspire to being historically correct.

C. THE EPIC CAMPAIGN

5. DESCRIPTION OF PLAY

5.1 CAMPAIGN SEQUENCE OF PLAY¹³

The campaign is played out in the following sequence:

- Investments (see 6.)
- Run Circus Maximus Race or Gladiator Gala (see rulebook II or III)
- Distribute prize money (see 9.)
- Gain experience (see 10.)
- Recover injuries (see 11.)
- Repeat the sequence until the campaign is over
- Private match races and duels may be held outside of the sequence given above (see 5.2)

5.1.1 INVESTMENTS: Every race or gladiator gala is preceded by an opportunity for investments. All players spend money to buy new assets in the form of *Chariots* and gladiators (see 6.).

5.1.2 RUN CIRCUS MAXIMUS RACE OR GLADIATOR GALA: A race is run according to the rules in part II. Money may be spent for skullduggery, security and bets. A gladiator gala is run according to the rules in part III. All players may place bets. It has no bearing on the campaign whether more races or galas are held or in what order.

5.1.3 DISTRIBUTE PRIZE MONEY: Prize money is paid for the race or gala (see 9.).

5.1.4 GAIN EXPERIENCE: Any experience points earned are spent or recorded for accumulation purposes (see 10.).

5.1.5 RECOVER INJURIES: Injuries and recovery times are determined and recorded (see 11.).

5.2 PRIVATE MATCH RACES AND DUELS

Between the Circus Maximus Races and Gladiator Galas players may challenge each other to chariot match races and gladiatorial duels.

The issuing of challenges is completely free and up to the players. The target of a challenge may accept or decline as he sees fit.

5.2.1 MATCH RACE: Any player may challenge any other player to a match race. In a match race, the two players will compete head-to-head, with each player fielding between one and three *Chariots* as decided by the challenging player.¹⁴ Experience in a match race is computed with respect to the opponent's *Chariots* only. A challenge should specify the following before the challenged player accepts or declines:

- Who is challenged
- Number of *Chariots* per player (one, two or three)
- The odds offered (1-1, 2-1, 3-1, 4-1 or 5-1)

- Amount bet

There is no prize money and no opportunity for recovery of injuries after a match race, but experience is gained normally.

5.2.2 GLADIATOR DUEL: Any player may challenge another to a duel. The challenger decides the size of the team (maximum of three men) to commit.¹⁵ A challenge should specify the following before the challenged player accepts or declines:

- Who is challenged
- Number of gladiators per player (one, two or three)
- The odds offered (1-1, 2-1, 3-1, 4-1 or 5-1)
- Amount bet

The players then commit their chosen gladiators to the arena, alternating placement, with the player who issued the challenge placing one of his first until all are ready for combat.

There is no prize money and no opportunity for recovery of injuries after a gladiator duel, but experience is gained normally.

5.2.3 BETS: The player making the challenge must also offer a bet of at least 100 sesterces (but this may have to be increased depending on the odds and the bet of the challenged player). Gladiator rules (see rulebook II and III) are in effect concerning the size of bets and the offering of odds, both for match races and gladiator duels. The victorious player wins the bet.

6. INVESTMENTS AND MONEY

6.1 SPENDING LIMITS

The only limit on the amount of money a player can spend, at any one time, is the amount he has. Players can never “overdraw” their account and go into the “red”. They must acquire the cash to spend (through winnings, loans, sale of material, etc.).

6.2 CHARIOT AUCTION

Before each race there is an auction to sell the *Chariots* currently on the market. The available *Chariots* are auctioned off in the same order they were generated.

6.2.1 The bidding is free, but the minimum starting bid for each *Chariot* is 100s x two dice. If all players pass on bidding the auction ends.

6.2.2 After each auction generate new random *Chariots* to replace those sold so that there are always ten *Chariots* available on the market.

¹³ The Campaign Sequence of Play is given so as to simplify the running of the campaign. It differs from what was given in The General volume 19, issue 4 in order to make the campaign more flexible when run over several sessions.

¹⁴ This was changed from the original rules to allow the challenged player to better weigh the risk in relation to the reward.

¹⁵ This was changed from the original rules to allow the challenged player to better weigh the risk in relation to the reward.

6.3 GLADIATOR AUCTION

Before each gladiator gala there is an auction to sell the gladiators currently on the market. The available gladiators are auctioned off in the same order they were generated.

6.3.1 The bidding is free, but the minimum starting bid for each gladiator is 100s x one die. If all players pass on bidding the auction ends.

6.3.2 After each auction generate new random gladiators to replace those sold so that there are always ten gladiators available on the market.

6.4 PLAYER DEALS¹⁶

Players may sell resources between them for any amount of money or barter agreed.

6.4.1 *Chariots* can be sold as a complete unit or in parts, but *Teams* may not be split.

6.4.2 Gladiators are sold with their equipment.

6.5 LOANS

Players may loan each other money at whatever interest and payment terms are mutually agreed upon. All such agreements should be written. Failure to repay a loan as agreed upon results in default, and the player involved must auction off *Chariots* and/or gladiators to raise money to repay the loan at the instant it is due. If he cannot raise sufficient funds, he goes bankrupt (see 6.6), and any remaining property is auctioned to the other players, piece by piece to pay his creditors. Any amount thus raised in excess of his debt is claimed by the "bank" (returned to the game) in the form of taxes.

6.6 BANKRUPTCY

A player who cannot make a required payment goes bankrupt. His entire stable of *Chariots* and gladiators forfeit to the state and is removed from the game (unless he owes another player money, in which case the other player may accept any of the gladiators or *Chariots* as partial repayment first).

6.6.1 The bankrupt player may choose to continue the game as a driver or gladiator or may simply start again as a late entering player (see 4.5.3).

6.6.2 A player driver is randomly generated together with his *Chariot* (see 4.6).

6.6.3 A player gladiator is randomly generated and may choose his type (see 4.7).

6.6.4 A player driver or gladiator is a slave to a non-player entity and as such may not own any money and cannot collect prizes or place bets. Such a player can claim a personal "victory" by achieving *Champion* status (see 10.3) but cannot win the Epic Campaign.

7. GLADIATORS


7.1 BUYING GLADIATORS

Gladiators can be bought at the auction before each gala or from another player.


7.1.1 When a gladiator is bought from the auction, the new owner assigns his gladiator a type (light, medium, heavy or retarius) and rolls for his armour.

7.1.2 Once assigned a gladiator's type and armour will not change.

Light Gladiator Armour Table

 Die Roll	Body Area					Shield
	1	2	3	4	5	
1	A5	-	-	-	-	Small
2	C6	-	-	-	-	Small
3	-	-	C	-	-	Large
4	-	-	-	-	-	Small
5	-	-	-	-	-	Small
6	A7	-	C	-	-	Small


Medium Gladiator Armour Table

 Die Roll	Body Area					Shield*
	1	2	3	4	5	
1	A7	C	C	C8	C8	Large
2	A8	B7	-	B7	A6	Large
3	A	-	C	C8	A7	Large
4	A	-	C	C	C8	Large
5	A	C6	-	C7	B7	Large
6	A	B8	-	B7	A7	Large

Notes

* The opponent of a Retarius is always equipped with a small shield.

Heavy Gladiator Armour Table

 Die Roll	Body Area					Shield
	1	2	3	4	5	
1	A7	B8	C	B7	B7	Large
2	A	B8	C	B7	B7	Large
3	A	B7	C	B7	A8	Large
4	A	B7	A5	B7	A7	Large
5	A	B7	C	B7	A7	Large
6	A	C7	C	B7	A7	Large

8. CHARIOTS

8.1 BUYING CHARIOTS

Chariots and their components can be bought in different ways. Either a complete *Chariot* is bought at the auction before each race or *Chariot* components are bought from the market using the rules below or from another player. Single components can be bought and kept in storage for future use.

8.2 CHARIOT COMPONENTS

A *Chariot* consists of a *Team* of four horses, a car and a Driver. The *Team* of horses and driver should be seen as a tightly trained unit. If any one of those five individuals is ever replaced, for whatever reason, the entire unit suffers. Players are generally not allowed to exchange components between *Chariots*, but there are a few exceptions as detailed below.

8.2.1 ADDING NEW HORSES: All four horses of a *Team* are one group. A *Team* may only acquire a new horse if one of the original complement is lost in a race.

¹⁶ These rules were added to the Epic Campaign to clarify what types of deals are allowed between players.

8.2.1.1 Single dead horses can be replaced by buying a new.

8.2.1.2 A new horse need not be placed in the same position within the *Team* which the replaced horse occupied. The owner could move one of the inside horses to the outside and place the replacement in the middle of the *Team*.

8.2.1.3 Whenever a new horse is added to a *Team* that *Team's* prior *Endurance* total is reduced by the roll of one die due to the problems caused within the *Team* by breaking in a new horse into the running tempo of the *Team*.

8.2.2 ADDING NEW DRIVERS: Single dead drivers (or drivers turned *Champions* or sold) can be replaced by buying a new driver or moving a driver from another *Chariot*. Every time a new driver is added to a *Chariot*, the *Team's* *Endurance* is reduced. If the driver is moved back to the original *Chariot* at a later time, even the original *Chariot* *Team* loses *Endurance*.¹⁷

8.2.2.1 Whenever a new driver is added to a *Chariot* that *Team's* *Endurance* is reduced by the roll of one die.


8.2.3 ADDING NEW CARS: You may add a new car to a *Chariot* or move cars between *Chariots*. Whenever a new type of car (light, medium or heavy) is added to a *Chariot* that *Team's* *Endurance* is reduced by the roll of one die.

8.3 BUYING TEAMS


New *Teams* of horses are purchased one horse at a time. However, *Teams* must be purchased in groups of four, as a complete *Team*. Horses cannot be switched between *Teams*. Single horses can be purchased to replace killed horses (see 8.4) or to be kept for future use.

8.3.1 To buy a new *Team* of four horses the buyer spends a number of sesterces (in multiples of 500s, between 500s and 4,000s) for each horse and rolls two dice on the New Horse Speed Chart four times. The new *Team's* *Endurance* is then generated by rolling one die on the New Team Endurance Chart¹⁸.

New Horse Speed Chart

		Amount Spent on New Horse (in Sesterces)							
Dice Roll	500	1000	1500	2000	2500	3000	3500	4000	
2	3	4	5	6	7	8	8	8	
3	2	3	4	5	6	7	7	8	
4	2	2	3	4	5	6	7	7	
5	2	2	2	3	4	5	6	7	
6	2	2	2	2	3	4	5	6	
7	2	2	2	2	2	3	4	5	
8	2	2	2	2	3	4	5	6	
9	2	3	3	4	4	5	6	7	
10	2	3	4	5	5	6	7	8	
11	3	4	5	6	7	7	7	8	
12	4	5	6	7	8	8	8	8	

New Team Endurance Chart

Total Team Speed	Die Roll 					
	1	2	3	4	5	6
8-16	74	71	68	65	62	59
17-19	55	52	49	46	43	40
20 or more	36	33	30	27	24	21

8.4 BUYING SINGLE HORSES

Single horses may be bought and kept for future use (such as replacing dead horses in *Teams*), but can never be combined into a new *Team*.

8.4.1 To purchase a horse, a player spends some multiple of 500s between 500s and 4,000s. He rolls two dice, and compares the amount spent with the dice roll on the New Horse Speed Chart. The result is the *Speed*/damage of the new horse.

8.4.2 Whenever a new horse is added to a *Team* that *Team's* prior *Endurance* total is reduced by the roll of one die (see 8.2.1.3).

8.4.3 An unassigned horse should be noted on the Campaign Log on the form "Horse/Speed(current *Speed*)" ("Horse/5(5)" for example).

8.5 BUYING CARS

Each light or medium car costs 500s, a heavy car costs 750s¹⁹. New cars can be bought to replace wrecked ones, to be added to a new *Chariot* or to be kept for future use.

8.5.1 LIGHT CARS: A light car rolls one die for *Speed* reduction when *Starting from Zero*. It modifies ram attacks by -3. In rain a light car's strain chart modifier is -3, in mud it is -4.

8.5.2 MEDIUM CARS: A medium car rolls two dice for *Speed* reduction when *Starting from Zero*. It temporarily

¹⁷ This rule was modified to make sure that destitute players have a chance to enter a race.

¹⁸ The New Team Endurance Chart was invented for this version of the game, since the original game made no provision for generating *Endurance* for a completely new *Team*.

¹⁹ The price of heavy cars was increased to 750s.

reduces *Endurance* by 1/4 for the current race.²⁰ In rain a medium car's strain chart modifier is -2, in mud it is -3.

8.5.3 HEAVY CARS: A heavy car rolls three dice for *Speed* reduction when *Starting from Zero*. It temporarily reduces *Endurance* by 1/2 for the current race.²¹ It modifies ram attacks by +3. In rain a heavy car's strain chart modifier is -1, in mud it is -2.

8.5.4 Cars always have ten hit boxes on each wheel, regardless of car type. When a car receives damage during ram attacks, the car type of the opposing *Chariot* influences the damage sustained.

8.5.5 If a *Chariot* car is replaced by another type (light, medium or heavy) the *Endurance* of the *Team* is reduced by the roll of one die to represent the training needed to adjust the *Team* to the new car.²²

8.5.6 An unassigned car should be noted on the Campaign Log on the form "Car/Type" ("Car/Light" for example).

8.6 BUYING DRIVERS

New drivers can be purchased to replace a killed or injured driver or to be kept for future use. A driver with a 0 Modifier costs 1,500s, a +1 modifier 2,500s, and a +2 modifier 4,000s. The driver purchased can have a *Driver Modifier* less than, equal to, or greater than the driver he is replacing, but any *Team* being driven by a new driver loses a number of *Endurance* points equal to the roll of one die.

8.6.1 A driver bought together with a completely new *Team* will not reduce *Endurance*.

8.6.2 The *Driver Modifier* selected is noted. A die is then rolled on the Driver Hits Chart and modified by the *Driver Modifier* (the *Driver Modifier* is added to the die roll). This total determines the total hit capacity of the driver which is then also noted. A driver can never have more than 10 hit boxes regardless of his *Driver Modifier*.

Driver Hits Chart								
	Die Roll (🎲 +DM)							
	1	2	3	4	5	6	7	8
Driver Hits	5	6	6	7	7	8	9	10

8.6.3 All new drivers should be assigned a name as they are bought (see 4.8).

8.6.4 An unassigned driver should be noted on the Campaign Log on the form "Name/DM/hits(current hits)/Victories/xp" ("Vettias the Greek/+1/7(7)/0/0" for example).

9. PRIZE MONEY

9.1 CIRCUS MAXIMUS RACES

The Emperor puts up prize money for each Circus Maximus race (but not for match races). After a completed race the first nine *Chariots* collect their payoffs.²³

Race Payoff Chart

Position	Payoff
First	4500s
Second	3600s
Third	3000s
Fourth	2700s
Fifth	2400s
Sixth	2100s
Seventh	1800s
Eighth	1500s
Ninth	1000s

Note however, that only living drivers that finish the race in the control of their *Chariot* are eligible to collect any winnings.

9.2 GLADIATOR GALAS

The Emperor puts up prize money of 1000 sesterces per gladiator for this contest (but not for challenge duels); the survivors among the gladiators split the pot evenly. If no one is killed within the time limit, no prize money is paid - After all, the crowd came to see blood. Any gladiator that does not make an attack within the time limit will be executed upon completion of the gala. Cowardice is not tolerated in the arena. His 1000s are forfeited.

10. EXPERIENCE

10.1 CIRCUS MAXIMUS EXPERIENCE

10.1.1 EXPERIENCE POINT AWARDS: All *Chariots* that start a race will gain experience as per the Experience Point Chart²⁴. Each *Chariot* receives a fixed number of points depending on the position in which it finished. In addition, it gets a bonus if the gap in *Squares* (or *MFs*) between it and the next *Chariot* is six (6) or more, and another bonus if the gap is 11 or more *Squares* (in addition to the six *Square* gap bonus). If the field has been so reduced by flips that there is no *Chariot* behind it, the finishing distance bonus would automatically apply. If the field was smaller than five *Chariots* to start with, no finishing distance bonus is awarded the last *Chariot*.

²⁰ This rule was added to balance the fact that *Chariots* are acquired in a different manner compared to the original game.

²¹ This rule was added to balance the fact that *Chariots* are acquired in a different manner compared to the original game.

²² In the original game the type of *Chariot* could not be altered.

²³ Taken from *The General* volume 19, issue 4 article, the prize money is important for a healthy campaign. Without it the total amount of money in the game will be less and less as the campaign progresses.

²⁴ Experience point awards were extended to all participating *Chariots* in order to make the Epic Campaign more interesting.

Experience Point Chart

Place in Race	Finishing Distance Bonus		
	Normal Experience	6+ Squares	11+ Squares
First Place	14 points	3 extra	5 extra
Second Place	8 points	2 extra	3 extra
Third Place	6 points	1 extra	2 extra
Fourth Place	4 points	1 extra	1 extra
Fifth through last place	3 points	-	-

10.1.1.1 Experience is recorded for each *Team* and each driver separately.

Example: If a Chariot came in first, and the second place Chariot was 12 Squares behind, the driver of the winning Chariot would receive 22 (14 + 3 + 5) experience points, and the Team would also receive 22 experience points.

