# Homas Tour Pro

*To play **Homas Tour Pro** you need a copy of the game* Um Reifenbreite *(usually for sale at* Ebay *for less than 10£, shipping costs included), or otherwise 24 small cyclists, a set of 52 playing cards and a few pdf files.*

*Cycling is the sport of famous leaders and anonymous helpers, sudden attacks and terrible break-downs, of hellish cobblestones, marathon break-aways, of endless climbs and death defying descents.*

*The most famous race is, of course, the Tour de France, the biggest annual sports event on the planet. Millions of fans cheer their heroes along the roads or just sitting in front of their television.*

*By playing **Homas Tour Pro** you can make cycling races come alive at home – not as spectators, but as the sports director of your riders. Taste the atmosphere of the Tour of Flanders or Milan – San Remo as often as you like! Conquer the yellow jersey, become the next world champion or win classics like the Liege – Bastogne - Liege or the Amstel Gold Race.*

*In this game, it is up to you to attack, to take relays or chase escaped rivals – or perhaps you prefer others to do the dirty work and would you rather save your riders' energy for the final? As a sports director, your strategical and tactical cunning will determine the way the race evolves, even if chance plays its role. It's to be hoped that your riders suffer punctures nor falls!*

***Homas Tour Pro** is a realistic and complete cycling game. Apart form a certain dose of **tactical cunning** (choosing position) and a feeling for **strategy** (who will your riders work for today?), it's also of vital importance to carefully **manage your energy**. And it may be wise to negotiate with other players to forge temporary **alliances**. So, with the right tactics, a bit of **luck** and some practice, the flowers at the finish will be yours!*

## Contents

# 1. The start

## 1.1 The pack

The pack consists of 5 teams of 4 riders each, for a maximum of 4 players. There is always at least one team which isn't controlled by a player. These riders are neutral (§2.9). It's possible of course to give the teams and riders names.

## 1.2 Energy cards

The 4 riders of each player controlled team all have different qualities, expressed in so-called individual energy cards (§2.5). They allow a rider to advance more quickly, but some cannot be played uphill (▲) or on cobblestone sections (✕). Players also possess so-called team energy cards, which all their riders may use. They represent the invisible helpers in the team.[1]

| | +6 ▲ | +5 ✕ | +6 *every where* | ***Total*** |
|---|---|---|---|---|
| *n° 1: leader* | 1 | 1 | 1 | *3* |
| *n° 2: allrounder* | 1 | 1 | 0 | *2* |
| *n° 3: sprinter* | 2 | 0 | 0 | *2* |
| *n° 4: climber* | 0 | 2 | 0 | *2* |
| *team cards* | 2 | 1 | 0 | *3* |
| ***Total*** | *6* | *5* | *1* | ***12*** |

For stage races (§6.2), each stage description indicates how many of the above mentioned energy cards are available per stage (player's choice).

## 1.3 Fitness cards

Apart from energy cards, riders also possess a fitness card. Each player takes 4 of them from 4 different stacks: one for each of his riders.

| ***Rider*** | ***Colour*** | ***Card*** | ***Squares*** |
|---|---|---|---|
| *n° 1* | ♥ | *kind* | 13* |
| *n° 2* | ♠ | *queen* | 12* |
| *n° 3* | ♦ | *jack* | 11* |
| *n° 4* | ♣ | *2-10* | 2 to 10 |
| | | *ace* | 2d6* |

A fitness card replaces another form of movement during a turn (§2.1). Sprinters (the numbers 3 of each team), cannot use their fitness card uphill. Cards marked with * *must* be used to attack (§2.6).

Players are obliged to play all fitness cards after the first round and before the sprinting round (§1.5 and §4.2). Players should check if all cards have been played before the final sprint.

## 1.4 The line-up

A die roll (or the team classification; §5.7) determines which team may place its riders first. In turn, the players line up a rider, without ever placing 2 riders of the same team in one line. Neutral riders are lined up likewise.

It is easier to use a 'starting board', where all riders of a team are simply put on the same letters at once.

## 1.5 The first round

After the initial line-up there is a starting round, during which the following restrictions apply:

- no relaying,
- no energy cards,
- no fitness cards,
- no random events,
- no attacks,
- no bonusses for neutral riders.

In short, the only ways to advance are rolling the dice (§2.1) and aspiration (§2.3).

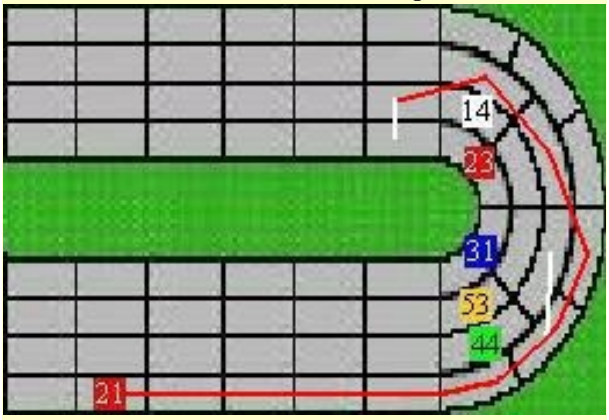
# 2. Movement

## 2.1 Movement per turn

The order in which the players move the riders is not determined by their place around the table, but by the position of the riders on the board. The rider in the most advanced position (and most to the right) goes first. A player has several options when moving his riders, but he should keep in memory the following rules:

- Each rider moves only once per turn.
- Rider can move forward (straight or diagonally), but never sideways or backwards.
- Each square can hold only one rider.
- A rider may advance less than he's allowed.
- In a curve, a rider cannot cross the thick black lines.
- Riding through others diagonally is allowed.

***Example 1:*** **Movement**




*Rider 21 is allowed 11 squares. He is forced to take the outer curve and cannot cross the thick black line until it is interrupted. At the end, he cannot move sideways to finish on the square directly in front of rider 23 (his team mate).*

There are 4 different ways of advancing a rider:

- Rolling 2d6.
- Using a fitness card (§1.3).
- Aspiration (§2.3).
- Using one or two energy cards to replace one or two dice (§2.5).

