luke morris

2010

tour.

cycle free

Intermediate sprints are those during a stage that are marked with the sprint card. Points are awarded to the 1st, 2nd and 3rd cyclist across the card. They earn 6pts, 4pts and 2pts respectively.

All the sprint and mountain points and time information can be kept track of using the **Team Performance Sheets** - one per team.

Team:

Fatigue:

If riders push too hard on a day then they will suffer on the next day through accumulated fatigue. However, if a rider manages to conserve energy on one day then they will feel fresher and stronger on the next day! This is simulated in Tour: Cycle Free.

- If a rider finishes the stage with less than 5 energy points then the next day they will lose −1 on their Form Points dice roll.
- If a rider finishes the stage with more than 15 energy points then the next day they will gain +1 to their Form Points dice roll.

A rider **cannot** have less than 1 Form Point or more than 5 Form Points after fatigue effects have been added or subtracted.

If you are using the 12 section stage format then this becomes less than five for -1 and TEN or more for +1.

Tour: Cycle Free

Designed by Luke Morris.

Thanks to Anna Morris, John Weber, Anki Toner (www.cyclingboardgames.net), Daniel Kazaniecki, Mark van der Veen, Frank de Jong and Stephan Gauss.

Rule set v2.3
1st April 2011.

STAGE RACING:

As well as playing a one off race, players can chart their team's progress over a series of "stages" which add up to a larger race.
In these races sprint points, mountain points and overall times are important.

The Overall Race Leader.

The overall race leader is the cyclist who has the lowest time overall. At the end of the stage, the winning cyclist takes the time of 0 (zero). Any other cyclists that finish in the same group as him also take 0 as their time. Cyclists who finish in groups behind take on the time of how far back they finished (for example +3, +6 etc). They carry these times over onto the next stage.
Cyclists finishing in the cars lose 30 seconds on those in the peloton.
For example: Dennis won the first stage and has 0 time. Pierre has +1 and Will and Ernie have +3. In the second stage Pierre wins! Dennis and Will finish +2 minutes back and Ernie finishes +4 back. The new overall times are:
1.   Pierre (the leader always takes ZERO).
2.   Dennis +1 (finished 1 minute ahead of Pierre on 1st stage and 2 behind on 2nd stage).
3.   Will +4 (finished 2 minutes behind Pierre on each stage).
4.   Ernie +6
Pierre is the new leader going into the next stage. If this was the final stage then Pierre won the overall competition!

King of the Mountains:

The King of the Mountains points are awarded at the tops of climbs that have red circles above them. Please check the stage sheets that are provided for how many points are awarded and on what climbs. These points are added up for every climb and at the end of each stage, whoever has the most mountain points from every stage up to that point is the King of the Mountains going into the next stage. Whoever has the most points after the final stage is the winner of the mountains competition!

Sprint Points Leader:

These points are awarded for winning stages and also for being one of the first riders across the sprint points during a stage. As with the King of the Mountains points these are added up during the stages and the overall sprint winner is the rider with the most of these points after the final stage. The points are awarded as follows:
(If you don't have enough cyclists taking part in the race then just give out the points you can).
Add up the mountains in a stage, giving 4 pts to a HC climb, 3pts to a Cat 1 climb, 2pts to a Cat 2 climb and 1pt to a Cat 3/4 climb.
**Flat stage (0-6pts):** From 1st place finish: 35, 30, 26, 24, 22, 20, 19...down to 1pt.
Intermediate stage (7-10pts): From 1st place: 25, 22, 20, 18, 16, 15...down to 1pt.
Mountain stage (11pts and above): From 1st place: 20, 17, 15, 13, 12, 10...down to 1pt.

If a stage contains a Hors Categorie climb it automatically becomes a Mountain Stage. If a stage contains a Category 1 climb but is worth 6 points or less then it automatically becomes an Intermediate Stage.