10.1.1.2 All participating *Chariots* earn at least 3 experience points, even if they fail to finish the race.

10.1.2 SPENDING EXPERIENCE: Experience points can be accumulated indefinitely. Experience points can also be "spent" to increase *Team* and/or driver ability, but only of the *Team* or driver possessing those points.

10.1.2.1 For every 25 experience points spent by a driver, the driver's modifier increases one (+1). A driver's modifier may increase infinitely, there is no maximum limit, but the number of driver hits never increases.

10.1.2.2 For every 10 experience points spent by a *Team*, one horse's *Speed*/damage rating is increased by one (+1). No horse may be rated more than eight (8) until all horses are rated at least six (6). No horse may increase beyond ten (10), regardless of experience.

10.1.2.3 A player could also spend 10 *Team* experience points to increase *Team Endurance*. For every 10 *Team* experience points spent in this manner, the owner may add *Endurance Factors* equal to the roll of two dice.

10.1.2.4 Experience generated increases in *Team Speed* do not cause change in *Endurance* and vice versa. Each expenditure of experience points is a separate transaction entirely unrelated to the other.

Driver and Team Experience Chart

Benefit	Cost
Add 1 to Driver Modifier	25
Add 1 to a horse's Speed/damage rating	10
Add 🎲🎲 to Team's Endurance	10

10.2 GLADIATOR EXPERIENCE

10.2.1 GAINING GLADIATOR EXPERIENCE: The harder a gladiator fights and the longer he lasts without crippling injury, the more improvements he can expect in his skills and thus the greater his chances for survival. This improvement is measured in game terms by experience points earned by the gladiator during individual matches.

10.2.2 CALCULATING GLADIATOR EXPERIENCE: Subtract all CFs the gladiator used during the match for defence from the total of CFs the gladiator allotted for attacks during the match and divide the remainder by 3 (dropping all fractions). This is the number of experience

points each surviving gladiator earned during the match. A surviving gladiator does not generate negative points for having used more CFs on defence than offence.

10.2.2.1 Each gladiator who is granted *Missus* is given an additional five experience points.

10.2.2.2 Each gladiator who scores a kill is given an additional ten experience points.

10.2.2.3 Each gladiator whose opponent is granted *Missus* is given an additional 15 experience points.

10.2.2.4 If a slow kill is achieved, score a 20 point bonus if it occurs in the first turn, 15 points if it occurs in the second turn, 10 points in the third turn, 5 points in the fourth turn, and none thereafter. A slow kill is the gradual elimination of a single body area by two or more different attacks.

10.2.2.5 If a fast kill is achieved, score a 12 point bonus if it occurs in the first turn, 9 points if it occurs in the second turn, 6 points in the third, 3 points in the fourth, and none thereafter. A quick kill occurs if the first successful wound-producing attack to a particular body area results in the kill (or the Moment of Truth).

10.2.3 SPENDING GLADIATOR EXPERIENCE:

Experience points can be accumulated indefinitely, or "spent" immediately following a match to "purchase" increased skills for the gladiator's ensuing matches. A gladiator may "buy" any one of the following bonuses as a permanent improvement for an expenditure of the listed number of experience points.

Gladiator Experience Chart

Benefit	Cost
Add 1 to Training rating	25
Add 1 to Agility rating	35
Add 1 to Strength rating	35
Add 1 to Constitution rating	50
Add 1 to the maximum number of wounds allowed in each body area	50

10.3 CHAMPIONS

A Driver or Gladiator who has won ten races or gladiator engagements is crowned a *Champion* by the Emperor and is granted his freedom.

10.3.1 GLADIATOR CHAMPION: Note that to become the Emperor's *Champion*, a gladiator must survive and be victorious in ten combats. If a gladiator is granted *missus*, that contest is not counted toward the total. The Emperor's *Champion* is granted his freedom (he is removed from the game) and his owner is compensated with 10,000s. The accoutrements of the gladiator are not retained by the owner, nor can they be transferred to another gladiator.

10.3.2 DRIVER CHAMPION: A driver who wins ten races is likewise granted his freedom. His owner is also compensated with 10,000s, yet may retain the *Chariot* and *Team* for future races.

11. RECOVERING FROM INJURIES

11.1 CIRCUS MAXIMUS RECOVERY

11.1.1 GENERAL RECOVERY RULES: After each race, driver, horses, and car may have suffered injury or damage. This is repaired after the race (but not match race)²⁵ is over. Only a certain amount of repair is possible after each race, so frequently a *Chariot* will not be at full strength for the next race and the faction will find it prudent to substitute another *Chariot* from its stable.

11.1.2 DRIVERS AND HORSES: Drivers and horses recover from injury at the rate of one point restored per race. Thus, after the race, one point is restored. After the next race, another point is restored, etc., until the driver or horse returns to its original strength.

11.1.2.1 Losses due to drugging are automatically repaired after a race, in addition to the one point of “standard” injury repaired.

11.1.2.2 Neither the driver nor a horse can exceed its original hits allowance. Recovery is used only to bring the driver and/or horse back to its original (including experience generated *Speed*) level.

11.1.2.3 Any critical wound effects, like eye or arm wounds, are automatically healed.²⁶

11.1.2.4 Any loss of *Endurance* during a race is reset immediately after the race, even if the loss was due to a dead horse.

11.1.3 CARS: If a car is still running at the end of a race (i.e., both wheels are still on the car), the car is completely repaired after the race, with all damage “erased”. If a car lost a wheel during the race and was wrecked, it is lost and cannot be repaired.

11.2 GLADIATOR RECOVERY

11.2.1 INJURIES: Although all injuries sustained in a gladiator gala (but not challenge duel)²⁷, are considered healed after the gala, they may leave some crippling effects. After each gala the player must determine how the wounds incurred in his last match have healed.²⁸ He does this by rolling two dice for each body area which sustained a wound and subtracting the number of body wounds which he has healed in that particular body area since his last match. If the result is “1” or less, his wounds - though healed - have robbed him of some of his prior abilities.

11.2.1.1 If he fails his Head healing dice roll, he must deduct the amount he failed this healing roll by from his Constitution rating.

11.2.1.2 If he fails his Chest or Groin healing dice roll, he must deduct the amount he failed this healing roll by from his Wound rating.

11.2.1.3 If he fails his Arms healing dice roll, he must deduct the amount he failed this healing roll by from his Strength rating.

11.2.1.4 If he fails his Legs healing dice roll, he must deduct the amount he failed this healing roll by from his Agility rating.

12. DESIGNER'S NOTES

12.1 CIRCUS MAXIMUS²⁹

CIRCUS MAXIMUS is by no means a difficult game to learn or play. There are certain abstractions in the game that must be mentioned to allow the players to gain a better understanding of what is represented.

The movement system may seem a little peculiar in that movement is not simultaneous. Simultaneous movement would have been the ideal for a game such as this, but to include simultaneous movement would mean slowing down the game drastically. As it is, the game is limited to three laps when in reality, the Romans ran a seven lap race. This three lap limit was set to ensure that the game did not take five to six hours to play. All of the combat is based on this three lap race, in short it is compressed and made a little nastier to compensate for the reduced duration. Were you to run an actual seven lap race the current combat tables would have to be watered down considerably.

A few words on combat are in order. Admittedly, the Roman races were very dangerous for the participants. . . hence, the added attraction to the rowdy spectator crowds, because besides the simple problems of taking a corner too fast and ending up in pieces, the charioteers may assist a rivals demise. When charging around the track, it must be kept in mind that this is a race, and the use of attacks should be limited to critical points.

The chariot used by the Romans was generally just a platform large enough for the charioteer to stand in and could be easily picked up and lifted over the head. . . in short a light chariot that was not designed to plow into things very often. An added incentive not to cause excessive damage to the car rests in the fact that to better facilitate control of the team and car, the charioteer would tie the reins around his waist. Should the chariot flip, the charioteer will get a chance to practice belly surfing on the sand. The charioteer is equipped with a small, very sharp knife to cut himself free of these reins, but this simply leaves him prone on the track in the midst of a thundering herd of other chariots.

Very careful planning is in order to ensure that a team does not blow its endurance too early in a race. Particularly if these points are lost because of mistakes in judgment such as

²⁵ This is an important distinction in order to keep the campaign fair for all participants.

²⁶ There were no rules in the original game for the healing of critical wounds.

²⁷ This is an important distinction in order to keep the campaign fair for all participants.

²⁸ The timing of healing was changed to better align with the campaign structure.

²⁹ The designer's notes are repeated without change from the original rulebook.

entering a corner lane too fast. A blown team must count on nothing but luck to place. Ideally, a team should burn up the last of its endurance crossing the finish line, never before.

The strongest, and sometimes fastest, horse was always posted on the far left hand side in the Roman races. This is reflected in the rules, and if new teams are constructed this advice should be followed to the letter.

In the Circus, betting was what it was all about. Romans were absolutely fanatic about betting, and even the most impoverished of citizens would scrape whatever pennies together he could to blow in an afternoon at the track. It should be stressed that in the Campaign Game version, the acquisition of bucks is the keynote, not the winning of races.

What must be kept in mind while playing the Campaign Game, is that the purpose of the game is to have a good time. Don't feel that a personal vendetta is in order because every time you start the race, you find out that your wheels are glued on with spit.

A final word on combat. . . remember that this is a race. In the first edition everyone tended to get carried away with combat. By the end of the first lap, the track usually looked like the Kursk battlefield with only two chariots still in the running and one of those was walking. Although Avalon Hill redeveloped the game to restrict this type of occurrence, keep in mind that it is not always to your advantage to attack. This is a game of aggressive racing skill.



CIRCVS MAXIMVS AND GLADIATOR EPIC CAMPAIGN RULES II: THE RACE

Version 1.0 August 2016

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A. INTRODUCTION

1. ABOUT THESE RULES

This is version 1.0 of the Epic Campaign rules.

These are rules for use with the classic Avalon Hill game Circus Maximus in an Epic Campaign. The rules are based on the original Avalon Hill rules (with some references to the Battleline rules), additional rules from The General volume 17, issue 5, the Colosseum Campaign rules from The General magazine volume 19, issue 4 and errata and Q&As from The General magazine. Additional ideas have been generated through community discussions on BoardGameGeek.

The rules are divided into three main rulebooks. Rulebook I: THE CAMPAIGN has rules for running the campaign, Rulebook II: THE RACE (this rulebook) details the rules for running Circus Maximus races, while Rulebook III: THE ARENA has rules for gladiatorial combat.

These rules assume the game is played using models to represent the chariots, a large mapboard to accommodate the models and a number of play aids specifically made to facilitate the game.¹ All references to the chariot counters have been replaced by references to "models".

In this version the rules have been completely reorganised to make it easier to use them as a reference during play. The rules numbering has been updated and changed and will not correspond to the original numbering. The original partition of the rules into Basic, Advanced and Campaign rules has been abandoned.² In this version of the game all Advanced rules are in play and the game is assumed to be played as part of an Epic Campaign.³

These rules were written by Mattias Elfström in 2015-2016. Proofreading and additional suggestions were provided by Martin Stegmark and Gizmo Mathboy. Playtesting was done by Anders Andersson, Thomas Averdahl, Jeanette Utell Elfström, Claes Hohner, Torbjörn Johannesson, Ulla-Carin Johannesson, Rasmus Karlsson, Tuomas Loippo, Robert Simark, Karin Stegmark and Martin Stegmark.

The original copyright for these rules belongs to Avalon Hill and this document is not intended as a challenge to that copyright.

1.1 RULES CHANGES

Rules changed from the original rules and specific to this campaign game have been noted in the footnotes.

The main changes are to how the campaign is run (see Rulebook I), how *Chariots* are generated (see Rulebook I) and to how lash attacks against drivers are carried out. Other than

that only in a few instances and in minor ways do these rules deviate from the original. In some cases small changes and additions have been made to rules for completeness, clarification or to correct obvious errors.

Extra effort has been made to clear up the sometimes contradictory use of the concepts that are now well defined in Rulebook I.



Doing some on site research

2. COMPONENTS

2.1 RULES MANUAL

This rules manual contains all the information necessary to run a race. Two other rules manuals describe the rules for fighting gladiator battles (Rulebook III) and how to combine everything into an epic campaign (Rulebook I) respectively.⁴

Important game concepts have been defined in Rulebook I and when they are used throughout this rulebook they have been italicised (except when they appear in headings and on charts).

2.2 PLAY AIDS AND CHARTS

In order to play this version of Circus Maximus you should have all of the following charts and documents:

Epic Circus Maximus Betting sheet, version 0.5

Epic Circus Maximus Charts, version 0.5

Epic Campaign Pushpin Log, version 0.5

2.3 MAPBOARD

The mapboard forms the playing surface on which the *Chariots* are placed and moved.

¹ Even if the large map and model Chariots add a lot to the game it could still be played using the original mapboard and counters.

² Rolling the Advanced rules into the normal game makes the rules manual simpler to use, but may make the game harder to learn. It is suggested that players be familiar with the original game before trying this expanded version.

³ If desired these rules could also be used for one off Circus Maximus races. In such a case some rules (like betting and skullduggery) will have to be ignored.

⁴ The rules for gladiator battles were originally in the separate Gladiator game and the campaign rules were both in the two games and in The General magazine.



2.3.1 An oval track divided into spaces (hereafter referred to as "Squares") is printed on the mapboard, and is used to determine movement and position of the *Chariots*. This "active" area of the map is called the "track". An oval shaped area is enclosed by the track. This inactive core or centre is called the "spina".

2.3.2 The eight start lanes are printed in grey on the mapboard. No attacks are allowed from the grey *Squares* during the initial turn of a race. Once the *Chariots* leave these grey *Squares* to enter the regular *Squares* the grey *Squares* are ignored thereafter. The finish line, at the end of the third lap, is at the end of the backstretch as shown.

2.4 CHARIOT MODELS⁵

The *Chariots* in the game are represented by 1:72 scale models. There are sixteen *Chariot* models available.⁶



Car and Team models on the track.

2.4.1 When the *Team* and car models are combined, one behind the other on the track, as illustrated above, they are referred to as a "*Chariot*".

2.4.2 The *Chariot* models each have a unique colour scheme identifying them.⁷ Each player in the game will use one or more *Chariots* depending on the number of players.

2.4.3 The following models may replace the car model depending on what happens in the game:



Dragged Driver model



Individual Driver model



Wrecked Car (Wreck) model

2.5 GAME COUNTERS

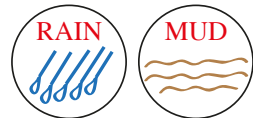
Various counters are used to mark different events during a race.⁸

2.5.1 The colour counters correspond to the different *Chariots* and are used to determine the order of movement during each race turn.

2.5.2 The Dolphin and Egg counters are used to mark the laps as the race progresses.



2.5.3 The Rain and Mud counters are used to indicate the current weather (3.7).



2.5.4 The Carcass counters are placed on *Teams* with dead horses until they are cut free (12.2).

2.5.5 Horse Carcass models are placed when dead horses appear on the track. They will act as



⁵ In this version of *Circus Maximus* the original die-cut counters are replaced by models and these rules are written assuming such models will be used.

⁶ The number of models could actually be anything, but should at least be eight.

⁷ The original rules made frequent use of "factions". In these rules the faction term has been eliminated for simplicity and clarity.

⁸ All original die-cut marker counters are replaced by wooden markers in this version of *Circus Maximus*. A number of additional markers are added for convenience. Many of the counters were added to simplify the application of certain rules that are easily forgotten otherwise.

Obstacles (8.9) for passing *Chariots*.⁹ Once placed they will not be removed.



Horse Carcass model

2.5.6 The Jostled counters are placed after a jostle result (9.4). A *Chariot* marked with a Jostled counter is unable to use any straining, including *Voluntary Straining* and cornering over the *Safe Cornering Speed*. A *Chariot* will never have more than one Jostled counter (but the *CDM* may be reduced multiple times). The Jostled counter is removed according to the turn sequence when the *CDM* is no longer negative.



2.5.7 The No Straining counters are placed after a double sideslip result (9.3), when a *Team* has zero *Endurance* remaining (11.2) or if the *CDM* becomes negative for any other reason (except for a jostle). A *Chariot* marked with a No Straining counter is unable to use any straining, including *Voluntary Straining* and cornering over the *Safe Cornering Speed*. A *Chariot* may be marked with one or two No Straining counters, but never more. The No Straining counters are removed according to the turn sequence if positive *CDM* is restored.



2.5.8 A Blinded counter is placed after a "9 to 10" result in a dust attack (10.6). The Blinded counter is removed according to the turn sequence if control of the *Team* is regained.



2.5.9 A *Chariot* which has used MFs outside of its movement phase is marked with a Used MFs counter. The actual number of MFs used is kept track of on the Pushpin Chariot Log. The Used MFs counter is removed according to the turn sequence.



2.5.10 The Move Straight counters are placed after a "6 to 8" result in a dust attack (10.6). The Move Straight counters are removed according to the turn sequence.



2.5.11 The No Inside Lane Change counters are placed after a sideslip or double sideslip result (9.3). A *Chariot* will never have more than one No Inside Lane Change counter. The No Inside Lane Change counter is removed according to the turn sequence.



2.5.12 The No whip counters are placed when a driver's whip is lost after a grab (10.4.3) or a critical hit "2" or "12" (10.4.4). The No Whip counter is removed if the driver manages to replace his whip.