1) *Note that a few minor changes have been operated with regards to the original Homas Tour (Um Reifenbreite / Demarrage) energy cards.*

## 2.2 Blockades

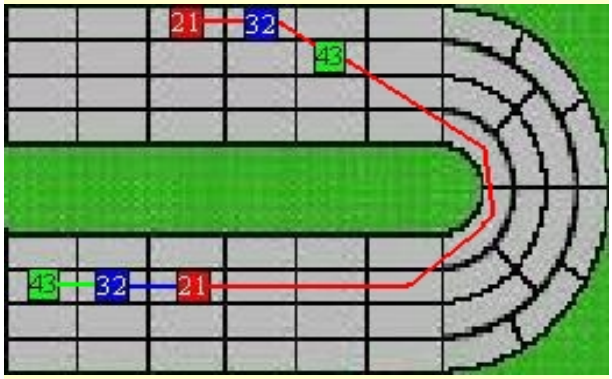
A rider cannot move through other, *unless:*

- ...he is moving uphill or started his turn uphill;
- ...the blocking rider is a team mate or neutral;
- ...the blocking rider didn't move (because of a puncture or a fall, for example).

## 2.3 Aspiration

A frequently used alternative to advance (instead of rolling the dice) is aspiration. Under certain conditions, a riders may follow a rider in front of him, which is of course particularly interesting if that rider threw a high number on his dice. Of course, aspiration is not obligatory. Rider who decide not to follow, may move later on that turn. A rider using aspiration is placed directly behind the one he followed, as straight as possible.

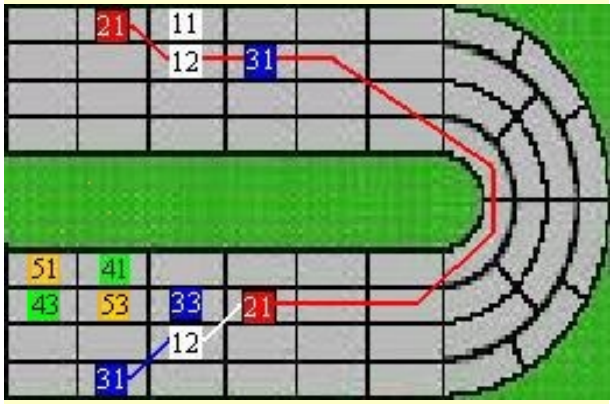
***Example 2:* Aspiration**




*Rider 21 advances 9 squares, taking the inner curve. The rider 32 and 43 follow him. As they take the same route as 21 (whom they are following), 32 ends up straight behind 21, but 43 doesn't.*

If the rider straight behind the one whose turn it is, doesn't want to follow, the choice is then up to the riders next to him. In that case, right has priority over left. Thus, the complete priority rule is: *Straight before diagonal, right before left.*

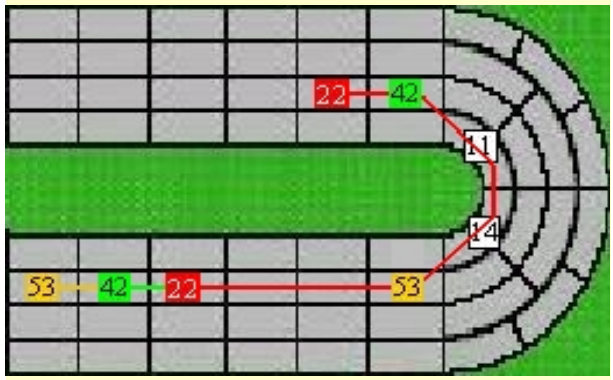
***Example 3:* Priority rule**




*21 advances 9 squares and ends up just in front of 11. The blue player may follow with 33 (33 has priority over 12, because he is straight behind 21), but decides not to. Now 12 follows, because neutrals automatically do so on a movement of 6 or more. Now, since 31 is diagonally to the right, whereas 53 is to the left, the next priority goes to 31. So, he may now follow 21 and 12. By not following with 33, the blue player was able to let 31 take advantage of 22's high dice roll.*

When a rider follows another one who rides through some riders placed ahead of them, it sometimes happens that the follower cannot be placed on the square behind the rider he follows, because it's already occupied by someone else. In that case, the player must place his rider on the best available square on the line along which the movement took place.

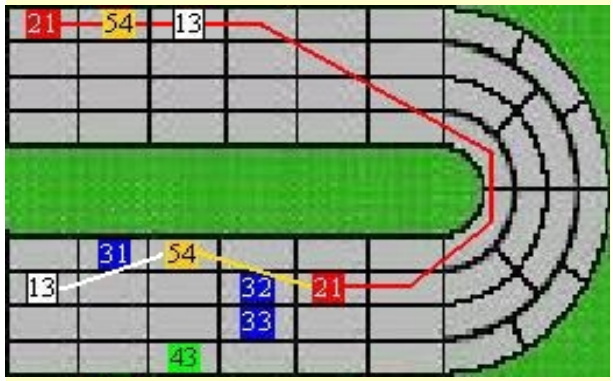
***Example 4:* Aspiration, occupied square**




*Rider 22 advances 7 squares and takes the interior curve, passing through two neutral riders. Riders 42 and 53 want to follow him. For 42 there isn't a problem, but 53 finds his squares occupied by 11 and 14. Therefore, if he wishes to follow 22 and 53, he should be placed on a square behind 14.*

To avoid the creation of gaps in the peloton every time a rider doesn't want to follow, there exists a possibility to use aspiration across another non-following rider. So, if non of the rider behind the one who advances wants to follow, the riders behind them (those 2 squares behind the moving rider) may do so instead. The priority rule still applies.

***Example 5:* Aspiration from a second row**



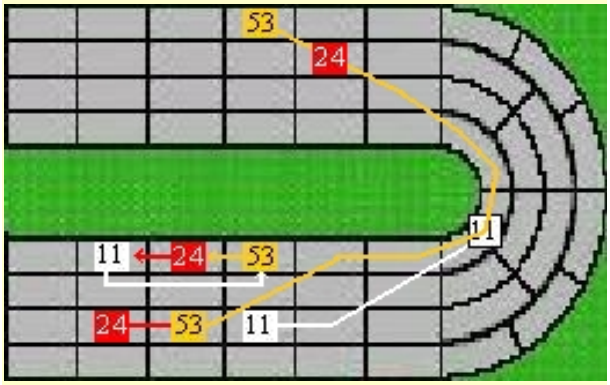

*Rider 21 advances 9 squares. This time neither 32 nor 33 want to follow him. But since "following across a row of non-following riders" is allowed, number 54 may still follow. He has priority over 43, since 54 takes the place of 32 who was straight behind 21, whereas 43 would have followed instead of the diagonally positioned 33.*

*This rule may be repeated several times during the same turn of aspiration. If 31 doesn't want to follow 54, then 13 still may do so, etc. Only if two entire rows of riders don't follow, the aspiration stops.*

## 2.4 Relaying

It's not always an advantage to be up front (cyclists call this: 'riding in the wind'). If you roll high on the dice everybody will follow you, but as soon as you obtain a low score, the other will not follow you and often pass you by. A player whose turn it is, has two options: either he rolls the dice, or he passes his turn and asks for somebody else relay him. In that case, he is placed diagonally on his square and it's up to the rider(s) behind him (via the priority rule) to say whether they want to relay or not – and this continues until a rider in the group accepts. The relaying rider (who may be a team mate, of course), is placed on the square of the rider who asked for the relay, and he and the line of riders behind him (still using the priority rule) are moved one square back.