THINGS TO UNDERSTAND:
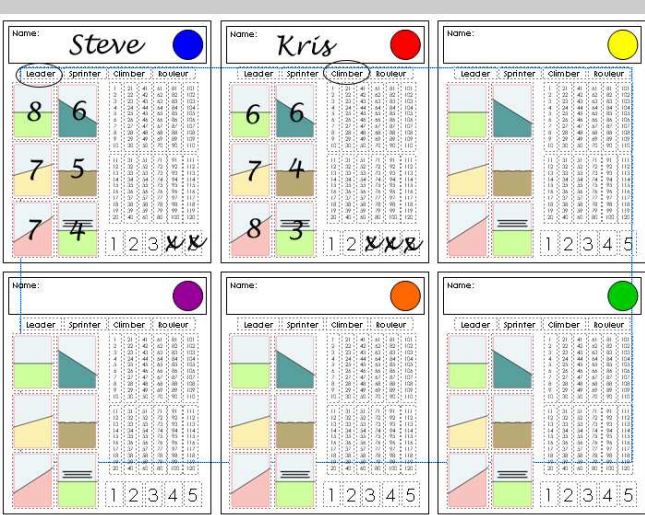
This is the team sheet. A team is comprised of up to six cyclists in one of four categories. Each of these cyclists has their ability on flat, hills, mountains, descents, cobbles and sprints. They will have their daily form and the large grid displays their remaining energy. The cyclist's name is at the top.

On this sheet, Steve is the team leader (circled). He has 8/8 for flat, 7/8 for hills and mountains, 6/8 for descents, 5/8 for cobbles and 4/8 for sprints. This number shows the maximum speed they can go on this terrain without using their daily form. Steve's form for the day is 3/5. He currently has all his energy remaining. A cyclist receives 110 energy for a standard 20 section race.

Team sheets are a secret so that opponents do not know the remaining energy and the abilities of the rival cyclists. However each team must make the team leader blue, the specialist climber red and the specialist sprinter yellow. The other three positions are for the supporting riders in the team.

Peloton positioning.

The three peloton cards offer different advantages and disadvantages.

FRONT
Advantage: Only cyclists on the front card can choose the pace of the peloton for the next section, keeping it the same or moving it up or down one speed.
Disadvantage: These cyclists must cycle at the actual speed chosen for the peloton movement. Their energy will decrease more rapidly.

MIDDLE
Advantage: -1 speed required to cycle in the middle of the peloton. Also, cyclists in the middle of the peloton can launch attacks (see peloton movement section).
Disadvantage: The middle of the peloton is where crashes take place.

REAR
Advantage: -2 speed required to cycle at the rear of the peloton.
Disadvantage: There is no control. These cyclists cannot attack and they are two sections away from being able to get to the front of the peloton.
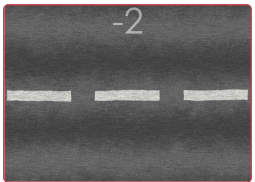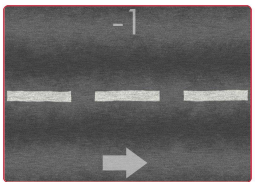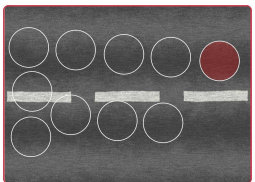
Slipstreaming (drafting).

Drafting is a central part of professional cycling. If a cyclist rides directly behind another cyclist instead of at the front of a group, they can expect to use approximately 23% less energy than the lead cyclist. The man behind him will be using around 33% less energy than the man at the front and a cyclist in the middle of a big group can use as much as 60% less energy than the man at the front! Such an important facet of cycling MUST be used in a game and so it is included in Tour: Cycle Free.

In the peloton, only the cyclists on the front card have to use up as much energy as the speed being ridden. Those who are on the middle peloton card use -1 speed and those at the back of the peloton use -2 speed!

This means that if the peloton is moving at a speed of 6, then a cyclist only has to move at a speed of 4 to remain in the peloton! This is good for conserving energy, or for the weaker riders to cling on as long as possible. However, if a rider drops out of the back of the peloton then they no longer get these positive effects and must cycle at the full speed to keep up.