2.6 PUSHPIN CHARIOT LOG¹⁰

The Pushpin Chariot Log is used to note movement orders for the *Chariots*, and to record damage and actions affecting the car, horses and driver.

2.6.1 Once the race begins, players may not conceal the information on their Pushpin Chariot Log and must freely divulge it to any inquiring player.

2.6.2 Each player marks the necessary information for each *Chariot* he controls on a Pushpin Chariot Log before the race. Each log has separate areas, showing information about the *Team*, car and driver, current movement and damage suffered during the course of the race. The various categories are as follows:

CIRCUS MAXIMVS PUSHPIN CHARIOT LOG v5 by MEIforöm 2015-2016

Team Speed (Max speed = Team speed + CDM)

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40

Endurance

74	73	72	71	70	69
68	67	66	65	64	63
62	61	60	59	58	57
56	55	54	53	52	51
50	49	48	47	46	45
44	43	42	41	40	39
38	37	36	35	34	33
32	31	30	29	28	27
26	25	24	23	22	21
20	19	18	17	16	15
14	13	12	11	10	9
8	7	6	5	4	3
2	1	0			

Driver Name:

Laps

10	10	10	10
9	9	9	9
8	8	8	8
7	7	7	7
6	6	6	6
5	5	5	5
4	4	4	4
3	3	3	3
2	2	2	2
1	1	1	1

Left Wheel Damage

1	2	3	4	5	6	7	8	9	10
1	2	3	4	5	6	7	8	9	10

Right Wheel Damage

1	2	3	4	5	6	7	8	9	10
1	2	3	4	5	6	7	8	9	10

Light Medium Heavy

-3	0	+3
----	---	----

Added speed

+1	+2	+3	+4	+5	+6
+7	+8	+9	+10	+11	+12
+13	+14	+15	+16	+17	+18

Used Move

-1	-2	-3	-4	-5	-6
-7	-8	-9	-10	-11	-12
-13	-14	-15	-16	-17	-18

Turn Speed

-2	-1	0	+1	+2	+3	+4	+5	+6	+7
----	----	---	----	----	----	----	----	----	----

DM

-12	-11	-10	-9	-8	-7	-6	-5	-4	-3
-2	-1	0	+1	+2	+3	+4	+5	+6	+7

Driver Hits

10	9	8	7	6	5	4	3	2	1
----	---	---	---	---	---	---	---	---	---

Driver Move

5	4	3	2	1
---	---	---	---	---

COLOUR: The colour of the player's *Chariot*. The colours are; BLACK, BLUE, BROWN, BURGUNDY, GREEN, GREY, JADE, LIGHT BLUE, LIGHT GREEN, ORANGE, PINK, PURPLE, RED, SAND, WHITE and YELLOW.

TEAM SPEED: The combined *Speed* of all horses in a *Team*. Whenever a horse suffers damage the *Team Speed* decreases, and the new *Team Speed* is noted. Note that *Team Speed* is not the same as *Total Speed*, *Max Speed* or *Turn Speed*.

The *Team Speed* is reduced by one during rain (3.7.3) and by two during mud (3.7.4).

Team Speed can be temporarily reduced for various reasons. Temporary *Team Speed* reductions (like the movement loss in 10.4.3 or *Team Speed* reductions in

⁹ The horse carcass rules were introduced in *The General* volume 17, issue 5.

¹⁰ The original game used a written race log. The pushpin logs give a better overview, but a written log could easily be used instead.

10.6 and 10.10.3) can be marked with a second pin. The second pin is removed after the next movement phase taken by the Chariot (unless still blinded).

HORSE SPEED/DAMAGE: Each horse will receive a number representing its *Speed*/damage. The number of boxes marked is equal to the horse's *Speed*/damage.

ENDURANCE: A number of boxes equal to the *Team Endurance* at the start of the race. As *Endurance* is used during the course of the race, the current number of *Endurance Factors* remaining is noted.

The type of car used will affect the *Endurance* for the current race.

LAPS: Mark each completed half lap here.

WHEEL DAMAGE: Damage to the car is recorded by marking the boxes of the respective wheels so that the marked box contains the total number of damage points sustained by the wheel to date.

CAR: Mark the box indicating the type of car selected - light, medium, or heavy (see Rulebook I).

Medium cars reduce the *Team Endurance* by one quarter and heavy cars reduce the *Team Endurance* by half for the current race.¹¹

WHIP LOST: This box is marked if the driver loses his whip and serves as a reminder that the driver is unable to perform any actions requiring a whip. The marker is removed if the driver regains a whip.

KNIFE LOST: Mark this box if the driver's knife is thrown. It serves as a reminder that the driver can no longer cut dead horses (12.2.2) or himself (13.3.1) free.

DUST USED: Mark this box if the driver has used his one dust attack opportunity (10.6).

EYE WOUND: Mark one of these boxes if you suffer a critical hit to an eye (critical hit result "5") (10.4.4).

ARM WOUND: Mark this box if you suffer a critical hit to the arm (critical hit result "4") (10.4.4).

ADDED SPEED: Use these boxes to mark any *Added Speed* from *Voluntary Straining* (8.3) or lash attacks (10.4.1) made before the defender has taken his movement phase.

ADDED SPEED NEXT TURN: Use these boxes to mark any *Added Speed* from lash attacks (10.4.1) made after the defender has taken his movement phase.¹²

USED MOVE: Use these boxes to mark any *Used Move* from earlier evades (10.3.3) or running down *Individual Drivers*.

TURN SPEED: Write the planned *Turn Speed* of the *Chariot* on a piece of paper and post it here when *Turn Speeds* are revealed.

DRIVER MODIFIER: A number representing the driver's overall skill (see Rulebook I).

CURRENT DRIVER MODIFIER: A number representing the driver's skill during the current game turn only. The *Current Driver Modifier* (hereafter referred to occasionally as *CDM*) is not entered into the *CDM* boxes until the *CDM* differs from the *Driver Modifier*, in which case the *CDM* is marked in the *CDM* box.

DRIVER HITS: A record of damage sustained by the driver during the race. In order to keep track of loss of DM due to hits (12.1) a marker should be placed at the half hits level (rounded down) and at the one third hits level (rounded down). The Driver Move indicates how many *Squares* an *Individual Driver* can move on foot (14.1.1).

2.7 BETTING SHEET

The Betting Sheet is used to record all bets placed before and during the race. The sheet has spaces for noting the odds and calculating the payoffs after the race. (**EXCEPTION:** The betting sheet is not used in a match race.)

2.8 OTHER COMPONENTS

Other components that may be used to facilitate the game include:

A good number of six sided dice are needed for the various rolls during the game. It is recommended to use dice of various colours so that attacker and defender rolls can easily be distinguished.

A draw bag (or other opaque container) for the colour counters is needed.

One or more large 20-sided dice can be used to mark how many *Movement Factors* have been spent during a turn while other game mechanics interrupt movement.

¹¹ This rule was added to this version of the game in order to balance how Chariots are acquired in the Epic Campaign. The Battleline rules had heavy cars reduce Speed, but adjusting Endurance is more flexible.

¹² This box was added to make it easier to keep track of when the Added Speed is applicable.

B. SET UP

3. SET UP RACE

Setting up a race involves the following steps:

- Select options (3.1)
- Nominate Racing Steward (3.2)
- Determine number of *Chariots* (3.3)
- Select participating *Chariots* (3.4)
- Set up mapboard and *Chariots* (3.5)
- Colour selection (3.6)
- Weather determination (3.7)
- Skullduggery and security (4.)
- Betting (5.)

3.1 SELECT OPTIONS

Before the race starts the players should agree on the following options:

3.1.1 TIME LIMIT: A Circus Maximus race may take a lot of time to finish, especially if there are many players. In cases where only a limited playing time is available players may agree before the race to play to a specific time. The winner and other placings will be determined by who leads at the end of the set time.

3.1.2 TWO LAP RACE: Many races are decided long before they've gone their full three laps. If players agree you may shorten the race to two laps. Remove one dolphin and one egg counter from the spina and reduce the *Endurance* of all *Teams* by one third for this race. There will only be one opportunity to increase bets after the first lap (5.2.2).¹³

3.1.3 OUTLAWED RAMMING OF HORSES: In order to make the game play a little faster players may agree to outlaw ram attacks on horses. If this option is in effect any offender will not be able to win the race (but may still place) (see 10.7.3).

3.2 NOMINATE RACING STEWARD

Select one player or a non-playing bystander to act as the Racing Steward. He will announce the start of each turn and determine order of movement by randomly drawing the coloured counters from a bag one at a time. He will also be responsible for the reaction time procedure.

If the Racing Steward is a player also nominate a stand in to conduct the Racing Steward responsibilities while the head Racing Steward is taking his move.

3.3 DETERMINE NUMBER OF CHARIOTS

Between two and sixteen people can take part in a race; the more the better.¹⁴

3.3.1 If less than sixteen players are present, some or all of them may be able to race more than one *Chariot*. Each

additional *Chariot* tends to increase the congestion, bloodshed, and playing time accordingly.

3.3.2 Each participating player will race at least one *Chariot*. If there are eight or fewer players it is recommended that every player races two *Chariots*. If it is not possible to divide the *Chariots* evenly between the players the privilege of running extra *Chariots* can be auctioned off. No player will be allowed to run more than one *Chariot* more than any other player.¹⁵

3.3.3 The auction is conducted as a free for all auction with minimum bids of 100 sesterces. If there are no bids for the privilege of running an additional *Chariot*, no more privileges are auctioned off. The auction may result in some players having more *Chariots* than others, but is balanced by weaker players tending to “gang up” on stronger players during a race.

3.3.4 A player controlling more than one *Chariot* cannot attack or use skullduggery against another *Chariot* under his own control.

3.4 SELECT PARTICIPATING CHARIOTS

Each player taking part in the race must secretly record which of his *Chariots* will take part in the race.

3.4.1 If a driver or *Team* has unrepaired injury, they are normally prohibited from racing. A *Chariot* with a perfectly healthy driver and *Team* must be used instead.

3.4.2 If a player lacks any healthy *Team* or drivers, he may use still injured ones, but must use the *Chariot* with the least injury points yet unrepaired (i.e., that closest to being healthy).

3.4.3 In no case may a *Chariot* with fewer than four horses be entered in the race.

3.5 SET UP MAPBOARD AND CHARIOTS

Set up the mapboard and *Chariots*.

3.5.1 Place the participating *Chariots* randomly in their starting locations with the car model of each *Chariot* resting on a grey *Square* containing a Roman numeral, and the corresponding *Team* model on the *Square* in front of it. If there are more than eight *Chariots* in the race, place the last eight *Chariots* directly behind any of the eight *Chariots* set up in the first row such that the first *Square* they pay a *MF* to enter will contain the Roman numeral.

3.5.2 Place the colour counters into a bag.

3.5.3 Place three Egg counters on the spina by the start and finish lines. Place the three Dolphin counters at the opposite end of the spina.

¹³ This optional rule was introduced to allow for shorter playing times. Be sure to reduce *Endurance* to keep game balance.

¹⁴ The number of players has been expanded from the original game. Note that games with more than eight players tend to take a long time to finish. If more than sixteen *Chariots* are available there is no reason why the game cannot accommodate even more players.

¹⁵ This rule is unique to this version of *Circus Maximus* and was not in the original game.

3.6 COLOUR SELECTION

Each player, in turn, picks colour counters (sight unseen) from the bag according to how many *Chariots* he will have in the race. The colour(s) selected is his *Chariot(s)*.


3.6.1 Each player uses a Pushpin Chariot Log for each of his participating *Chariots*. The Pushpin Chariot Logs are now set up (see 2.6).

3.7 WEATHER¹⁶

Even if the sun usually shines over Circus Maximus, there may be variations in weather.

3.7.1 Before the race begins, the Racing Steward rolls one die and consults the Weather Chart. If the result is "Rain", players must consult the Weather Chart every other turn during the race beginning with the second turn of the race until the weather clears.

3.7.2 Should rain remain in effect until the first *Chariot* completes the third consecutive corner under rain conditions, weather conditions change to "Mud" for the balance of the race whether the rain continues past that point or not.

Weather Chart		
	Initial Result	Subsequent Checks
1	Rain*	Clear
2	Clear**	Rain
3	Clear	Rain
4	Clear	Rain
5	Clear	Rain
6	Clear	Rain

Notes

- * Rain is in effect. Reroll on this column immediately. Another "1" result means that the race starts under "Mud" conditions as well as rain.
- ** Reroll on "Initial Result" column at start of each lap.

3.7.3 RAIN: Rain has the following effects as long as it continues to rain:

- Dust attacks are not allowed in the rain
- Team Speed* is reduced by one
- CORNER STRAIN CHART MODIFIERS are as follows: Light cars subtract 3 from all dice rolls. Medium cars subtract 2 from all dice rolls. Heavy cars subtract 1 from all dice rolls.
- LANE CHANGES are now subject to modification as follows: Light cars must roll one die whenever they change lanes. If the result is a "5" or "6" they complete the lane change and then immediately sideslip (8.8) one lane in the same direction. There is no movement cost, but all normal rules apply, such as involuntary ram attacks. Medium cars must follow the same procedure, but only sideslip on a result of "6".

3.7.4 MUD: Mud has the following effects:

- Once mud has been declared the effects of Rain on lane changes and *Straining in a Corner* become permanent even if the rain stops.
- The combined effects of rain and mud increase the negative *Straining in a Corner DRMs* by -1 for each type of car.

- The *Safe Cornering Speed* (8.5.1) of all *Chariots* is reduced by three when "mud" is in effect.
- Team Speed* is reduced by two.
- A dragged driver suffers only one third (as opposed to half) the resulting numbers of hits determined by one die roll at the conclusion of each movement phase in which he has been dragged (13.3.2).
- An *Individual Driver* on the track can move one *Square* for each three (as opposed to two) remaining unmarked driver hit boxes (fractions rounded up) per turn (14.1.1).



4. SKULLDUGGERY & SECURITY

4.1 USING SKULLDUGGERY

A player may attempt to impair the performance of one (and only one) rival *Chariot* in each race through various underhanded devices. These devices are bribing drivers, drugging horses, and/or sabotaging cars.

4.1.1 Each skullduggery device used against a *Chariot* costs a separate sum. The same device could be used against the same *Chariot* in different races but must be paid for separately before each race. Two or three different devices could be used against the same *Chariot* in the same race.

Example: A player could not bribe the driver of another Chariot twice in a race, but he could both bribe a driver and drug the horses and/or sabotage the car of the same Chariot.

4.2 BRIBERY

A driver may be bribed to either not attack a specific player in the upcoming race; or to reduce speed during the upcoming race. A driver cannot be bribed to both reduce speed and not attack. Separate bribes for each cannot be offered.

4.2.1 Bribes are secretly recorded as to amount and type at the start of the race, and put aside. Regardless of the results of bribery, the money is considered spent when the bribe is secretly written. Bribes may never be withdrawn once made.


4.2.2 To determine results of a bribe, use the following procedure: At any time during the race a player may reveal a bribe. At that time, the bribe is resolved. Bribes have no effect until revealed. If a player forgets to reveal his bribe, the money is still spent, but to no effect. Bribes cannot be carried over from one race to another. When a bribe is revealed, the player who is the target of the bribe reveals any security money paid to the driver to protect against bribes. This security money is subtracted from the bribe amount, and the result is the net bribe. If the net bribe is in favour of the briber, and meets the necessary minimum sum, the bribe

¹⁶ One of the interesting rules from *The General* volume 17 issue 5 is the Weather rule. It has been adapted for use in this version of *Circus Maximus*.

may be successful. If so, it takes effect immediately for the duration of the race.


4.2.2.1 NO ATTACK BRIBES: If the net bribe is at least 500s, a die is rolled. The bribe takes affect on any die roll which when multiplied by 500s does not exceed the net bribe. Only one such die roll may be made per bribe. The bribed driver will not make any attacks against the player which bribed him.¹⁷ Any current attack is cancelled, and no further attacks may be made. However, if the player which bribed the driver attacks that driver, the bribe is off, and the driver can make attacks again.

No Attack Bribe:

Reveal at any time. If net bribe $\geq 500 \times$ , no attacks against bribing player.

4.2.2.2 REDUCE SPEED BRIBES: If the net bribe is at least 500s, a die is rolled. The bribe takes affect on any die roll which when multiplied by 500s does not exceed the net bribe. Only one such die roll may be made per bribe. The bribed driver will reduce the *Team Speed* by one for each complete multiple of 500s of net bribe up to a maximum of 3000s for the remainder of the race.

Reduce Speed Bribe:

Reveal at any time. If net bribe $\geq 500 \times$ , reduce Speed by one for each 500 of net bribe (max 3000).

4.3 DRUGS

A player may spend 500s or more to drug the horses of another *Chariot's Team*. Drugging is secretly planned, but must be revealed just before the *Chariot* makes its first move. If a player forgets to reveal his drugging, the money is still spent, but to no effect.

4.3.1 To resolve drug effects, the player who drugged the horses reveals the amount of money he spent, and then the player with the drugged horse reveals the money he spent for security against drugging (if any). If the drugger spent more, the drugs may take effect.