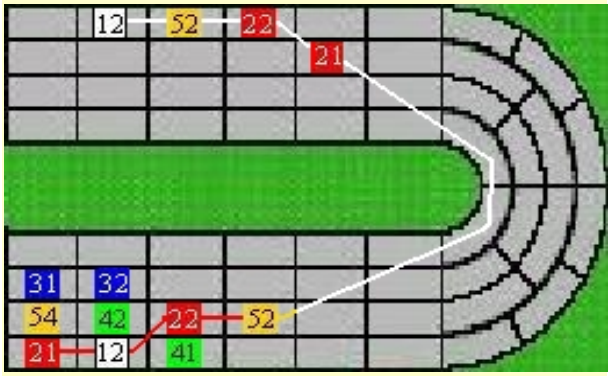
***Example 6:* Relaying**




*Rider 53 asks for a relay; 24 refuses to take the lead, but the neutral 11 automatically relays. He is placed up front, whereas 53 and 24 are moved one square back. The situation is shown beneath. Now it's up to 11 to roll the dice: 3. Neither 53 nor 24 want to follow such a low score. Now 53 decides to roll himself and he ontains an 8. This time, 24 follows him.*

Rider who pass the lead to other automatically have priority to follow the relaying rider.

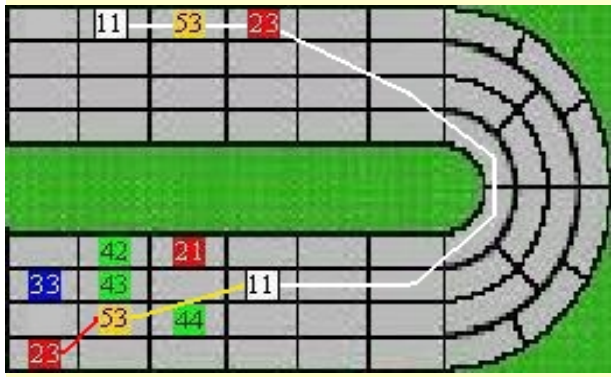
***Example 7:* Aspiration after relaying**




*Rider 52 asks for a relay. The choice is up to 22, who would like his leader (21) te be able to follow. Since this isn't sure, he doesn't take the relay. Leader 41 doesn't either. If 42 takes the relay, the line of aspiration would be 42-52-22 and not include his leader 41, so he refuses as well. Rider 12 is neutral and automatically relays. He rolls an 8 and advances 9 squares, for neutrals are at +1 on an even roll . The riders who passed the relay to 12 (52 and 22) have priority to following 12, which they to, together with rider 21.*

Riders up front tire more quickly than those at the back benefiting from aspiration. Therefore, it's of great tactical importance to determine which riders will take the risk of rolling the dice, because they will most likely suffer a bad roll at one point and thus fall back. Players may negotiate about which riders take relays, but not when it's their turn – this would unnecessarily bog down the game speed.

***Example 8:* Relaying, tactics**




*Rider 11 rolls 8 (+1) and advances 9 squares. The green player want his sprinter to follow, and so decides not to with rider 44. Now, the red player also wants his sprinter to benefit from the aspiration, so he doesn't follow either with 21. Rider 53 is happy to follow, though, and so is 23 who has priority over 33 who is positioned diagonally tot the left. The green player now hasn't benefited from aspiration at all!? Perhaps he should have let 44 follow 11...*

If none of the riders in a group wish to relay, the procedure is started anew. The leading rider may roll the dice or ask for a relay again, etc. This time, however, all riders in the group may *advance with one die only*, and they may not play fitness cards during this turn. If after a second turn of asking for a relay there is still no rider willing to advance, all riders of the group pass a turn, but, if possible, they may recuperate an individual energy card (§2.8).

## 2.5 Using energy cards

Energy cards are used to replace die rolls. Instead of rolling 2d6, a player may roll 1d6 and add the value of an energy card, or even replace both dice by two cards.

Downhill or on cobblestones, only one energy card may be used per rider per turn.

Individual energy cards may also be used to attack (§2.6).

Each teams (usually) possesses team cards, which may be used by all team members, but a few restrictions apply:

- They cannot be used to attack.
- Only one team energy card per rider per turn; it may be used in combination with an individual energy card, though (but not to attack).
- Team energy cards may only be played in the first part of the race – up to the red letter in the race descriptions (chapter 6). After that, they are no longer valid.

## 2.6 Attacking

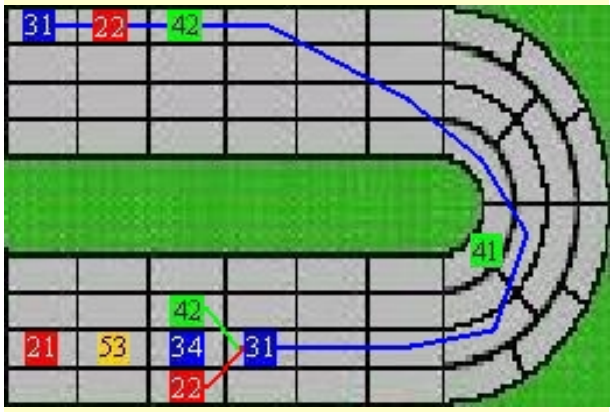
The easiest way of avoiding other riders following you, is to attack. A player who wishes to launch an attack must announce this and then use at least one individual energy card for the attacking rider. He may do so after having taken the lead by means of a relay.

The three possible ways of attacking are:

- Playing one or two individual energy cards (§2.5).
- Playing a fitness card with a * (§1.3).
- As a consequence of a random events (§2.7).