4.3.2 If the drugger spent 500s more than the defender spent for security, one horse of his choice suffers one (1) injury point. For each additional 500s, another injury point is inflicted. These points can all be on the same horse, or spread out among the various horses of the *Team*, as the drugger desires.

Drugs:

Reveal before first move. One injury per 500 net drug.

4.3.3 All drug injuries are temporary, and apply for that race only. The horse is not permanently injured by drugs. Even a collapsed horse can be revived after the race with no ill effects.

4.3.4 A drugged horse that collapses on the grey *Squares* is removed from the game after it is cut loose.¹⁸

4.4 SABOTAGING CARS


A player must spend 1000s or more to sabotage the car of another *Chariot*. As with drugs, sabotage is secretly planned, and revealed just before the *Chariot* makes its first move. If a

player forgets to reveal his sabotage, the money is still spent, but to no effect.

4.4.1 To resolve sabotage effects, the player who made the attempt reveals the amount spent, and then the player being sabotaged reveals money spent for security against sabotage. If the saboteur spent more, the sabotage will take effect on any die roll which when multiplied by 100s is less than or equal to the difference of the amounts spent for sabotage and security.

4.4.2 If the sabotage is effective and the saboteur spent 100s more than security, two points damage is suffered by one wheel (saboteur's choice) of the car. For each additional 1000s spent, another point of damage is suffered.

Sabotage:

Reveal before first move. Must spend 1000. If net sabotage $\geq 100 \times$ , two damage to one wheel, one more damage per additional 1000.

4.4.3 Car sabotage is permanent damage to the car (but can be automatically repaired after the race like all car damage).

4.5 USING SECURITY

Before each race, at the same time skullduggery is secretly planned, each player may also secretly spend money on security for his *Chariot(s)*. This helps protect against skullduggery.

4.5.1 Security money must be paid for a specific type of protection, as listed below:

- STOP BRIBERY: protects against all types of bribery.
- STOP DRUGGING: protects against all types of drugs.
- STOP SABOTAGE: protects against car sabotage.

4.5.2 Security money can be spent to stop two or all three types of skullduggery, but a separate sum must be paid for each type of protection.

4.5.3 Security money is paid by the race, for each race. The money is considered spent regardless of whether any actual skullduggery occurs. Money spent for protection in one race never carries over to another race. Security money can never be recovered.

4.5.4 Security money can be used as many times as skullduggery is attempted against its particular classification for that race.

Example: The drug attempt of one player does not lessen the security invested by the defender against the drug attempt of yet another player. Each skullduggery attempt is resolved independently of all the others.

4.5.5 Security money does not provide absolute protection. It simply makes skullduggery more difficult and expensive. See the skullduggery rules for the effect of security money on the various skullduggery results.

¹⁷ "Faction" was changed to "player" to account for players who run more than one *Chariot*.

¹⁸ The original rules did not cover this situation.

5. BETTING

5.1 GENERAL BETTING RULES

All participating players must bet on every race. Bets must be in 100s increments. The maximum bet is unlimited, subject to the financial resources of the wagerer.

5.1.1 Each participating player must bet on (one or more of) his own *Chariot(s)*. In addition, he may bet on as many other *Chariots* as he desires, but the total of those bets may not exceed the total amount he bets on his own *Chariot(s)* unless he does not enter a *Chariot* in the race. Once a bet is placed, it may never be removed or taken back.

5.1.2 In addition, players may make side bets between themselves.

5.1.3 Campaign players who do not take part in a particular race may act as Wealthy Betterers (see Rulebook I).

5.2 BETTING PROCEDURE

Players secretly record all bets on the Campaign Log, and then reveal their bets simultaneously. All bets are then noted on the Betting Sheet by the Racing Steward.

5.2.1 Betting odds are now determined and noted. Add the total of all bets placed on the entire race. For each *Chariot*, add the total bets on that *Chariot*, and divide that into the total for the race. The result, rounded down to the nearest whole number is the odds for that particular *Chariot*.

Example: A total of 30,000s are bet on the race. A total of 4,900s are bet on the red Chariot. Therefore, 30,000/4,900 yields 6.12, rounded off to 6, or 6-1 odds.

5.2.2 Players may bet again at the end of the first, and again at the end of the second lap of the race. A bet made during the race on a *Chariot* may never exceed the amount that player bet before the race on the same *Chariot*. Bets made during the race do not change payoff odds. Odds will remain the same.

5.3 PAYOFFS

Payoffs are made after the race. Only the winning *Chariot* will pay off. Normally, multiply the odds times the money bet for the payoff. Therefore, if red was listed at 6-1 odds, and a player bet 1,500s on red, when red won, the payoff would be 6 x 1,500s = 9,000s.

5.3.1 The bank covers any payoffs above what was bet. This represents money from other (non-played) betterers.¹⁹

5.3.2 Winning betterers keep the money they bet.²⁰

5.4 MATCH RACE BETTING

During an Epic Campaign there may be a number of match races between two players. In match races betting is handled differently from what was described above.

5.4.1 MATCH RACE BETS: In a match race each owner must bet a minimum of 100 sesterces on his own *Chariots* against the opposing player. The challenger may offer better odds than 1-1. Every time the challenger offers better odds

the challenged player minimum bet is doubled up to a maximum of 1600 sesterces for 5-1 odds.²¹

Match Race Minimum Bets Chart

Odds	Challenging player bet	Challenged player bet
1-1	100s	100s
2-1	400s	200s
3-1	1200s	400s
4-1	3200s	800s
5-1	8000s	1600s

5.4.2 If one player increases his bet beyond the minimum the other player must follow. If one player lacks funds to follow an increased bet he may try to sell resources or take a loan from the other players. If he still cannot follow the bet he must decline the challenge.

5.4.3 The player whose *Chariot* wins the race wins the bet.

5.4.4 All players (even those not participating in the match race) may make any side bets they want.

¹⁹ This rule was changed to allow for more currency to flow into the game. The original rule proved problematic in a long campaign.

²⁰ This was unclear in the original rules, but is how betting normally works.

²¹ These rules are taken from the *Gladiator* game.

C. THE RACE

6. RACE SEQUENCE OF PLAY²²

Play begins after all setup and preparation is complete. The game is played in "turns". Each turn is divided into phases, which must be carried out in sequence.

Some sub-steps of the phases are marked with coloured triangles. These same triangles appear on the play aids affected in that particular sub-step.



A. START OF TURN

- If rain is in effect roll on the weather chart every even turn (3.7.1).
- If clear** (3.7) is in effect reroll on the weather chart at the start of each lap.
- Increase all reduced *Current Driver Modifiers* by one (rule 9.4.6). ▲
- Remove Jostled counters from drivers who have regained positive *CDM* (9.4.1). ▲
- Remove one No Straining counter unless *Endurance* is 0. ▲
- All *Teams* with *Endurance* ≤ 0 have their *Team Speed* reduced by one (rule 11.2.3). ▲

B. MOVEMENT NOTATION

- Each player secretly selects the *Turn Speed* for his *Chariot(s)* for the coming turn (rule 8.2).
- All *Turn Speeds* are revealed and noted on the Pushpin Chariot Logs simultaneously.²³

C. MOVEMENT ORDER PREPARATION

- All colour counters are placed in a bag and mixed by the Racing Steward. **EXCEPTION:** When the race begins, the colour counters for all second row *Chariots* are not placed in the cup until after all first row *Chariots* have completed their movement phase. Starting with the second game turn all colour counters are placed in the cup to determine order of movement.

D. MOVEMENT PHASE

- The Racing Steward draws one counter from the bag: drawn *Chariot* or *Runaway Team* moves.
- Any drugging/sabotage must be revealed just before the target *Chariot* makes its first move (rule 4.3 and 4.4).
- The movement phase of a *Chariot* is divided into three parts. At the start of its movement phase the moving *Chariot*:
 - may *Voluntarily Strain* (rule 8.3).
 - may need to roll for *Starting from Zero* (rule 8.4.3).
 - may attempt to cut free dead horse (rule 12.2.2).
 - may have to check for flip due to wheel damage (rule 12.3).
 - may roll to regain control of *Team* if blinded (10.6.4). ▲
- During its movement phase the moving *Chariot*:
 - must use its *Total Speed* to move and attack (rule 8.4.2). (Non-moving *Chariots* may not move, except to avoid attacks (see 10.3), or as a mandatory result of attacks.)
- At the end of its movement phase the moving *Chariot*:
 - may attempt to cut dragged driver free (rule 13.3.1).
 - must apply damage to dragged driver (rule 13.3.2).
 - removes *Used Move* markers from the Pushpin Chariot Log (2.6.2). ▲
 - removes one *Move Straight* counter (10.6.5) from a driver so marked. ▲
 - removes second pin from *Team Speed* unless still blinded. ▲

Repeat the movement phase steps, drawing additional counters and taking movement phases until all counters in the bag are removed. At this point, all *Chariots* and *Runaway Teams* have moved once and the turn proceeds to phase D.

E. MOVE INDIVIDUAL DRIVERS

- Drivers of *Stationary Chariots* may choose to abandon them (12.2.3.3).
- *Individual Drivers* on the track move (rule 14.1).

F. END OF TURN

As the turn ends do the following:

- remove all No Inside Lane Change counters. ▲
- remove all *Added Speed* markers from all Pushpin Chariot Logs and move *Added Speed* Next Turn markers to the *Added Speed* field (2.6.2). ▲

Repeat the A through F turn phases until the race is finished (rule 15.2).

²² This rule has been expanded with many details that were hidden throughout the original rules.

²³ It was unclear in the original rules when *Turn Speeds* were revealed.

7. REACTION TIME²⁴

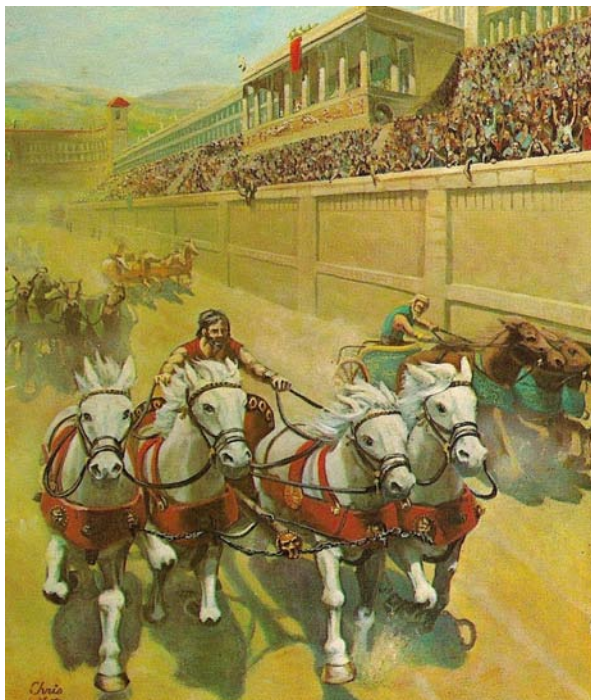
7.1 REACTION TIME BASICS

All players with the experience of at least one earlier race have to abide by the reaction time rules. It is in the best interests of an enjoyable game for all concerned to quicken the pace so as to both shorten the playing time, and more closely reflect the lightning reflexes needed by a charioteer. Despite some initial complaints, ultimate player enjoyment will be greatly increased by ridding the game of those inevitable plodding players who seem to take forever to make their moves.

7.2 REACTION TIME PROCEDURE

7.2.1 At the conclusion of each game turn, the Steward announces the number of the upcoming game turn and commences a five second countdown ("one thousand one, one thousand two..." etc.). Any player whose *Turn Speed* is not written at the end of the countdown must duplicate his last recorded *Turn Speed* (if that is not possible due to combat results sustained in the interim, substitute the *Maximum Speed* possible) in the upcoming turn.

7.2.2 When the Racing Steward calls out the colour to be moved next he should also count out the seconds elapsed until the player begins moving his *Team*. The moving player has a maximum of five seconds to begin movement. Failure to move (including announcing an attack or decision to *Voluntarily Strain*) in this time period results in forfeiture of the player's control over the *Team* during that movement phase. The *Team* is moved straight ahead in its current lane a number of spaces equal to its *Total Speed* for that turn, making no attacks, braking, and changing lanes only if forced to with lane changes occurring to the outside where possible.



7.2.3 There is no time limit for the resolution of attacks and other necessary chart checks.

7.2.4 Once a player has started to move, time should not be a problem, but if it is, the Steward should once again start his five second countdown during which the moving player must either announce an attack or move to a new *Square*.

7.2.5 If the Steward is also a player, the assistant Steward conducts the countdown when the Steward is moving his own *Chariot*.

7.2.6 Once players become proficient at playing under such time pressures, the five second time limit should be lowered accordingly.

8. MOVEMENT

8.1 GENERAL MOVEMENT RULE

It is recommended that players get in the habit of moving only their *Team* model as they make their move, leaving the car model in the *Square* it occupied at the start of the Movement Phase as a reminder of where the *Chariot* began its move in case players should forget the *Movement Factors* they've expended up to that point, or there is a question regarding the legality of a move. Once the move is completed and accepted by the other players, the car model can then be placed behind the *Team* model to reform the *Chariot*.

8.1.1 Once moved from a *Square*, a model may not be returned to that *Square* to "redo" its move except as a result of an illegal move cited by another player.

8.1.2 Actual physical counting of *Squares* by drawing one's finger across the mapboard prior to movement is prohibited. Such counting should be done mentally as play proceeds and before the driver's actual turn. The fact that a player's *Chariot* was the first (or last) one drawn during a turn is no excuse.

8.2 MOVEMENT NOTATION

Turn Speed is the number of *Movement Factors* the *Chariot* plans to use in the upcoming movement phase (other causes may add additional *MFs*).

8.2.1 At the start of each turn all players secretly write down the actual speed including any change for *Current Driver Modifier* that their *Chariot* will use in the coming turn. This number is then posted in the *Turn Speed* section of the Pushpin Chariot Log.

8.2.2 The noted *Turn Speed* cannot exceed the total of *Team Speed* and the *Current Driver Modifier*. However, it can be any amount less than that amount, including no movement at all.

8.2.2.1 *Runaway Teams* must select their *Team Speed* as their *Turn Speed*.

8.2.2.2 Blinded drivers must select half their *Team Speed* (rounded up) as their *Turn Speed*.

8.2.3 The *Turn Speed* selected and noted (above) plus *Added Speed* minus lost *Speed* for *Starting from Zero* or lost *Speed* for cutting a dead horse free is the *Total Speed* and

²⁴ This rule should be emphasized, especially with large numbers of players.

represents a number of *Movement Factors* the *Chariot* must²⁵ use in its ensuing movement phase.

8.3 VOLUNTARY STRAINING

There are two different forms of straining; " *Voluntary Straining*" and " *Straining in a Corner*" (see 9.).²⁶

A player may voluntarily whip his horses to gain extra speed. The driver of the *Chariot* must have his whip to use *Voluntary Straining*. All drivers start the race with a whip but may lose it during the course of Lash Attacks (see 10.4.2).

8.3.1 *Voluntary Straining* is prohibited if the *Chariot* has no *Endurance* remaining, or the *CDM* is negative (see Jostle, 9.4), or if the driver will attempt to cut a horse free (see 12.2.2) or has no whip.

8.3.2 *Voluntary Straining* must be announced at the start of the driver's movement phase before he begins his move.

8.3.3 *Voluntary Straining* is resolved by rolling a die and adding the resulting number to the recorded *Turn Speed* for the turn. In effect, the *Chariot's MFs* are increased by the amount of the die roll. Note that straining can increase the *MFs* of a *Chariot* beyond the *Team Speed*. Note the added *MFs* in the *Added Speed* box on the Pushpin Chariot Log.

8.3.3.1 A driver with an arm wound (10.4.4) halves all *Voluntary Strain* die rolls (fractions rounded up).

8.3.4 Each *MF* added by *Voluntary Straining* reduces the *Chariot's* remaining *Endurance Factors* by a like amount. If the die roll were 3, and three *MFs* were added, then three *Endurance* boxes would be checked off.

8.3.4.1 A *Team* may not add more *MFs* than it has *Endurance Factors* remaining. Any *Voluntary Straining* number in excess of the number of remaining *Endurance Factors* is treated as equal to the number of remaining *Endurance Factors*. This is the only case where a player can use a number less than the *Voluntary Straining* die roll to add to his recorded *Turn Speed*.

8.4 MOVEMENT EXECUTION

8.4.1 At no time may more than one car or *Team* model occupy the same *Square* (but see rule 8.9 for moving through *Obstacles*).

8.4.2 At no time may a *Chariot* expend less *MFs* than its *Total Speed*. All *MFs* must be used up during a *Chariot's* movement phase. Therefore, *Chariot* movement requires a certain amount of advance planning. Also note that some available *MFs* may already have been used (and noted under *Used Move* on the Pushpin Chariot Log).

8.4.3 **STARTING FROM ZERO SPEED:** During the first game turn, and all turns when a *Chariot* is starting up after having had a zero speed turn²⁷, all *Chariots* must roll one, two or three dice at the start of their movement phase and deduct the result from their *Turn Speed* for that turn. This does not prohibit the driver from rolling another die for

Voluntary Straining (see 8.3) but he must announce that option before seeing the first die roll. This rule simulates the loss of speed generated by movement from a dead start.

8.4.3.1 A *Chariot* with a light car rolls one, a medium two and a heavy three dice.²⁸

8.4.3.2 If the final result is less than one, the *Chariot* is considered to have a *Total Speed* of one.

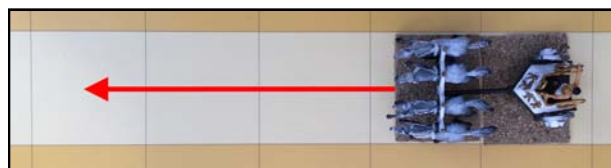
8.4.4 **MOVEMENT ACTIONS:** *Movement Factors* (sometimes referred to as *MFs*) can be used for one or more of the following actions, which can be combined in any order during the turn. Actions can be repeated during the turn, as long as *MFs* are available.

- FORWARD MOVEMENT (8.5)
- LANE CHANGE MOVEMENT (8.6)
- BRAKING the movement of the *Chariot* (8.7)
- SIDESLIP movement to avoid a blocking *Chariot* (8.8)
- Making an ATTACK on another *Chariot* (rule 10.)
- EVADING as a response to an enemy attack. The actual evasion movement is done earlier, at the instant of the enemy attack (i.e., during the enemy's movement phase). However, the *MF* expenditure is taken during the evading *Chariot's* next phase, whether this occurs during the present turn or the next turn (10.3.3).

8.4.5 A *Chariot* may never move "backwards" or against the main flow of the race except as a result of braking (see 8.7).

8.5 FORWARD MOVEMENT

A *Chariot* moving straight ahead in its own lane expends one (1) *MF* for each new *Square* entered.



Example: The *Chariot* moves ahead three *Squares*, using three *MFs*

8.5.1 A *Chariot* moving straight ahead into a corner (*Squares* with curved sides) may not expend more *MFs* than the number printed on the mapboard in that corner lane without suffering a penalty.

8.5.1.1 Maximum *Safe Cornering Speeds* for each corner lane are printed on the mapboard in the first and last corner space of each lane. During mud the *Safe Cornering Speed* of all *Chariots* is reduced by three (3.7.4).

8.5.1.2 If a *Chariot* has a higher *Total Speed* than the *Safe Cornering Speed* for its corner lane, it is *Straining in a Corner* and may also flip (see *Straining in a Corner*, 9.).

8.5.2 Maximum *Safe Cornering Speeds* apply to a *Chariot* as long as either part of the *Chariot*, *Team* or car, is in the corner.

²⁵ The original rules said that *Turn Speed* reflected *MFs* that could be used. Further ahead in the text it became clear that all *MFs* must be used.

²⁶ The rules for *Voluntary Straining* and *Straining in a Corner* have been divided up since they have nothing to do with each other.

²⁷ This rule was borrowed from JP Trostle's excellent *Streamlined Circus Maximus* rules.

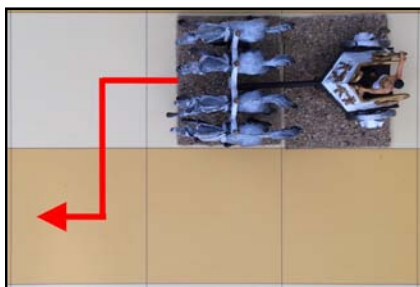
²⁸ This rule was introduced to further balance the different types of cars.

8.6 LANE CHANGE MOVEMENT

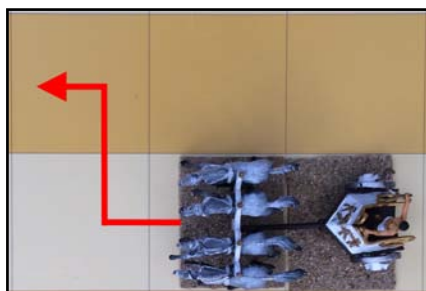
A lane change is either toward the inside (to the left, closer to the spina), or to the outside (to the right, away from the spina). A lane change to the inside costs two (2) *MFs*. A lane change to the outside costs one (1) *MF*.

8.6.1 Whenever making a lane change of any type there must be two unoccupied *Squares* in the lane moved into - one for the *Team* and one for the car. A chariot can never be left half in one lane and half in another.

8.6.2 When making a lane change while the *Team* is on a straight stretch, move the chariot one *Square* forward, and then directly sideways, left or right, depending on the type of lane change. Diagonal movement is not allowed.



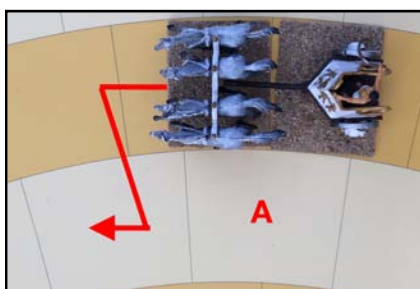
Example: Lane change to the inside (2 *MFs*)



Example: Lane change to the outside (1 *MF*)

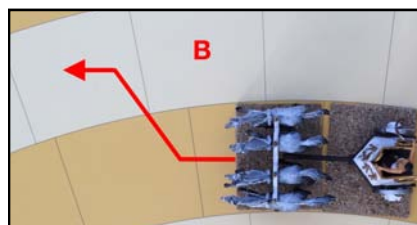
8.6.3 When making a lane change while the *Team* is in a corner, a different procedure is used.

8.6.3.1 An inside corner lane change requires that the *Chariot* move forward one *Square*, and then sideways and backward to the new *Square*.



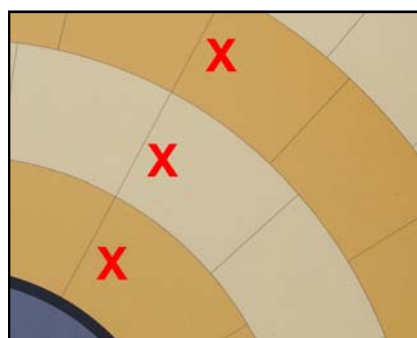
Example: Corner lane change to the inside (2 *MFs*). This lane change is not allowed if Square A is occupied (8.6.1).

8.6.3.2 When making a corner lane change to the outside, move the *Chariot* forward one *Square*, and then sideways and forward to the new *Square*.



Example: Corner lane change to the outside (1*MF*). This lane change is not allowed if Square B is occupied (8.6.1)

8.6.3.3 Note that certain corner *Squares* are laid out parallel to each other as opposed to slightly forwards or backwards. When making a lane change in these *Squares* the movement is always forward and sideways. There is no additional forward or backward movement after the sideways move.



Example: "x" indicates parallel corner *Squares*

8.6.4 When a *Chariot* makes an inside corner lane change, it is subject to the maximum *Safe Cornering Speed* of that new lane. If it exceeds the new *Safe Cornering Speed*, it is *Straining in a Corner* and must check the Corner Strain Chart (see 9.2).

8.6.5 A *Chariot* in the innermost lane (number one) which changes lane to the inside crashes into the wall of the spina and flips (see rule 13.). The same is true of a *Chariot* in the outermost lane (number eight) which changes lane to the outside thus crashing against the wall below the galleries.

8.6.6 LANE CHANGE DURING RAIN AND MUD: During rain (3.7.3) and mud (3.7.4) lane changes are subject to modification as follows: Light cars must roll one die whenever they change lanes. If the result is a "5" or "6" they complete the lane change and then immediately sideslip (9.3) one lane in the same direction. There is no movement cost, but all normal rules apply, such as involuntary ram attacks. Medium cars must follow the same procedure, but only sideslip on a result of "6".

8.7 BRAKING

Braking may be used to either consume *Movement Factors*²⁹, or to avoid attacks (see 10.3.2). Braking is allowed only if the *Chariot* has *Endurance Factors* remaining. Once all *Endurance* boxes have been used, further braking is not allowed. *Runaway Teams* may not brake (13.2.1.3).

8.7.1 A player "brakes" during his move simply by announcing he is braking one or more *Movement Factors*. Instead of moving the *Chariot*, for each *Movement Factor* braked, he checks off one *Endurance* box. For example, if a *Chariot* comes up against an *Obstacle* or corner with two

²⁹ The original rules talked about "reducing speed", but in this case braking can only be used to consume *MFs*.

MFs remaining, rather than take a chance he could brake for those two factors, and use up two *Endurance* boxes instead of making further movement.

8.7.2 Braking does not reduce *Total Speed*.³⁰

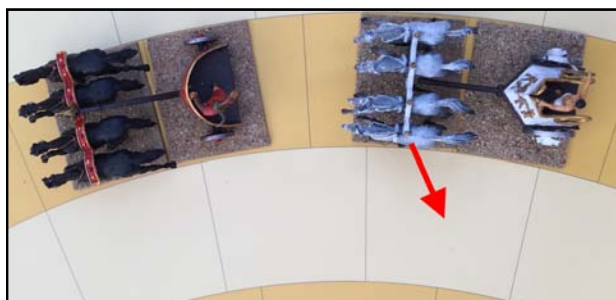
8.8 SIDESLIP

Sideslip moves are allowed if called for by the corner strain or lash attack charts or if all other means of movement are blocked, or if the driver can demonstrate that by not making a sideslip move at that point that he would be forced to enter a blocked position (not a potentially blocked position) later during that same turn.

8.8.1 A *Chariot* is blocked if another *Chariot* or *Runaway Team* is directly ahead of it, so that normal ahead and normal lane change movement is impossible without running into the back of the blocking *Chariot* or *Runaway Team*. *Obstacles* (8.9) do not block movement.

8.8.2 Blocking may occur at the start of a *Chariot's* movement phase, or any time during the turn. A player may deliberately drive his *Chariot* into a blocked position.

8.8.3 The sideslip move costs three (3) *Movement Factors*. The *Chariot* is then moved directly sideways into an adjacent lane. The sideslipping *Chariot* may change lanes either left or right, as desired. In either case, the movement cost is three factors. When sideslipping in a corner the "sideways" move must be to an adjacent *Square* which is totally beside the occupied *Square* or partially behind it.



Example: Sideslip in a corner lane

8.8.4 A blocked *Chariot* may be unable to sideslip due to other blocking *Chariots*. In that case, it must brake to use up any remaining *Movement Factors*. If that is also impossible, due to lack of sufficient *Endurance Factors*, the *Chariot* uses up all remaining *Endurance Factors* (if any) and then is the target of an involuntary ram attack by the blocking *Chariot* ahead against its horses (see 10.10).

8.9 OBSTACLES

There are three types of possible *Obstacles* that may appear on the track; wrecks, horse carcasses and *Stationary Runaway Teams*.³¹ A *Stationary Chariot* is considered a double *Obstacle*.

8.9.1 No attacks are allowed while running over *Obstacles*.

8.9.2 An *Obstacle* on the track negates the *Square* it is in for normal passage rules. If a *Chariot* cannot avoid a *Square* containing an *Obstacle* or chooses to deliberately enter the *Obstacle Square* it must observe special penalties.

8.9.3 RUNNING OVER OBSTACLE PROCEDURE: A *Chariot* may run over an *Obstacle* by choice or due to lack of any other recourse. The *Chariot* is moved over the *Obstacle Square* at the normal movement cost, but should (does not have to) deduct *Endurance Factors* equal to the roll of one die. When it clears the *Obstacle* and appears in the *Square* beyond, roll three dice, add the *CDM* to the total, and consult the Running Over Obstacles Chart³². If a *Chariot* is unable to clear an *Obstacle* during its move (i.e. it does not have enough MFs to move beyond the *Obstacle*) it flips (see 13.).

8.9.3.1 Subtract one from the dice roll for every *Endurance Factor* less than the die roll which the *Chariot* was unable (or unwilling) to pay for the *Obstacle* jump attempt.

8.9.3.2 If the *Obstacle* is a *Stationary Team* any check to run over the *Obstacle* must subtract 3 from the dice roll. Any horse injuries are applied to both the jumping *Team* and the *Obstacle Team*.

8.9.3.3 *Chariots* passing over horse carcass *Obstacles* treat them like other *Obstacles*, but with a special +1 *Die Roll Modifier*. **EXCEPTION:** The horse carcass has no effect on the *Chariot* from which it is cut loose on the turn it is cut loose.³³

8.9.3.4 A *Stationary Chariot* (one with one or more dead horses) is considered both a wreck and a *Stationary Team* and both have to be run over in turn.³⁴

Running Over Obstacles Chart

CDM + *	Results
4 or less	Chariot flip
5-6	Chariot flip danger
7	Horses seriously hobbled
8-9	Horses hobbled
10	Car damaged
11-12	Driver jostled
13 or more	No effect

Notes

* The following modifiers may apply:

- Subtract one from the dice roll for every *Endurance Factor* less than the die roll which the *Chariot* was unable (or unwilling) to pay for the *Obstacle* jump attempt.
- Subtract 3 from the dice roll if the *Obstacle* is a *Stationary Team*.
- Add one to the dice roll if the *Obstacle* is a horse carcass.

8.9.4 Running Over Obstacles Chart results:

CHARIOT FLIP: *Chariot* flips (see 13.).

³⁰ Added for clarity.


³¹ These rules have been slightly updated to cater to all types of *Obstacles*.


³² This table was reversed so that higher rolls are better in order to provide consistency to the die rolls.


³³ Rule taken from *The General* volume 17 issue 5.

³⁴ This situation was not covered in the original rules.

CHARIOT FLIP DANGER: Check as if *Straining in a Corner* (maximum *Safe Cornering Speed* over an *Obstacle* is one) (see 9.).

HORSES SERIOUSLY HOBbled: Roll  for each horse. The result is the number of damage points suffered by each horse. Reduce its *Speed* and the *Team Speed* accordingly.

HORSES HOBbled: Roll  for each horse, subtracting three (-3) from each roll. The result (with results less than 0 treated as 0) is the number of damage points suffered by each horse. Reduce its *Speed* and the *Team Speed* accordingly.

CAR DAMAGED: Roll  for each wheel, subtract three (-3) from each roll, and take the result as damage points on the wheel. A final die roll result of 0 or less means no damage was sustained on that wheel in the jump.

DRIVER JOSTLED: Treat as normal "J" result (see 9.4).

NO EFFECT: *Chariot* passes over *Obstacle* safely.



9. STRAINING IN A CORNER

9.1 CORNER STRAIN

A *Chariot* that exceeds the maximum *Safe Cornering Speed* in a corner lane is *Straining in a Corner*.

9.1.1 Maximum *Safe Cornering Speed* apply to a *Chariot* as long as either part of the *Chariot*, *Team* or car, is in the corner.

9.1.2 For each point of *Total Speed* during that movement phase in excess of the lowest *Safe Cornering Speed* corner lane entered, the *Chariot* loses one *Endurance Factor*. Note that the actual number of *MFs* expended in a corner during the move is immaterial; it is the *Total Speed* for the entire movement phase that is compared to the maximum *Safe Cornering Speed* for that corner lane.

Example: A *Chariot* with a "Turn Speed" of 11 enters the innermost corner lane where the maximum *Safe Cornering Speed* is eight. The *Chariot* must lose three *Endurance Factors* and check the *Corner Strain Chart*. Had he also elected to whip his own horses at the start of the turn and rolled a *Voluntary Straining* result of "2", his *Total Speed* would be 13 and he would lose two *Endurance Factors* for the whipping and another five *Endurance Factors* for *Straining in a Corner*.

9.1.3 In addition to *Endurance* costs, any *Chariot* exceeding the maximum *Safe Cornering Speed* in a corner lane is subject to flipping and must check the *Corner Strain Chart*.

9.1.3.1 The *Straining in a Corner* check occurs as soon as the *Chariot* enters the first (or starts its movement phase already in a)³⁵ corner *Square* at excess speed. If the *Chariot* survives the check and is able to continue moving, no additional checks are needed during that turn for that corner lane.

9.1.3.2 If the *Chariot* changes to a new corner lane on the inside, with a lower *Safe Cornering Speed*, a new, updated *Straining in a Corner* check with an increased number of strain/flip points is instantly made, even if one has already been made that movement phase. However, if the *Chariot* changes lanes to the outside, to a lane with a higher *Safe Cornering Speed*, no new check is required because of it during that movement phase even if the *Chariot* is still exceeding the *Safe Cornering Speed* in its new lane.

9.1.3.3 If the *Chariot* is again *Straining in a Corner* during its next movement phase, the *Chariot* must check again, etc.

9.1.4 The maximum *Safe Cornering Speed* of all *Chariots* is reduced by three when "mud" is in effect (3.7.4).

9.2 STRAINING IN A CORNER PROCEDURE

To determine what happens to a *Chariot* while *Straining in a Corner* use the following procedure:

9.2.1 Take the *Total Speed* of the *Chariot* (the written *Turn Speed* plus *MFs* gained through *Voluntary Straining* or enemy lash attacks minus speed lost for *Starting from Zero* or lost for cutting a dead horse free), and subtract from it the *Safe Cornering Speed* for the corner lane the *Team* or car occupies. The difference is the number of strain/flip points. For example, if a *Chariot* with a *Total Speed* of 12 enters a corner lane with a *Safe Cornering Speed* of 8, the *Chariot* has four (4) strain/flip points.

9.2.2 Roll three dice and add the *CDM* algebraically to the result. Note that if the *Current Driver Modifier* was already negative, the addition of that negative number actually results in a subtraction from the three dice roll (or in mathematical terms $x + - n = x - n$). Cross index this result with the strain/flip points on the *Corner Strain Chart*.³⁶

³⁵ This was added for clarity.