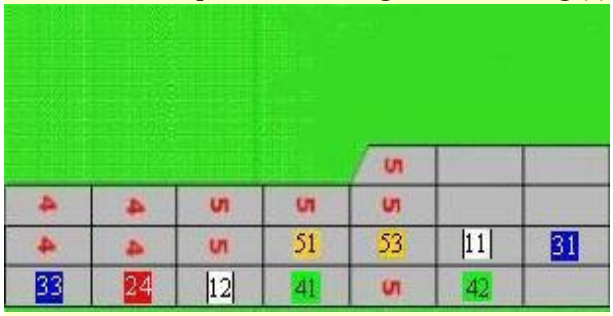
Riders positioned in the wheel of an attacker may counter the attack (e.g. follow him), by spending an individual energy card each. Contrary to normal aspiration, a rider cannot follow over a row of non-following riders (§2.3, example 5). On the other hand, *all* riders in the (counter-)attacker's wheel may counter his attack, in order of priority.

***Example 9:*** **Attacking and countering (1)**




*The blue leader attacks, using an individual energy card of +6. With his die he obtains a 5 for a total score of 11. His team mate 34 has no energy left and cannot counter the attack, but 22 and 42 can. They both spend an individual energy card (of indifferent value) and are placed behind 31 (respecting the usual priority). It's now up to 53 to counter, but he decides not to. This takes away the possibility for rider 21 to follow 42, since countering is not allowed across a row of riders, contrary to normal aspiration.*

***Example 10:*** **Attacking and countering (2)**




*Again the blue leader attacks. Supposing they still have energy cards left, who can counter him? The neutral rider can do so if he rolls 6 on a d6 (§2.9). Rider 42 can counter normally, but 53 can't, since sprinters don't have any suitable energy cards uphill! Thus, 51 cannot counter either. In short, the blue leader will certainly create a significant gap (possibly with riders 11 and 42 in his wheel), since the rest of the peloton still hasn't reached the top of the climb!*

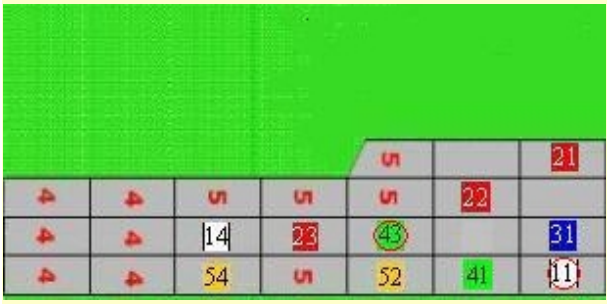
## 2.7 The Random Events Table

Apart from during the starting and sprinting rounds, a rider must check the Random Events Table every time he rolls a natural 7 (with or without the use of an energy card). He should roll another 2d6 to find the event result. A rider may refuse to roll 2d6 on the Random Events Table, but then he is allowed only one die or card to advance.

The 2d6 result on the Random Events Table is modified by several things: -1 on cobblestones and downhill, -1 on interior curves and -1 if it's raining. So, a rider in a wet interior curve downhill has a -3 modifier on his event roll.

If a rider causes a massive fall (4, 2 or 0 on the Table), all riders directly behind or to his left also fall. These fallen riders may cause others to fall as well, etc. Riders who are on different road types or on the other side of a thick black line in a curve, are not taken into the massive fall.

***Example 11:*** **Massive fall**




*Rider 11 causes a massive fall. Who are the victims?Rider 41 fall, because he is positioned directly behind 11. Rider 31 too, because he is directly on the left. All other riders escape the fall, because 52 is on a different road type than 41. Rider 22 is not on a square bordering a fallen rider.*

*In the same turn, 43 also causes a massive fall. This time, the victims are 23 and 14. Rider 52 doesn't fall, because he is at 43's right. Likewise, 54 escapes unharmed because he's positioned to the right of rider 14.*

When a rider must wait a turn or more due to bad luck, he can chose to spend energy cards instead (one card annuls one turn). This can be done with team cards, if they're still valid. The usual restriction to their use apply, though (§2.5).

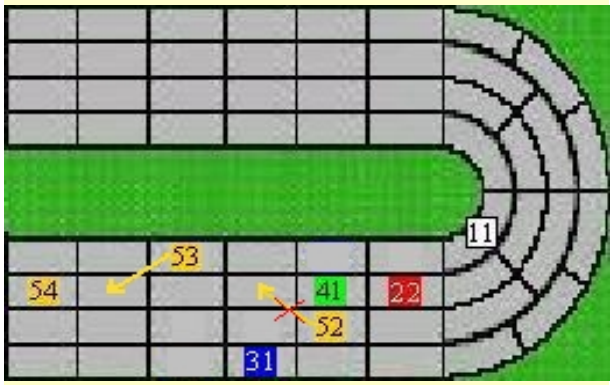
Downhill, a rider who didn't roll a natural 7 may voluntarily roll 2d6 on the Random Events Table (the usual modifiers apply).

## 2.8 Falling back or resting

After a complete turn in which all riders have moved, a possibility exists for a rider to move backwards one square. This tactical retreat may be used to pick up a team mate or to put a rider in a line of aspiration. If more than one riders want to use this option, they do so in the normal order, e.g. those up front go first.

There is, however, one restriction on falling back: it is not allowed is by doing so, a rider breaks up an existing line of aspiration.

***Example 12:* Falling back**




*The yellow player wants to help his sprinter (53) by letting 52 fall back. This is not allowed, since it would break the aspiration line from 22 to 31. So the only possibility for yellow to help his sprinter, would be to move back 53 himself. In the next turn, 54 will relay him and hopefully bring the sprinter to the front.*

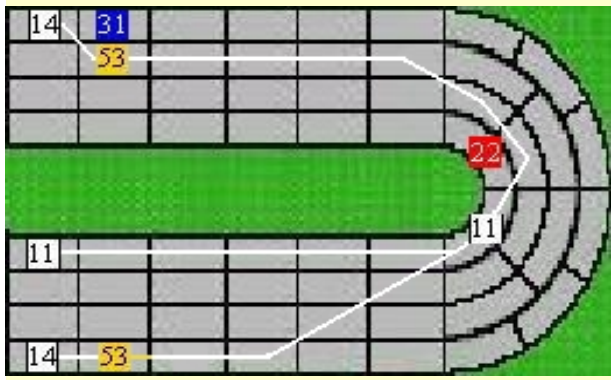
A rider may also chose to wait an entire turn in order to recuperate an individual energy card. As mentioned in §2.2, a rider who doesn't move cannot be an obstacle to others that round. It is not allowed to rest for a turn after relaying, and is it no longer possible once a rider has crossed the finishing line.