³⁶ This calculation was reversed in order to make higher dice rolls better. This provides consistency with all other rolls.

Corner Strain Chart									
Strain Points									
CDM + *	1	2	3	4	5	6	7	8	9+
3 or less	Flip	Flip	Flip	Flip	Flip	Flip	Flip	Flip	Flip
4	RH	Flip	Flip	Flip	Flip	Flip	Flip	Flip	Flip
5	LH	RH	Flip	Flip	Flip	Flip	Flip	Flip	Flip
6	J	LH	RH	Flip	Flip	Flip	Flip	Flip	Flip
7	SS	J	LH	RH	Flip	Flip	Flip	Flip	Flip
8	S	SS	J	LH	RH	Flip	Flip	Flip	Flip
9	-	S	SS	J	LH	RH	Flip	Flip	Flip
10	-	-	S	SS	J	LH	RH	Flip	Flip
11	-	-	-	S	SS	J	LH	RH	Flip
12	-	-	-	-	S	SS	J	LH	RH
13	-	-	-	-	-	S	SS	J	LH
14	-	-	-	-	-	-	S	SS	J
15	-	-	-	-	-	-	-	S	SS
16	-	-	-	-	-	-	-	-	S
17 or more	-	-	-	-	-	-	-	-	-

Notes

* The following modifiers may apply:

- During rain light cars subtract 3, medium cars subtract 2 and heavy cars subtract 1.
- During mud light cars subtract 4, medium cars subtract 3 and heavy cars subtract 2.

9.2.3 Corner Strain Chart Results:

Flip = FLIP: Chariot flips and crashes (see 13.).

RH = RIGHT OUTSIDE HORSE INJURED: Check Horse Injury Chart.

LH = LEFT OUTSIDE HORSE INJURED: Check Horse Injury Chart.

J = JOSTLED: Driver is jostled. Reduce driver's current modifier by three (-3). See 9.4. Mark the Chariot with Jostled and No Straining counters.

SS = DOUBLE SIDESLIP: Chariot is forced to immediately move two lanes to the outside and may not use any straining for the balance of this turn and the next game turn. See 9.3. Mark the Chariot with two No Straining and one No Inside Lane Change counters.

S = SIDESLIP: Chariot is forced to move one lane to the outside. See 9.3. Mark the Chariot with a No Inside Lane Change counter.

- = NO EFFECT: Chariot safely negotiates the danger.

9.3 FORCED SIDESLIP³⁷

9.3.1 A forced sideslip or double sideslip is not a normal lane change. There is no movement cost for this event, but a Chariot which must sideslip cannot willingly change lanes to the inside for the duration of that turn. Mark the Chariot with a No Inside Lane Change counter. A double sideslipping Chariot is also marked with two No Straining counters.



9.3.2 INVOLUNTARY RAM ATTACK: If a Chariot is forced to sideslip as a result of the Corner Strain Chart, and cannot because another Chariot already blocks those Squares, the sideslipping Chariot immediately makes an

involuntary ram attack (10.10) against the Chariot that is blocking the sideslip to determine the result.

9.3.3 A Chariot forced to take a double sideslip by the Corner Strain Chart which cannot sideslip even one lane because of the presence of an adjacent Chariot need not sideslip at all, but would suffer a double CDM penalty (-6) in the resulting involuntary ram attack. If after sideslipping one lane, the Chariot is confronted by a blocking Chariot, only normal Current Driver Modifier penalties (-3) would apply in the ensuing involuntary ram attack. If a Chariot cannot sideslip because it is already adjacent to the outside wall it flips instead.

9.4 JOSTLED DRIVER³⁸

9.4.1 A jostled driver's Current Driver Modifier is reduced by three (-3). Mark the Chariot with a Jostled counter.



9.4.1.1 A Driver with a negative CDM (even if not jostled) is unable to use any straining, including Voluntary Straining and cornering over the Safe Cornering Speed (such as would be caused by making an inside corner lane change) for the balance of this turn and all following game turns in which its Current Driver Modifier is negative.

9.4.1.2 A Chariot thus affected would have all MFs gained during the present movement phase as a result of Voluntary Straining negated except for those necessary to reach the corner Square at which the J result (or other cause of negative CDM) occurred. Endurance costs for any lost MFs must still be paid.

9.4.2 If a driver is jostled, the reduction in his driver's modifier is only temporary, but it takes effect immediately, and can affect the remainder of the current Movement Phase, game turn and a number of following turns.

9.4.3 Mark the new Current Driver Modifier in the "CDM" box.

Example: If a driver with a normal Driver Modifier of 1 is jostled, his Current Driver Modifier is -2 (1 - 3 = -2).

9.4.4 When a driver is jostled the Maximum Speed is decreased by three (3) because the Maximum Speed equals the combined Team Speed plus CDM. The CDM box is always used to derive Maximum Speed. Therefore, a Chariot may not use a higher Turn Speed than the total of the Team Speed and the CDM.

9.4.5 If the current movement phase in which the jostle result was suffered used more Movement Factors than the new Maximum Speed (or Total Speed in cases where Speed has been gained or lost for other reasons) resulting from that "J" result, the excess Movement Factors are lost except for those excess MFs needed to have the Chariot reach the Square in which it suffered the "J" result.

Example: A 4444 Team and a +1 Driver normally have a Maximum Speed of 17. If the driver is jostled, the Maximum Speed becomes 14 on the turn in which he is jostled (16 + -2) = 14.

9.4.6 The Current Driver Modifier is increased by +1 at the start of every turn until it equals the permanent Driver

³⁷ The forced sideslip rules were collected under their own heading to make them easier to find.

³⁸ The jostled driver rules were collected under their own heading to make them easier to find.

Modifier. Thus, the *Team Speed* of our 4444 chariot in the example above on the turn after its jostle result would be 15.

9.4.7 The effects of "J" results are cumulative. Thus, a jostle result could theoretically reoccur before a previous one has worn off causing the *CDM* to be reduced by three as opposed to the permanent *Driver Modifier* being reduced by three.

10. COMBAT

10.1 GENERAL RULES

The player taking his movement phase may attack other non-moving *Chariots* providing his *Chariot* does not occupy the grey *Squares* used only at the start of each race. Only the moving *Chariot* can attack, other *Chariots* cannot voluntarily attack until their own moves (although combat results might force a defending *Chariot* to move in such a way as to conduct an involuntary ram attack of its own). The moving *Chariot* is termed the "attacker", the target of the attack is the "defender".

10.1.1 Each attack made by a *Chariot* costs one (1) *Movement Factor*. Attacks are made during movement and as a part of movement. A *Chariot* can move, attack, continue moving, etc.

10.1.2 A *Chariot* may make multiple attacks against the same defender (one *Movement Factor* used for each attack), or it could make separate attacks against different defenders (again one factor for each), or a combination of both.

10.1.3 Attacks may be initiated at any time during a *Chariot's* movement, including at the start and at the end of movement, providing *Movement Factors* are available and used.

10.1.4 A car may make only one attack per movement phase from the same *Square*.

10.1.5 Attacks vs *Individual Drivers* (14.2) are special cases with separate rules.

10.2 ATTACK PROCEDURE

The attacker's car must be directly beside (in a lane adjacent to) the defender's *Chariot* to make an attack (**EXCEPTIONS:** Knife Attacks (10.5) and Ram Attacks Against Dragged Drivers (10.9)). To attack in a corner lane the attacking car must be in a *Square* which is not partially behind the defending car's or *Team's* (depending on the object of the attack) *Square*.

10.2.1 If the attacker's car is beside the defender's *Team*, the attack is against the horses on that *Team*. If the attacker's car is beside the defender's car, the attack is against the driver or car of the defender's *Chariot*.

10.2.2 The attacker announces the type of attack when he is in position and expends the necessary *Movement Factor* for the attack. The attack can be either a "Ram", "Lash", "Knife" or "Dust" attack.



Example: The attacker (red) is not directly beside the white Chariot and therefore cannot attack. However, if white were the attacker he could attack red's car or driver. Furthermore, if white's horses were in Square A, red could still not attack because he is behind white's horses and not beside white's car—red's car space not overlapping with white due to the parallel corner space.

10.3 DEFENCE PROCEDURE

Once the attack is announced, the defender has three options (**EXCEPTIONS:** knife, dust and attacks against dragged drivers only allow a defender to hold, defenders with zero *Endurance* and *Runaway Teams* cannot brake, blinded defenders cannot brake or evade). He can either:

HOLD: Do nothing, and receive the attack, or

BRAKE: Expend two *Endurance Factors*, and move backwards to avoid the attack (see 10.3.2), or

EVADE: Make an instant lane change and avoid the attack (see 10.3.3).

10.3.1 In order to brake or evade, the defender must roll two dice and add his *CDM* to the result. The attacker does likewise. If the defender's total is equal to or greater than the attackers total, the defender can brake or evade normally as he desires. If the attacker's total is greater than the defender's, however, the defender must hold and receive the attack.

10.3.1.1 A *Runaway Team* could evade automatically.

10.3.2 BRAKE: A *Chariot* that brakes to avoid attack will do so during the attacker's movement phase. No *Movement Factor* adjustment is carried over into the defending *Chariot's* next movement phase, but the *Endurance Factors* lost by braking are immediately marked off and the *Chariot* is immediately moved backward one *Square*. A *Chariot* that brakes to avoid attack uses up two (2) *Endurance Factors*. A *Chariot* cannot brake to avoid attack if another *Team* or *Obstacle* is in the *Square* directly behind it or if it has no *Endurance* remaining. *Runaway Teams* cannot brake.

10.3.3 EVADE: A *Chariot* evades by making a lane change away from the attacker. Normal lane change movement and procedure is used (see 8.6).

10.3.3.1 Depending on the lane change (to inside or to outside), one or two *Movement Factors* are used. These are subtracted from the *Movement Factors* available (but

not necessarily its written move) for the evading *Chariot's* next movement phase. Mark the *Used Move* on the Pushpin Chariot Log.

10.3.3.2 A lane change in a corner may cause straining and a chance of a *Chariot* flip, if the *Chariot* evades to the inside, and its current *Total Speed* exceeds the maximum *Safe Cornering Speed* of that lane. Check for *Straining in a Corner* immediately (9.1).


10.3.3.3 If a *Chariot* is unable to make a normal lane change away from the attacker, it cannot evade. Note that the walls of the track and/or other *Chariots* may often block a lane change, and thus prevent evasion.

10.3.3.4 A driver with an eye wound (10.4.4 and 10.6.4) may not evade attacks from the side on which he is injured.

10.4 LASH ATTACKS

Lash attacks can be against either the horse *Team* or the driver, depending on which element of the defender's *Chariot* is beside the attackers car. The lash attack costs one movement point.

10.4.1 LASH ATTACKS AGAINST THE TEAM: A *Team* marked with a Dead Horse counter cannot be attacked on the side where the horse has fallen until the dead horse is cut free.

10.4.1.1 An attack against the horse *Team* is resolved by the attacker rolling ³⁹ and adding the resulting number to the defender's *Added Speed*. Mark the *Added Speed* on the Pushpin Chariot Log if the attack was carried out before the defender had taken his movement phase, otherwise mark *Added Speed* Next Turn.

10.4.1.2 Each *MF* added by the attack reduces the *Chariot's* remaining *Endurance Factors* by a like amount.



10.4.1.3 A *Team* may not add more *MFs* than it has *Endurance Factors* remaining. Any lash attack in excess of the number of remaining *Endurance Factors* is treated as equal to the number of remaining *Endurance Factors*.



10.4.2 LASH ATTACKS AGAINST THE DRIVER: Attacks against the driver are resolved by both drivers rolling two dice and adding their *CDMs* to their respective dice rolls.

The defender's total is then subtracted from the attacker's total. The result is found on the Lash Attack Chart.⁴⁰

In case of a critical hit result that generates another lash attack ("6" result), repeat the lash attack (both players roll the dice again) with a -1 modifier to the attacker's roll.

Lash Attack Chart		Results
( +A CDM) - ( +D CDM)	-3 or lower	Grab
	-2 to -1	No Effect
	0 to 1	Brake
	2 to 3	Loss
	4	Swerve
	5 or higher	Wound and Loss


10.4.3 Lash Attack Chart results are:

GRAB: Whip Grabbed. Attacker loses his whip and can no longer make lash attacks or *Voluntarily Strain* his *Team*. Check off the "Whip Lost" box of the Pushpin Chariot Log. The attacker can still strain in the corners by exceeding the maximum *Safe Cornering Speed*. The grabbed whip is discarded unless the defender currently has no whip, in which case he can keep the one he grabbed.



NO EFFECT: No effect.

BRAKE: Defender must brake as if avoiding attack. No *Movement Factor* loss is applied, but the *Chariot* is moved backwards one *Square* and expends two *Endurance Factors*. If unable to brake, the defender suffers a "W" result instead.

LOSS: Movement Loss. The defender immediately rolls , and reduces his *Team Speed* (not necessarily his written *Turn Speed*) by that amount for his next movement phase. Mark this with a second pin on the Pushpin Chariot Log.

SWERVE: Defender must move sideways one lane away from the attacker. This lane change causes no loss of *Movement Factors*. However, if forced to make a corner lane change to the inside which would place the defender in a corner above the posted *Safe Cornering Speed* according to his current *Total Speed*⁴¹, the defender would have to immediately roll on the Corner Strain Chart as well as pay any associated *Endurance* costs for *Straining in a Corner*. If the lane change is blocked by another *Chariot* an involuntary ram attack occurs against the blocking *Chariot* (10.10). Note that a defender in lanes one or eight would be forced to swerve into the wall and flip.

WOUND AND LOSS: Driver loses one box from Driver Hits. In addition, the defender suffers a Movement loss (as per LOSS above) during his ensuing movement phase. Also roll on the critical hit chart below (10.4.4).

³⁹ This rule has been changed back to the version in the Battline rules in order to simplify game play and increase the danger from lash attacks.

⁴⁰ The rules for lash attacks against the driver were simplified to speed up the game without changing the probabilities significantly.

⁴¹ This was changed from the original "speed of his "last" executed move" in order to provide consistency.



10.4.4 CRITICAL HITS: Whenever a "W" (wound) result occurs during a Driver Lash Attack, the normal penalties apply but in addition the defender must roll two dice and consult the Critical Hit Chart for further developments.

Critical Hit Chart - Defender Rolls



Results

- 2 Defender entangled by whip and pulled out of car
- 3 Severe Wound
- 4 Arm Wound
- 5 Eye Wound
- 6 Defender taken by surprise
- 7 Deep Wound
- 8-11 No Effect
- 12 Pulling match

10.4.5 Critical Hit Chart results:

DEFENDER ENTANGLED BY WHIP AND PULLED OUT OF CAR: Defender becomes a Dragged Driver (13.3). Attacker loses his whip.

SEVERE WOUND: Reduce permanent *Driver Modifier* by one (see also 12.1.2).

ARM WOUND: Defender must halve all future *Voluntary Strain* die rolls (fractions rounded up) and the resulting *Endurance* costs for the duration of the race.

EYE WOUND: Vision obscured. Defender may not evade future attacks from the side on which he was just lashed. Defender may brake normally, and evade attacks from the opposite side of the *Chariot* normally.

DEFENDER TAKEN BY SURPRISE: Repeat original lash attack with a -1 modifier to the attacker's roll. The attacker need not pay an extra *Movement Factor* for this additional attack.

DEEP WOUND: Take one more hit vs driver.

NO EFFECT: No Effect.

PULLING MATCH: Defender entangled by whip. Both players roll and add their current number of unmarked driver hit boxes. The driver with the highest total pulls his opponent from his car (who becomes a Dragged Driver (13.3)). In case of a tie no driver is pulled from his car. Regardless of outcome, attacker loses his whip. The defender may keep the whip if he wins the match and doesn't already have a whip.



10.5 KNIFE ATTACKS⁴²

A knife attack is a special form of ranged attack. A driver may throw the small knife used for cutting horses and himself free as an attack. The knife may be thrown at another *Chariot* regardless of facing. The range to target is calculated by counting spaces orthogonally.

10.5.1 The knife attack costs one movement point. No defensive action is allowed - the defender must "HOLD".

10.5.2 When the knife is thrown, the attacker rolls and adds his *Current Driver Modifier* to the total. For every space of range one is subtracted from the roll. If the total is "10" or more, the attack is successful.⁴³

Example: Refer to the illustration under 10.2.2. The red driver throws his knife at the white driver rolling a "3" and a "6". He adds his CDM of +2 and subtracts the distance of 1. His total roll is 10 (3+6+2-1), which results in a hit. The white driver rolls a "2" and a "3" and adds his CDM of +1 resulting in 6 (2+3+1), which inflicts a Major Wound on him.

10.5.3 If the attack is successful the attacked driver must roll two dice (adding his *Current Driver Modifier*) and consult the Knife Attack Table.⁴⁴

10.5.4 Whether the attack is successful or not, the driver has thrown his knife. Drivers without a knife may not cut horses (12.2.2) or themselves (13.3.1) free if the need arises.

Knife Attack Chart - Defender Rolls



+ D CDM

Result

2 or lower	Defender killed
3 to 6	Major wound
7 to 9	Horse killed
10	Major horse wound
11	Minor wound
12 or more	Minor horse wound

10.5.5 Knife Attack Chart results:

DEFENDER KILLED: Defender killed. *Chariot* flips. If there is no defending driver this result is instead treated as "Horse killed" below.