### 2.9 Neutral riders

Riders who are not controlled by players are neutral. They often play an important role and a neutral rider can actually win. When it's a neutral rider's turn, the player whose turn it was just before rolls the dice and moves the neutral rider, respecting the following rules:

- Neutrals always relay.
- They have no energy cards, but are at +1 whenever they obtain an even score on the movement dice (even during the sprint).
- They always take the most advantageous route, meaning they take the interior curves and try to end their turn as much to the right side of the road as possible. They only ride through other riders if it gives them a clear advantage.
- They follow a rider ahead of them if that rider moves the equivalent of 6 squares.
- If possible, they try to end their turn directly behind another rider, even if this costs them one square.
- Neutral riders always use the Random Events Table when they roll a natural 7. They never have to wait turns due to bad luck (e.g. punctures or falls) and simply advance 7 squares instead.
- They always use to possibility to attack if the Random Events Table gives them the opportunity to do so.
- If a neutral rider obtain 11 or 12 on the dice, he immediately attacks and may then only be followed by spending an individual energy card as usual (§2.6).
- Neutrals counter attacks from other riders if they obtain 6 on a d6.

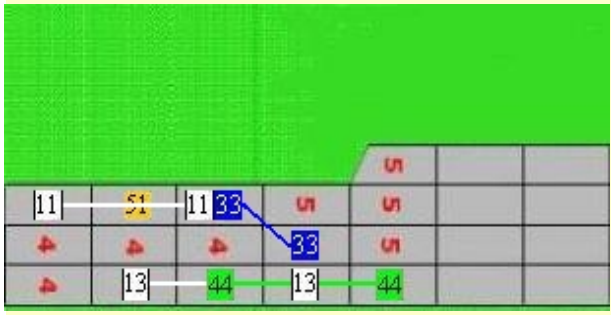
***Example 13:* Movement of neutral riders (1)**




*Rider 53 asks for a relay. Rider 14 is neutral and therefore automatically takes it. He rolls a 12! The neutral rider attacks and advances 12 +1 (even score on dice) = 13 squares. He takes the interior curve and then moves to the right side of the road. Now rider 53 plays an individual energy card to counter the attack, so he may follow 14.*

*Rider 11 rolls a 7 (5+2). Neutrals cannot refuse the Random Events Table, so 2d6 are rolled. The result is a 3: "*A puncture! You may advance with **one die only**. Then roll 1d6. If the result is inferior or equal to your team classification*, you lose a **complete turn** or energy card." *The neutral rider misses his team classification roll. Although he has no energy cards, he doesn't have to wait a turn and may advance 7 squares (if he had succeeded his roll, he would have to use a single die to advance, e.g. he would have a movement of 5 squares). He takes the interior curve and sacrifices one square in order to end up straight behind rider 22.*

***Example 14:* Movement of neutral riders (2)**




*Rider 44 rolls a 6. Since he is on a -4 uphill, he can only move 2 squares. Still the neutral 13 follows him, since by doing so he advances the equivalent of 6 or more – even if they are only 2 squares.*

*Rider 33 now rolls a 5. He may advance only one square. Rider 51 doesn't want to follow, but the neutral 11 must, because by doing so he moves 2 squares and the equivalent of a 6.*

# 3. Road types

### 3.1 Flat

The sections without numbers are flat. No special rules apply here.

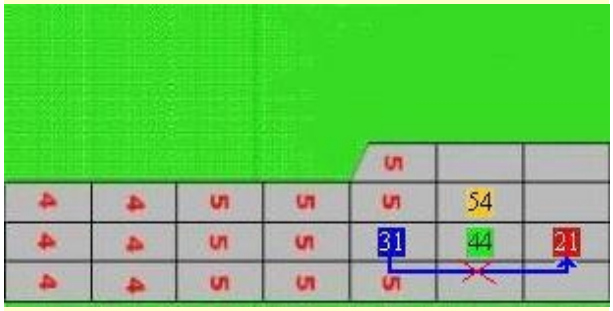
### 3.2 Climbs (hills and mountains)

Logically, riders move slower uphill. A rider who begins his turn on a square with a red number (= uphill), must subtract this number from his movement roll. So, a rider

on a -5 square who rolls 8 may only advance 3 squares. If a rider rolls equal to or lower than the number on his square, he is still allowed to move forward one square.

Uphill, riders may ride through each other. Energy cards marked with ⛰ cannot be used. In some races, not only hills but also real mountains have to be overcome. The main difference between a hill ▲ and a mountain ▲ is that on a mountain (like the Tourmalet or the Alpe d'Huez) aspiration and relaying may apply only to riders on the same road type. If the finishing line is on top of a mountain, there are no group arrivals and no sprint. The winner is he who, at the end of the finishing round, has advanced furthest.

***Example 15:* Aspiration and relaying on a mountain**




*The riders are on a mountain. Rider 21 asks for a relay, but neither 44 nor 54 want to take it. Rider 31 is not allowed to relay, because he is on a different road type (uphill). As a result, all three riders lose a movement die (§2.4) and rider 21 may chose whether to roll or to ask for a relay again. Rider 21 decides to advance and rolls a 3 with 1d6. Neither 44 nor 54 want to follow him, and 31 can't, again because he is on a different road type. Finally, both 44 and 54 decide to rest for a complete round and recuperate an individual energy card.*

### 3.3 Descents

On downhill sections, riders may add the numbers of their starting squares to their movement rolls. For mountains, aspiration and relaying are only allowed for riders on the same road type. In a descent, a rider can only benefit form one energy card per turn. As mentioned in §2.7, there is a -1 cumulative modifier on the Random Events Table. A rider who did not obtain a natural 7, may still voluntarily take the risk of a 2d6 roll on the Random Events Table. The usual modifiers apply.