MAJOR WOUND: Defender suffers a number of hits equal to the roll of one die. If there is no defending driver this result is instead treated as "Horse killed" below.

HORSE KILLED: Nearest horse killed.

MAJOR HORSE WOUND: Nearest horse suffers a number of hits equal to the roll of .

MINOR WOUND: Defender suffers one driver hit. If there is no defending driver this result is instead treated as "Minor horse wound" below.

MINOR HORSE WOUND: Nearest horse suffers one hit.

⁴² These rules were taken from *The General* volume 17, issue 5.


⁴³ This to hit procedure was changed from the original rules in *The General* in order to simplify the game.

⁴⁴ The results of the attack were changed from the original rules to provide a more logical structure.

10.6 DUST ATTACKS⁴⁵


Once during the race, any driver can attempt to throw dust into the eyes of another driver. His car must be adjacent to the other driver's car at the time the dust is thrown. Dust attacks are not allowed during rain.

10.6.1 The dust attack costs one movement point. No defensive action is allowed- the defender must "HOLD".

10.6.2 When the dust is thrown, the attacker rolls  and adds his *Current Driver Modifier* to the total. If the total is "10" or more, the attack is successful

10.6.3 If the attack is successful the attacked driver must roll two dice (adding his *Current Driver Modifier*) and consult the Dust Attack Table.⁴⁶

10.6.4 Whether the attack is successful or not, the driver has used his one dust attack opportunity.

Dust Attack Chart - Defender Rolls	
 + D CDM	Result
2 or lower	Fall
3 to 5	Swerve
6 to 8	Eye Wound
9 to 10	Blinded
11	Swerve away
12 or more	Gust of wind


10.6.5 Dust Attack Chart results:

FALL: Defender falls out of his *Chariot* and becomes a dragged driver (13.3.4). The *Team* and car are treated like a *Runaway Team*.

SWERVE: Defender swerves into the attacker. Treat as if both cars are damaged in a ram attack (10.8.1).

EYE WOUND: Same as "5" on the Critical Hit Chart with the following additional result: the defender must move straight for the next two movement phases except to avoid other *Chariots* in which case he must change lanes to the outside where possible. Mark driver with two Move Straight counters.



BLINDED: Defender is blinded and must take two driver hits. In addition, the current *Team Speed* is reduced by half (fractions rounded down) and cannot be changed. Each turn thereafter he must roll , and cannot gain control and free usage of his *Team's Team Speed* until he rolls a "5" or "6". A blinded driver can not brake or evade in response to an attack. Mark driver with a Blinded counter until control is regained. Mark the temporary *Team Speed* with a second pin on the Pushpin Chariot Log.




SWERVE AWAY: Defender swerves away from the attacker. Sideslip two lanes (see 9.3).

GUST OF WIND: A gust of wind blows the dust back into the attacker's eyes. Treat as an eye wound as in "6 to 8" above against the attacker.

10.7 RAM ATTACK AGAINST TEAM

A *Team* marked with a Dead Horse counter cannot be attacked on the side where the horse has fallen until the dead horse is cut free. Otherwise attacks against the horse *Team* are resolved by rolling two dice and consulting the table below. The ram attack costs one movement point.

Horse Injury Chart	
 - 3/0/+3 *	Injury
0 to 5	No injury
6 to 8	1 injury point
9 to 10	2 injury points
11	3 injury points
12	4 injury points
13	5 injury points
14	6 injury points
15	8 injury points

Notes

* If the opposing car is heavy (has scythe blades), the Chariot suffering damage must add three (+3) to the roll. If the opposing car is light, subtract three (-3) from the dice roll.


10.7.1 Injury points are used to check off damage boxes for the horse closest to the attacker. Injury points in excess of the horses remaining damage boxes are ignored. Each box checked off reduces the *Team Speed* by one. This applies immediately. If the *Maximum Speed* falls below currently planned *Turn Speed*, the *Turn Speed* must be reduced accordingly.

10.7.2 When all damage boxes for a horse are checked off, the horse is dead and falls to the track (see 12.2).

10.7.3 NO RAM ATTACK AGAINST HORSES: Optionally (as decided by the players before the race) attacks against horses may be outlawed. If this rule is in effect any voluntary ram attack against a *Team* will disqualify the attacking *Chariot* from winning the race. If the offender should place first he is immediately moved down to second place and the runner up is declared winner. If the runner up has also broken this rule he is moved down to third place and so on.⁴⁷

10.8 RAM ATTACK AGAINST CAR

Attacks against a defender's car are resolved by first determining which car(s) is damaged. The attacker rolls three dice, adds his *CDM*, and then subtracts the defender's *CDM* from the total. The resulting number is then found on the Ram Attack Chart. The ram attack costs one movement point.


Ram Attack Chart	
 + A CDM - D CDM	Results
6 or less	Attacker's car damaged
7, 8, 9	Both cars damaged
10, 11, 12	No Effect
13 or more	Defender's car damaged

⁴⁵ These rules were taken from *The General* volume 17, issue 5.

⁴⁶ The results of the attack were changed from the original rules to provide a more logical structure.

⁴⁷ This rule was borrowed from JP Trostle's excellent *Streamlined Circus Maximus* rules.

10.8.1 For each car damaged, a second roll of two dice is made on the Wheel Damage Chart to determine how many damage points the wheel suffers. Damage points are applied to the wheel nearest the opposing *Chariot*. For each point of damage, check off one wheel damage box.

Wheel Damage Chart	
 - 3/0/+3 *	Results
0 to 4	1 point
5 to 7	2 points
8-9	3 points
10-11	4 points
12	5 points
13	6 points
14	7 points
15	8 points

Notes

* If the opposing car is heavy (has scythe blades), the *Chariot* suffering damage must add three (+3) to the roll. If the opposing car is light, subtract three (-3) from the dice roll.

10.8.2 Whenever wheel damage is taken, the *Chariot* must immediately check for flip (see 12.3). If all wheel boxes are checked off, the wheel is completely destroyed and the *Chariot* flips (see 13.).

10.9 RAM ATTACK AGAINST DRAGGED DRIVER

A dragged driver can be subject to ram attacks by the *Team* portion of an attacking *Chariot* by placing the attacking *Team* on the same *Square* as the dragged driver. This is the only type of attack which can be made on a dragged driver, and it is the only time a *Team* can make a voluntary ram attack of any kind. The ram attack costs one movement point.

10.9.1 The dragged driver cannot brake or evade - he must accept the attack. The dragged driver automatically counts as having a driver's modifier of 0.

10.9.2 An attacker cannot suffer "wheel damage" during a ram attack vs. a dragged driver.

10.9.3 Any "wheel damage" suffered by the dragged driver is instead converted to the same number of injury points.⁴⁸ There is no modification to the dice roll for heavy or light cars as it is the *Team* which attacks, even though the attack is resolved on the Wheel Damage Effect Chart with the amount of wheel damage specified being turned into an equivalent number of body hits.

10.10 INVOLUNTARY RAM ATTACKS

A *Chariot* may be forced to ram another because of a forced movement result on the Corner Strain and/or Lash Attack charts. The *Chariot* thus attacked may attempt to hold, brake, or evade normally.

10.10.1 If just a *Chariot's Team* is forced into another car, it receives a ram attack as if the opposing car attacked the *Team*. Use the procedure in 10.7 to resolve injury to the

horse *Team*. This includes adding three to the dice roll if the opposing car is heavy (has scythe blades), or subtracting three if the opposing car is light.

10.10.1.1 If the attack is from a *Chariot* directly ahead of the *Team* (8.8.4), damage is assessed as equally as possible among all horses (in cases where damage cannot be shared equally, the owner of the *Team* may select which horses suffer the last injury points).⁴⁹

10.10.1.2 If the attack is from a blocking *Runaway Team* directly ahead both *Teams* suffer damage as if hit by a light car.⁵⁰

10.10.2 If a *Chariot's* car is forced into another *Team* or car, it is resolved as a normal ram attack, with one exception. The driver of the *Chariot* making the involuntary attack must deduct three (-3) from his *CDM* for all attack procedures. The normal *CDM* is restored as soon as the involuntary attack is resolved.

10.10.3 In both of the above cases, reduce the maximum *Team Speed* of the attacking *Chariot* by one for the following movement phase (mark this on the Pushpin Chariot Log with a second pin). The attacking *Chariot* would not change lanes, even if the defender vacated the blocking *Square* by braking or evading. The attempted involuntary attack replaces the "S" (sideslip or swerve) result.

11. ENDURANCE

11.1 ENDURANCE FACTOR

Each *Chariot Team* has an *Endurance Factor*, and a series of boxes for checking off the loss of *Endurance Factors*.

11.1.1 *Endurance Factors* are lost due to the following reasons:

VOLUNTARY STRAINING: One factor lost (-1) for each additional *Movement Factor* gained through *Voluntary Straining*.

STRAINING IN A CORNER: One factor lost for each factor of excess speed used in a corner.

BRAKING TO USE MOVEMENT: One factor lost for each *Movement Factor* consumed.

BRAKING TO AVOID ATTACK: Two factors lost to avoid each attack.

SUFFER LASH ATTACK: Possible loss of one to six factors per attack (see 10.4.1).

11.1.2 Each *Endurance Factor* lost is immediately marked on the Pushpin Chariot Log. *Endurance* loss cannot be regained during a race.

11.2 ZERO ENDURANCE

If a *Chariot* has 0 *Endurance* left, the following rules apply:

11.2.1 NO STRAINING: The *Chariot* may not use straining for the rest of the race. It must take all corner *Squares* at the *Safe Cornering Speed*



⁴⁸ The amount of damage was changed back to what was in the Battleline rules. This is still enough to seriously injure a dragged driver.

⁴⁹ This rule was changed to be more in line with the Q&A from The General volume 17, issue 5. This avoids gamey assessment of damage.

⁵⁰ The original rules did not cover this case.

for its lane, or automatically flip. Mark the *Chariot* with a No Straining counter.

11.2.2 NO BRAKING: The *Chariot* may not brake for the rest of the race, including braking to avoid attacks.

11.2.3 SPEED REDUCTION: The *Chariot's* current *Team Speed* is reduced by one at the start of every subsequent game turn for the rest of the race. Thus, if a *Chariot* used its last *Endurance Factor* during turn 15, on turn 18 its maximum *Team Speed* would be reduced by three plus any injuries the horses may have sustained up to that point. This reduction of *Team Speed* is not treated as a horse injury.

11.2.3.1 If the *Team Speed* becomes zero, the *Chariot* can no longer move and is treated like a *Stationary Chariot*.⁵¹

11.2.4 DRIVER MODIFIER: The driver's permanent *Driver Modifier* is immediately reduced by one (-1) for the rest of the race. This may result in a negative *Driver Modifier*. Such adjustment of the *Driver Modifier* would further affect the *Chariot's Maximum Speed* beyond the penalty listed in 11.2.3. If the *Current Driver Modifier* becomes negative, 12.1.2 applies.

11.2.5 Reducing a *Team's Endurance Factor* below 0 has no additional effect. If a *Team* with no remaining *Endurance* is subjected to a lash attack, it neither gains temporary speed as a result nor suffers additional penalty.

12. WOUNDS AND DAMAGE

12.1 DRIVER WOUNDS

When all driver hit boxes are lost, the driver collapses and dies and his *Chariot* flips (see 13.).

12.1.1 LOSING DM: When half or more than half of the drivers original hit boxes are lost, the permanent *Driver Modifier* is reduced by one for the duration of the race. If a driver is reduced to one third or less of his original starting hit boxes, the permanent *Driver Modifier* is again reduced by one for the duration of the race.

12.1.2 Any driver with a permanent *DM* below "0" is marked with a No Straining counter for the rest of the race.



12.2 DEAD HORSES

When all damage boxes for a horse are checked off, the horse is dead and falls to the track. The *Chariot* cannot move again until the horse is cut free. Even mandatory movement effects (as a result of combat) are ignored although any *Endurance* or injury penalties that would normally apply from such an attack are still applied as applicable, except that the *Team* cannot be attacked on the side where the horse has fallen until the dead horse is cut free. The *Chariot* is marked with a Dead Horse counter.



12.2.1 ENDURANCE LOSS: When a horse is killed, the *Team* loses a fourth of its remaining *Endurance Factors* (fractions rounded down). If the *Team* loses a second horse, it loses a third of its remaining *Endurance Factors*, and if it loses a third horse it loses half of its remaining *Endurance Factors*. This loss is only for the current race.

12.2.2 CUTTING FREE: A horse can be cut free at the start of the *Chariot's* movement phase (provided the driver still has his knife)⁵² by rolling one die for each remaining horse, subtracting the driver's *CDM* from the total, and subtracting the remainder from that turn's *Total Speed*. The *Chariot* may then use any remaining *Movement Factors* to move during the same movement phase (it does not have to roll for starting from a standstill (8.4.3)). If the result is a negative number the attempt to cut the horse free failed but may be attempted again in the following turn.

12.2.2.1 Only one "cut free" dice roll is allowed per player turn. The driver may not *Voluntarily Strain* his horses while cutting a horse free.

12.2.2.4 When a dead horse is cut free, a Horse Carcass model is placed in that *Square* on the track. *Chariots* passing over horse carcasses treat them like *Obstacles* (8.9). **EXCEPTION:** The horse carcass has no effect on the *Chariot* from which it is cut loose on the turn it is cut loose.⁵³

12.2.3 STATIONARY CHARIOT: A *Stationary Chariot* with a dead horse cannot attack, brake or evade until it has made a successful attempt to cut its horses free. A *Chariot* which attempts an attack on such a target is still subject to any and all negative results which accrue.⁵⁴

12.2.3.1 The *CDM* of any *Chariot* which must attempt to cut a horse loose before it can move again is always 0 (unless already negative) for purposes of receiving attacks.

12.2.3.2 A *Stationary Chariot* is treated as a double *Obstacle* (see 8.9.3.4).⁵⁵

12.2.3.3 The driver of a *Stationary Chariot* may choose to voluntarily abandon it during the Move Individual Drivers phase. The driver is automatically placed in a *Square* of his choosing adjacent to his car. He may move no further until the next turn. The *Team* becomes a *Stationary Runaway Team*.⁵⁶

12.3 WHEEL DAMAGE

If a *Chariot's* wheel has taken two or more points of damage in a ram attack, an immediate flip check is needed to see if the wheel falls off.

12.3.1 IMMEDIATE WHEEL DAMAGE FLIP CHECK: Wheel damage flip checks are made as soon as the cause

⁵¹ The original rules did not cover this case.

⁵² This provision was added when the knife attack rule was introduced.

⁵³ Rule taken from *The General* volume 17, issue 5.

⁵⁴ This rule was adjusted from the original to provide a more logical effect.

⁵⁵ This rule was added for consistency.

⁵⁶ This rule was added to allow valuable drivers in a dangerous situation a chance to escape.

occurs, which may be in another player's phase, in the case of initial wheel damage.

12.3.2 ALREADY DAMAGED WHEELS: Any *Chariot* with a wheel already damaged from previous attacks must check for flip (due to losing the wheel) at the start of any movement phase in which it will use "14" or more *MFs*, and/or the *Chariot* is straining in corner lane. If a *Chariot* strains in a corner lane at a *Total Speed* of "14" or more it must check for flip twice - once for each cause.

12.3.3 WHEEL DAMAGE CHECK PROCEDURE: The procedure for wheel damage flip checks is for the affected player to roll two dice. If the dice total is greater than (>) the current total damage to the wheel there is no effect. If the dice roll is equal to (=) the current total damage of the wheel, one more damage point is suffered by that wheel, but it remains on the *Chariot*. If the dice total is less than (<) the current total damage of the wheel, the wheel flies off and the *Chariot* flips (see 13.).

12.3.4 If both wheels are damaged, make a separate check for each wheel each time a check is required. Thus, one wheel might remain on, while the other is lost and flips the *Chariot*.


13. CHARIOT FLIP

Several different circumstances will force a *Chariot* to flip. Both *Straining in a Corner*, wheel damage and running over an *Obstacle* may flip a *Chariot*, while a dead driver or hitting a wall automatically forces a flip.

13.1 WRECK LOCATION

13.1.1 When a *Chariot* flips and crashes, it is not removed from play. Instead, the car and *Team* part. The car portion of the *Chariot* sails through the air and lands somewhere on the track, causing an *Obstacle*, but not until the completion of the current mover's movement phase.

13.1.2 When a *Chariot* is wrecked, roll two dice and find the result on the Wreck Location Chart. Place a "wreck" model on that *Square* of the track.

Wreck Location Chart	
	Wreck Location
2	1 lane left, 3 squares forward
3	2 lanes left, 5 squares forward
4	Remains in square of flip
5	Same lane, 2 squares forward
6	Same lane, 1 square forward
7	1 lane right, 3 squares forward
8	1 lane right, 1 square forward
9	1 lane right, 4 squares forward
10	3 lanes right, 2 squares forward
11	4 lanes right, 6 squares forward
12	3 lanes left, 4 squares forward

13.1.3 If the wreck would land outside the track due to lane changes, it instead hits the wall and remains in the edge lane. It then travels forward the appropriate number of *Squares* in that same edge lane, and lands.