### 3.4 Cobblestones

The cobblestones are known from classic races like the Tour of Flandres and Paris – Roubaix. The blue numbers on the squares must be subtracted from the die rolls. Again, if the riders rolls equal to or lower than his penalty number, he is still allowed to advance one square. As with downhill movement, there is a -1 modifier on the Random Events Table (and even a -2 for Paris – Roubaix). On the cobblestones, only one energy card per rider per turn may be played. Cards marked with ✕ (§1.2) cannot be played at all. (Apart from in Paris – Roubaix, that is, where these cards are the only *valid* cards on the cobblestone sections!).

# 4. The finish

### 4.1 The finishing line

If the first rider to cross the finishing line is part of a group, then all the riders of that group are considered to have finished as well! A group consists of riders between whom there are no free squares (from a lateral perspective). Only when the finishing line is drawn on top of a mountain climb, there are no groups, only individual arrivals.

Once a rider has arrived, the players should check whether his fitness card has been played. Should this not be the case, the sportif director of that rider will be disqualified.

***Example 16:* Group finish**


*Only two riders have physically crossed the line, but since all belong to one group (there isn't a free squares, seen from the side), all 7 riders have arrived. (The players should now check whether the fitness cards for these riders have been played; if not, the faulty player is disqualified!)*

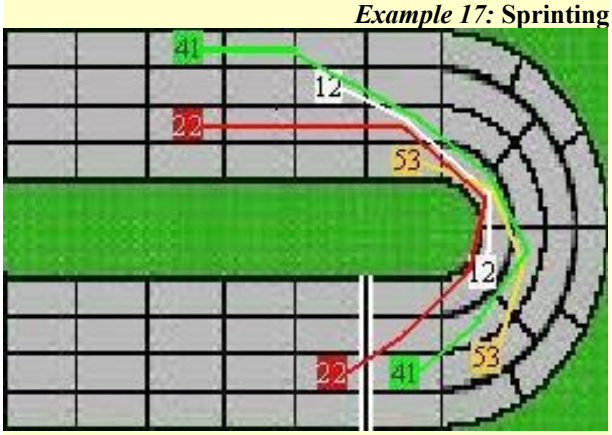
### 4.2 Sprinting

When a group has arrived, all its riders may sprint for an extra turn to determine the order of arrival within the group – and possibly to determine the winner of the race as well.

In a sprint, there is no aspiration and no relaying and road types are no longer taken into account. The only difference between a flat sprint and a sprint uphill, is that in the latter case, riders cannot use energy cards marked ⛰.

Each rider rolls 1d6 (or uses an energy card, if he still has one left), and advances normally. Only sprinters roll 2d6 (and may thus use 2 energy cards, if still available). After this, a rider gets a *+1 movement bonus for every row of riders he caught up with* (so +1 for every time he landed next to one or two riders during his initial sprint movement).

***Example 17:*** **Sprinting**




*The group consisting of riders 12, 53, 41 and 22 must sprint for victory. 12 rolls a 3. 53 may roll 2d6, since he's a sprinter. He also obtains a disappointing 3. Both these riders advance without sprint bonus, since they don't catch up with anyone. Now 41 rolls a 5. He advances 5 squares and catches up with both 12 and 53, so he gets a +2. The last rider to sprint is 22, who also rolls a 5 and he catches up with 53 and 12, so +2 for him as well – he ends up next to 41. The photo-finish will show 41 as the winner, since he is at the right side of the road.*

# 5. Stage races

## 5.1 Classifications and jerseys

In stage races, players do not only compete to cross the finishing line. Apart from stage victories, they also aim at the yellow jersey, the green jersey, the polka dotted jersey and the team classification (5.4 – 5.7).

If two riders have the same total time or number of points, the last stage result determines which rider gets the advantage. If a rider is the leader in more than one classification, he can only wear a single jersey. The order of priority is: yellow, geen, polka dotted.

## 5.2 Time differences

Stages aren't over until all riders have arrived. Between the first riders of each group, time differences are measured. Riders of the same group always have the same time. The delays should be noted before playing out the group sprints, which serve only to determine the order of arrival within a group.

Delays are calculated with respect to the stage winner. Every turn counts as a minute and every square as 6 seconds or 12 if the finish is on top of a climb (hill or mountain). If the finish is on top of a mountain, there are no groups and therefore only individual arrival times.

*Example:* A rider finishes two turns after the winner (+2 minutes), but ends 3 squares ahead of the winner's final square (-18 sec.). His total delay is 1.42 minutes. If he had ended 10 or more squares ahead of the winner, he would have reduced his delay by a full minute and be classified at 1.00 minute only.

***Example 18:*** **Time differences between groups**


*The group consisting of 31, 21 and 54 has arrived (not necessarily in that order, though, because they still have to sprint!). In the same turn, the riders 32 and 12 also reach the finish. To determine the delay of the duo, we must count the squares between the riders 31 and 32 (the first riders of each group). In this case, the first group has an advance of 4 squares, representing 4 x6 = 24 seconds. The next duo, 41 and 23, arrive in the next turn. Their delay is 1 minute (1 turn) minus 12 seconds (2 squares) = 48 seconds.*

## 5.3 The prologue (time trial)

The prologue is a short individual time trial to determine which riders will be the first yellow and green jersey (the winner and the n°2, respectively). No points for the polka dotted jersey can be won yet.

In the prologue all riders have their usual number of individual energy cards. Team and fitness cards are not used. All riders must do the circuit individually and the number of turns it takes them is written down, as well as the number of extra squares beyond the finishing line. For example: "4 turn, +3 squares". The winner is the rider with the lowest number of turns and the highest number of extra squares. Subsequently, time delays are calculated for all other riders, using the procedure described in §5.2.

***Example 19:*** **The prologue**

| *Rider* | *Number of turns* | *Squares after the finishing line* | *Classification* |
|---|---|---|---|
| **21** | *4* | *+6* | *0.00* |
| **32** | *4 (+0.00)* | *+2 (+4 x 6 sec.)* | *+ 0.24* |
| **43** | *5 (+1.00)* | *+8 (-2 x 6 sec.)* | *+ 0.48* |
| **54** | *5 (+1.00)* | *+1 (+5 x 6 sec.)* | *+ 1.30* |

*For each of the 4 riders, the number of turns and extra squares are given. Rider 21 won, because the race took him only 4 turns and he landed 6 squares after the finishing line. He will wear the yellow jersey in the first stage. The green jersey goes to 32 who finished in second place at 24 seconds from the yellow jersey.*

It is possible to play other (longer) individual or team time trials. In that case, fitness and teams cards may come into play. To determine the number of squares for the races, use the following rule: "half the number of kilometers of the real time trial, plus 25." So, a time trial of 32 km should have a length of 16 +25 = 41 squares.

### 5.4 The yellow jersey (time classification)

This classification records the time delays for each individual rider. The rider wearing the yellow jersey automatically has "0.00" delay. After every stage, new delays should be calculated and a new yellow jersey awarded to the rider with the least total time. Then all riders modify their delays in function of the new leader.

Bonus seconds may be won for the time classification at the intermediate sprints, but not at the finish.

***Example 20:* Time classification**

| *Rider* | *Classification 0* | *Stage 1* | *C0 + S1* | *Classification 1* |
|---|---|---|---|---|
| **21** | *0.00* | *+ 1.24* | *1.24* | *+ 0.46* |
| **32** | *+ 0.24* | *+ 1.24* | *1.48* | *+ 1.10* |
| **43** | *+ 0.48* | *- 0.10* | **0.38** | *0.00* |
| **54** | *+ 1.30* | *+ 1.24* | *2.54* | *+ 2.16* |

*After the prologue (Classification 0), the first stage was won by rider 43. He even has a negative delay of 10 seconds, thanks to the time bonuses he earned along the way. The other riders have positive delays compared to the stage winner. We now add the two delays (C0+S1) and can then conclude that 43 is the new yellow jersey, since he has the lowest total time. His new time classification automatically becomes "0.00", and the other time classifications are also modified by -0.38, as to obtain the final delays for the stage 1 time classification.*

### 5.5 The green jersey (points classification)

Points for the green jersey can be won at intermediate sprints and at the finishing line:

- *Flat stage:* 10, 8, 7, 6, 5, 4, 3, 2, 1.
- *Mountain stage / time trial:* 5, 4, 3, 2, 1.
- *Intermediate sprint:* 5, 4, 3, 2, 1.

A 'mountain stage' includes at least one mountain (like the 4th and 5th stages of the Tour de France as described in §6.2).

### 5.6 The polka dotted jersey (mountain cl.)

Points for the 'King of the Mountains' classification may be won on top of climbs:

- *Mountain:* 10, 8, 7, 6, 5, 4, 3, 2, 1.
- *Hill:* 5, 4, 3, 2, 1.

### 5.7 The team classification

The team classification is determined by adding the time scores of all four riders of a team. Of course, the team with the least total time becomes the leader in the team classification. The other teams note the time difference with the leading team.

As mentioned in §1.4, the team ranking is used to determine the line-up order at the start. It's also used for the Random Events Table, where riders may suffer extra penalties on a failed 'team classification roll' (q.v.).

### 5.8 Rushes (intermediate sprints)

At each intermediate sprint (marked as underlined letters in the races descriptions in §6.2) riders can earn 5, 4, 3, 2 and 1 points and bonus seconds. The normal sprinting procedure applies, apart from that no bonus squares may be won for catching up (§4.2. Also remember that movement in a sprint is virtual, so all riders should be put back to their original square after the intermediate sprint, and the race continued normally. It may be a good idea to use markers.

### 5.9 Recuperation after each stage

Riders may draw extra new fitness cards before the start of each stage, at a rate of +1 per individual energy card left at the end of the previous stage (with a maximum total of 3 fitness cards per rider). Per rider, the player must select one of these fitness cards and discard the remaining ones.

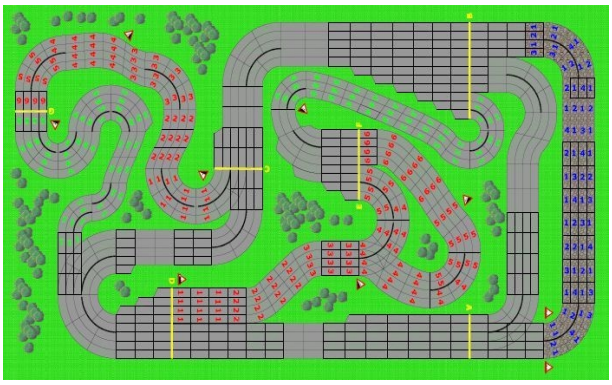
*Example:* Rider 51 has two individual energy cards left at the end of a stage. For the next stage, the player may draw 1 +2 (energy cards left) = 3 new fitness cards, from which he must chose one.

### 5.10 Time limits

Apart from the prologue and the last stage, all other stages have time limits. A rider who finishes the stage with a delay exceeding the time limit, loses all his individual energy cards for the next stage and draws only one new fitness card.

# 6. Race descriptions

### 6.1 Classic races



***Milan – San Remo*** [185 squares; ± 2 hours]
C – D – A – B – C – D – ▲E [Cipressa] – B – C – D – ▲E [Poggio] – B – C

***Tour of Flanders*** [184 squares; ± 2 hours]
$B^+$ – C – ▲G [Oude Kwaremont] – D – A – *cobblestones* [Koppenberg] – B – C – ▲G [Berendries] – D – A – *cobblestones* [Muur/Bosberg] – B

***Paris – Roubaix*** [183 squares; ± 2 hours]
D – A – *cobblestones* [Forest of Wallers] – B – C – D – A – *cobblestones* [Chemin des Abattoirs] – B – C – D – A – *cobblestones* [Carrefour de l'Arbre] – B

• *on the cobblestones: (a) 'no aspiration, no relays', (b) -2 instead of -1 on the Random Events Table, and (c) only energy cards with the* ✂ *symbol may be used!*

***Amstel Goldrace*** [174 squares; ± 2 hours]
C – D – ▲E [Loorberg] – B – C - ▲G [Eyserbosweg] – D – ▲E [Keutenberg] – B – C – D – ▲E [Cauberg]

***Liege – Bastogne – Liege*** [178 squares; ± 2 uur]
B – C – ▲G [La Redoute] – D – ▲E [Sprimont] – B – C – ▲G [La Roche aux Faucons] – D – ▲E [St.Nicolas] – B – C

***World Championship*** [182 squares; ± 2 hours]
C⁺ – D – ▲E – B – C – D – ▲E – B – C – D – ▲E – B – C
• *rain on a roll of 1 or 2*

***Tour of Lombardy*** [176 squares; ± 2 hours]
B – C – ▲G [Ghisallo] – D – A – B – C – ▲G [Civiglio] – D – ▲E [Battaglia] – B – C
• *rain on a roll of 1 or 2*