13.1.4 If the car wreck lands on another *Chariot*, the falling wreck causes an immediate ram attack on the *Chariot Team* or car as appropriate. The falling wreckage has no driver, and therefore no driver's modifier is applied. The *Chariot* being hit by the falling wreckage may attempt to brake or evade normally (if possible) to avoid the ram attack.

13.1.4.1 If a *Team* is hit, only the horse closest to the *Square* in which the flip occurred is affected. If a car is hit, only the wheel closest to the *Square* in which the flip occurred is affected.⁵⁷

13.1.4.2 If the wreck remains in the same *Square* with a *Chariot*, that *Chariot* at the start of its move must chance the Running Over Wreck Chart unless it is attacked prior to that and successfully brakes or evades off the wreck.

13.2 RUNAWAY TEAMS

When a *Chariot* flips, the car wrecks but the *Team* remains and completes its move. That *Team* is now a "Runaway Team". The *Team* is also considered a *Runaway Team* if the driver is pulled from the car by a critical hit or dust attack (see 10.4.4 or 10.6).

13.2.1 On each subsequent turn, the *Team* moves when its colour counter is drawn. It is moved just like a normal *Chariot*, and is controlled by the owning player - or in his absence by the player who was in last place at the end of the last completed game turn (in case of ties, last place is determined by possession of the outermost lane) - with the following special restrictions.

13.2.1.1 The *Team* can change lanes only to avoid another *Chariot*, *Team*, *Individual Driver*, *Obstacle*, or to evade an attack. Evasion is voluntary and no dice roll is required.

13.2.1.2 The *Team* must move at *Maximum Speed* each turn. It cannot slow down or *Voluntarily Strain*.

13.2.1.3 The *Team* cannot make any attacks (**EXCEPTION:** Attacks against dragged drivers (10.9)) or be braked.

13.2.1.4 A *Runaway Team* ignores *Safe Cornering Speeds* in corner lanes. It can travel at any speed safely in a corner, since there is no longer a car to flip (**EXCEPTION:** 13.3.4).

13.2.1.5 A *Runaway Team* may be attacked, but since no car and driver exist, only the *Team* can be attacked, by lash or ram as the attacker desires. The *Team* could evade automatically. If a horse is killed, the *Team* must remain in that *Square* where it is treated as an *Obstacle* henceforth except that any check to run over the *Obstacle* must subtract 3 from the dice roll (8.9.3.2). Any horse injuries are applied to both the jumping *Team* and the *Obstacle Team*.

13.3 DRAGGED DRIVERS

Whenever a *Chariot* flips (or the driver is pulled from his car), the driver will be dragged along behind the *Runaway Team*. Place a "dragged driver" model in the *Square* behind the *Team*, to replace the car model (or behind the car model in some cases).

⁵⁷ This rule was taken from the Q&A in *The General* volume 17, issue 5.

13.3.1 CUTTING FREE: The dragged driver can attempt to cut himself free (provided the driver still has his knife) at the conclusion of the movement phase in which his *Chariot* flipped, and every movement phase thereafter,⁵⁸ before rolling for injuries sustained in that turn. He rolls two dice, subtracts his *Current Driver Modifier*, and if the total is less than or equal to his current number of unchecked driver hit boxes, he is free. Even if freed, however, the driver counter is dragged a number of *Squares* equal to the adjusted freeing dice roll (up to, but not greater than the distance actually moved by the *Team* from the point of the flip or the start of the turn).

13.3.1.1 If the dragging *Team* becomes *Stationary* for any reason the driver can automatically cut himself free, whether he has a knife or not.⁵⁹

13.3.2 DRAGGING DAMAGE: At the conclusion of each movement phase in which a driver has been dragged by the *Team*, he rolls one die and suffers half the resulting number of "hits" or injury points (fractions rounded up) (**EXCEPTION:** During mud only one third of the die roll (fractions rounded up) is used for hits (3.7.4)). These hits are marked off the "Driver Hits" section of the Pushpin Chariot Log. When all boxes are marked off, the driver is dead, and can no longer win the race or continue in the Campaign Game.

13.3.3 DRAGGED OVER OBSTACLE: If a *Runaway Team* carries a dragged driver over a wreck or *Stationary Team*, the driver is automatically killed. If he is carried over a horse carcass, he suffers half a die roll of hits (fractions rounded up).⁶⁰

13.3.4 DRAGGED BEHIND CAR: When a driver is dragged from his car by a dust attack or critical hit, his dragged driver model is placed behind the car model. The *Team* continues as a *Runaway Team* except that it has to check for *Chariot* flip when exceeding a *Safe Cornering Speed*. The dragged driver is still subject to ram attack by an opposing *Team* (10.9).

13.3.5 WINNING WHILE DRAGGED: If a driver survives while being dragged long enough to cross the finish line, he can still win or place in the race provided he is still alive at the end of the turn in which he finishes the race. A car is not necessary for victory, only for one's personal health!

driver is free to move as he desires at the end of the following game turn.

14.1.1 DRIVER MOVES: An *Individual Driver* on the track can move one *Square* for each two remaining driver hit boxes (fractions rounded up) per turn (**EXCEPTION:** During mud he can move one *Square* for every three remaining boxes (fractions rounded up)). The driver may not move diagonally, although he may move in any direction.

14.1.1.1 Any number of drivers on foot can occupy the same *Square*. The order of their movement at the end of the normal game turn is of no consequence.

14.1.2 ESCAPING THE TRACK: An *Individual Driver* in an edge lane (lanes one or eight) can climb the wall and escape into the stands or the spina to survive the race. To climb the wall, the driver must move along the wall (from one wall *Square* to another wall *Square*) and roll an even number with one die. He may not roll twice from the same *Square*, however, so once he begins movement along a wall he may not reverse direction. The driver may roll to climb once for every space moved along the wall.

14.1.3 PLACING: An *Individual Driver* cannot place in the race.⁶¹

14.2 RUNNING DOWN A DRIVER

Any *Chariot* can attempt to run down an *Individual Driver* on the track during normal *Chariot* movement.

14.2.1 If a *Chariot* hits a driver, the *Chariot* pays *MFs* equal to the roll of one die when the *Team* enters his *Square*. Should this result in the *Chariot* being unable to reach the driver's *Square* the remaining *MFs* are marked on the Pushpin Chariot Log as *Used Move* for the *Chariot's* next Movement Phase.⁶²

14.2.2 The driver on foot may try to avoid the attack by rolling two dice and subtracting his *Current Driver Modifier*. If the total is less than or equal to his current number of remaining hits, he is allowed to move one *Square* sideways (if possible) to avoid the attack. If unsuccessful he is instantly killed and removed from play.⁶³

14.2.3 An *Individual Driver* on the track cannot otherwise be attacked, and cannot himself attack.

14. RUNNING FOR COVER

14.1 DRIVER MODELS ON THE TRACK

When a dragged driver cuts himself free (or when a driver abandons a *Stationary Chariot*), the dragged driver model is replaced by an *Individual Driver* model, representing the man on his feet. The *Runaway Team* moves off (if able), and the

⁵⁸ This rule was changed to allow dragged drivers more opportunities to cut themselves free.

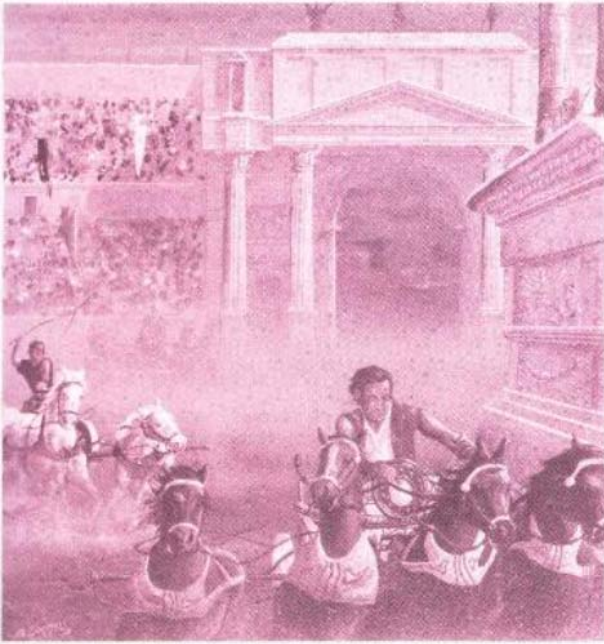
⁵⁹ This rule was added for logical reasons.

⁶⁰ There were no original rules for what happened to a dragged driver carried over a *Stationary Team* or horse carcass.

⁶¹ This rule was added for clarity.

⁶² This rule was adjusted for consistency.

⁶³ This last chance to survive was added for drama and to give the fairly expensive drivers a fighting chance.



15. ENDING THE RACE

15.1 COUNTING LAPS

When the first *Chariot* leaves a stretch and enters a corner, remove one of the Egg or Dolphin markers from the spina at that corner. This signifies that half a lap has been completed.

15.2 FINAL TURN

When all three Dolphin counters have been removed, and only one Egg marker remains, the *Chariots* are in the last stretch. The first *Chariot* to complete this stretch, and remove the final Egg, transforms the current game turn into the final game turn.

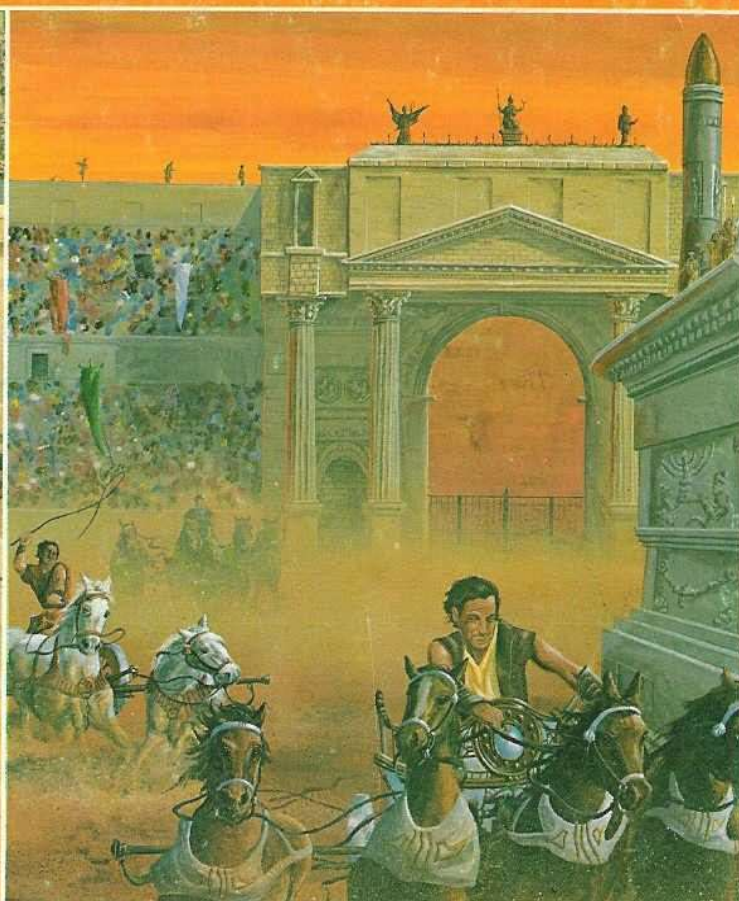
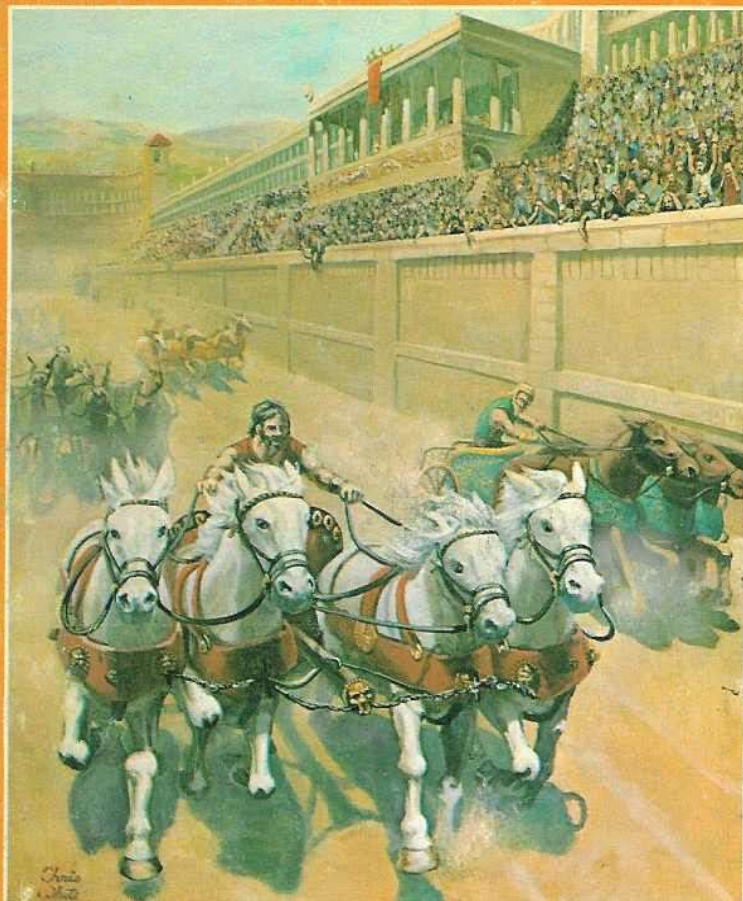
15.2.1 *Chariots* are not obliged to take the corner after the last stretch. When they cross the finish line they are removed from the race, being careful to note remaining *Movement Factors*.

15.2.2 If two or more *Chariots* cross the finish line on the same turn, the *Chariot* with the greater number of remaining *Movement Factors* wins the race.

15.2.3 If two or more *Chariots* cross the finish line on the same turn and with equal *Movement Factors* remaining, the winner is the *Chariot* which crossed the finish line first by virtue of having his colour counter drawn from the cup prior to the other equal finisher(s).

15.2.4 DETERMINING PLACINGS: After the final turn the rest of the placings in the race are determined by their positions on the track at the end of the last turn. *Chariots* closer to the spina are considered to be ahead of *Chariots* further away in case of ties. Dead drivers and *Individual Drivers* do not place.⁶⁴

⁶⁴ This rule is used to determine prizes in the campaign game.



Join us for a glimpse of the savage splendor and pageantry that was Rome as ordinary living rooms are vicariously transformed into one of the majestic arenas of the ancient world. Hark! Even now the blare of trumpets brings down a grudging calm upon the throng that fills the galleries thirsting for the thrills of the day's competition. This is the **CIRCUS MAXIMUS**, and assembled here from Spain, Thrace, Judea and the far corners of the Mediterranean are the champions of the ancient world to pay homage to the Emperor and vie for his gold.

From your vantage point behind the matched grays of the House of Gaius, you watch as the sultry image is broken by the clatter of late-arriving chariots approaching the starting line. To the extreme right is the veteran Phoenician who won his freedom last month in Athens but, like a moth to flame, is drawn back to the circus in search of fame and fortune or a grisly end beneath the hooves of a following team. Next to the line are the chestnut brown Arabians of the Egyptian and the sturdy whites of the Greek from Corinth. But of more immediate concern are the jet black beasts of Messala, the defending champion, but an arm's length away. Renowned for both his prowess as a driver and his murderous attacks on those who dare contest a corner with him, Messala is both the favorite of the crowd and feared by all who drive in the Circus. And today the hubs of the wheels on his chariot glisten in the midday sun. The Roman is using razor sharp scythe blades—a cruel threat to any wheel or horseflesh which ventures too near. You are all that stands between him and the favorable inside position at the far corner. The blare of the trumpets once again stills the crowd and signals that all is ready. The days of bravado, valor, and raw courage live again. **CIRCUS MAXIMUS** is about to begin.

CIRCUS MAXIMUS is a multi-player game of racing skill divided into three levels of play for players aged 12 and up. The **Basic Game** can be played with a minimum investment of learning time as one player can quickly explain the game to inexperienced participants. Yet, **CIRCUS MAXIMUS** is more than just a racing game. The drivers must choose whether to slow their teams in order to attack their opponents with whip and/or ram attacks, how to best defend against and evade such attacks by others, when to whip their own team into the stretch, or save their limited endurance to coax them through the all important corners. In the **Advanced Game** additional complexity is added in the form of wrecks, dragged drivers, and critical wounds. The **Campaign Game** version allows participants to build an entire stable of chariot teams and drivers for use in a racing season of ten different starts. Wounds and experience gained in one race will affect the outcomes of future events. You can amass large fortunes with astute wagers, or be sold into slavery for going into debt. Bribes, drugs, and other forms of skulduggery can ruin even the best plans of those who have not countered with adequate security forces.

CIRCUS MAXIMUS is best played with eight participants but can be played by any number from one to ten or more. Like most multi-player games, it is extremely well balanced and easy to learn, yet challenging and exciting to play. The average playing time of two hours enables several plays in the course of an afternoon. In each game you get a mounted 16" x 33" mapboard, 16-page rulebook, and 96 die-cut counters representing the drivers, teams and chariots which do the racing and the Sesterces which are bet on them.



AVALON HILL COMPLEXITY RATING:
2 (on a scale of 1 [easy] to 10 [hard]).

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CIRCUS MAXIMUS is Avalon Hill's trademark name for its game of chariot racing in ancient Rome.