## 6.2 Stage races

***Paris – Nice***

***1****. Nevers – Belleville* [128 squares; ± 1¼ hour]
C – D – ▲E – B – C – D – A – B – C
• *energy cards: 1 / 2 / 1 / 1 // 2 [total: 7]*
• *time limit:* 4 minutes

***2****. Montélimar – Mont Ventoux* [128 squares; ± 1½ hour]
A – B – C – D – A – B – C – D – ▲F [Mont Ventoux]
• *energy cards: 3 / 1 / 1 / 2 // 0 [total: 7]*
• *time limit:* 5 minutes
• *finish on top of a mountain (no sprint)*

***3****. Sisteron – Cannes* [146 squares; ± 1½ hour]
C⁺ – D – ▲E – B – C – ▲G – D – ▲E – B – C
• *energy cards: 2 / 1 / 1 / 2 // 1 [total: 7]*

***Dauphiné Libéré***

***1****. Avignon – Privas* [128 squares; ± 1¼ hour]
A – B – C – D – ▲E – B – C – D – A
• *energy cards: 1 / 1 / 1 / 1 // 3 [total: 7]*
• *time limit:* 4 minutes

***2****. Ville-le-Grand – Morzine* [131 squares; ± 1½ hour]
C – D – ▲E – B – C – D – ▲F [Col de Joux-Plane] – B – C
• *energy cards: 3 / 2 / 1 / 1 // 0 [total: 7]*
• *time limit:* 7 minutes

***3****. Morzine – La Toussuire* [118 squares; ± 1¼ hour]
A – B – C – D – ▲F [Col de la Croix de Fer] – B – C – ▲G [La Toussuire]
• *energy cards: 3 / 1 / 1 / 2 // 0 [total: 7]*
• *finish on top of a mountain (no sprint)*

***Benelux Tour***

***1****. Antwerp – Geraardsbergen* [134 squares; ± 1½ hour]
C – D – ▲E – B – C – D – A – *cobblestones* – B – C
• *energy cards: 1 / 1 / 1 / 2 // 2 [total: 7]*
• *time limit:* 4 minutes

***2****. Groningen – Arnhem* [127 squares; ± 1½ hour]
A – B – C – D – ▲E – B – C – D – A
• *energy cards: 1 / 1 / 1 / 1 // 3 [total: 7]*
• *time limit:* 4 minutes

***3****. Malmedy – Valkenburg* [146 squares; ± 1½ hour]
C⁺ – D – ▲E – B – C – ▲G – D – ▲E – B – C
• *energy cards: 3 / 2 / 1 / 1 // 0 [total: 7]*

***Tour de France***

***Prologue: Plouay – Plouay*** [30 squares; ± ½ hour]
A – B – C
• *individual time trial (§5.3)*
• *energy cards: 3 / 2 / 2 / 2 // 0 [total: 9]*

***1****. Metz – Strasbourg* [144 squares; ca. 1½ hour]
C – D – ▲E – B – C – D – ▲E – B – C – D
• *energy cards: 1 / 1 / 1 / 1 // 4 [total: 8]*
• *time limit:* 4 minutes

***2****. St Quentin – Wasquehal* [149 squares; ± 1½ hour]
B – C – D – ▲E – B – C – D – A – *cobblestones* – B – C
• *energy cards: 1 / 1 / 1 / 1 // 4 [total: 8]*
• *time limit:* 5 minutes

***3****. Nantes – Tours* [145 squares; ± 1½ hour]
C⁺ – D – ▲E – B – C – ▲G – D – ▲E – B – C
• *energy cards: 1 / 1 / 1 / 1 // 4 [total: 8]*
• *time limit:* 5 minutes

***4****. Chambéry – Alpe d'Huez* [131 squares; ± 2 hours]
B – C – D – ▲F [Col de la Madeleine] – B – C – ▲G [Col du Galibier] – D – ▲F [Alpe d'Huez]
• *energy cards: 3 / 2 / 1 / 2 // 0 [totaal: 8]*
• *time limit:* 8 minutes
• *finish on top of a mountain (no sprint)*

***5****. Pau – Lannemezan* [131 squares; ± 2 hours]
D – ▲F [Col de l'Aubisque] – B – C – ▲G [Col du Tourmalet] – D – ▲F [Col d'Aspin] – B – C
• *energy cards: 3 / 2 / 1 / 2 // 0 [total: 8]*
• *time limit:* 8 minutes

***6****. Orléans – Paris* [141 squares; ± 1½ hour]
D – ▲E – B – C – D – ▲E – B – C – D – A
• *energy cards: 1 / 1 / 1 / 1 // 4 [total: 8]*

*The race indications are based on the **universal board** made by Ludo Nauws.*

*C⁺ means the riders should line up before line C, instead of behind it.*

# 7. Playing solo

It's very well possible to play ***Homas Tour Pro*** as a single human player against 4 neutral teams. Two specific rules should be observed:

- The human player cannot move his riders less than the dice or energy cards indicate. (Otherwise it would become too easy to slow down the pack, since neutral riders will follow automatically at 6 or more.)
- Riders may only ride through team mates, unless some specific exceptions apply (§2.2).

# Credits

***Homas Tour Pro*** *is a 'professional' version of Rob Bontenbal's original game called* Homas Tour*, first published in 1979. Unfortunately, many copies were lost in a fire at the time. In 1991 it was reissued and given the name of* Demarrage *in Holland, Belgium and France, and* Um Reifenbreite *in Germany. In 1992, it won the famous* Spiel des Jahres *prize.*

*The most important changes and additions to the original game are:*

- *Secret **fitness** cards, which add an extra tactical dimension to the game.*
- *An original mechanism for **relaying and aspiration**, which causes the pack to stay together much longer.*
- *Simple and elegant rules for **sprinting**.*
- *A **neutral team**; while not directly controlled by any of the players, the neutral riders have a strong influence on the race.*
- *An original way to use the **energy cards**, with the possibility to counter attacks, for example.*
- *A **Random Events Table** (as a substitute for the chance cards) which takes into account the weather, road types and curves.*
- *The possibility to **play solo** races against the neutral riders.*

*All of these improvements make* ***Homas Tour Pro*** *strategically similar to the final of a real cycling race – whether you play a classic or a stage of the Tour de France.*

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*Some interesting sites:*

→ http://www.cyclingboardgames.net
→ http://www.wielerspellen.net
→ http://www.uci.ch
→ http://www.letour.fr
→ http://www.cyclingnews.com