In breakaway groups or trailing groups, the front cyclist must expend the chosen speed while the cyclists behind can remain in the group with a -1 speed. Even in a smaller group there are advantages to riding behind another cyclist!

GETTING STARTED:

When starting a race follow this oh-so-handy checklist!

- Each player needs to take the pawns of one colour. These represent the cyclists in his team. Choose how many cyclists each team will have for the race.
- Each player needs to fill in a team sheet with the cyclist's name, their speciality and their rating out of 8 for each ability.
- Roll a dice for each cyclist for their day's form. A 1, 2, 3, 4 or 5 gives that much form. A 6 gives 3 form.
- Decide on the route of the race. Lay out the route cards in a straight line. 20 cards is the standard length and each cyclist will receive 110 energy to complete the race.
- Lay out the two sets of peloton cards, as shown below, beside eachother.
- Randomly choose a start player. That player can place any of their pawns on any of the three cards of the peloton. Moving clockwise, players place one cyclist at a time until all cyclists are placed.
- The cyclist on the red space at the front of the peloton will be starting the race. **The starting speed of the peloton is 3.** Follow the "Standard Turn Order" section.
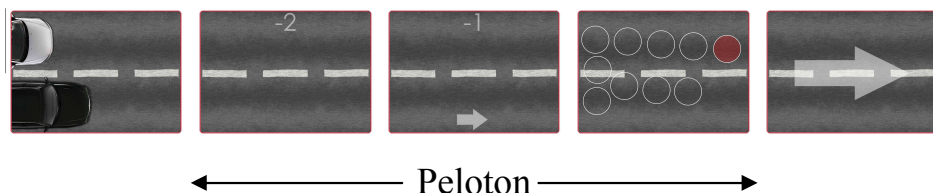
← Peloton →

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BIDON CARRYING:

One of the roles of domestiques is to collect water bottles (bidons) from the team car driving behind the peloton to hand out to teammates in the peloton.

Before the stage, each team will randomly draw two Bidon tokens. On the back is when a rider is required to drop back to the Cars card to pick up the water. Then the rider must make their way to the furthest forward peloton card on which a teammate is riding, before that token can be discarded. Players can move their other riders back through the peloton if their chosen water carrier can't get forward due to terrain.

If the water carrier can't move back into the peloton and drops out the back of the peloton then another domestique has to collect more water from the cars instead. If no domestiques remain in the peloton then another rider has to do the work! If riders in the peloton do not receive water by the second section number on the bidon token then they each lose 5 energy.

Break away groups and dropped groups do not have to be watered.

CRASHES & PUNCTURES:

Have the crash tiles available, either laid out face down or in a bag. These tiles either have an exclamation mark meaning no crash, or a crash cloud with a description. Depending on the terrain, a different mix of these tiles will be used. If a cloud tile is drawn then the cyclist will start the next section that far behind the peloton. They will also lose (if possible) 1 Form point for a Wrist or Elbow injury and 2 Form points for a Hip injury.

COBBLES: (3xpuncture, 1xcrash 1, 1xcrash 2, 1xwrist, 12xsafe) After every cobbles section, every cyclist in the Middle of the peloton will draw a tile.

DOWNHILL: (all tiles) After every downhill section a dice is rolled. If a 5 or 6 is rolled then every cyclist in the Middle of the peloton will draw a tile.

FLAT: (all tiles) After every flat section roll the dice. If a 6 is rolled then every cyclist in the Middle of the peloton will draw a tile. If the section includes a sprint, then every cyclist who is competing a sprint will draw a tile (if a 6 was rolled).

STAGE RACING: If you are playing a series of "stages" in a longer race then any injury picked up (wrist, elbow, hip) will give the cyclist a -1 to their Form point roll for the next stage.

EXHAUSTION:

When a cyclist runs out of energy he still continues moving but only at a speed of 3 each turn. A Form Point can be used to increase this speed to 4 (see Form Points).

If a cyclist has some energy left but not enough to fulfil the speed of the current turn then:

- If the cyclist is in the peloton they immediately drop back to the cars, using up the rest of their energy.
- If the cyclist is in the cars they drop out of the peloton by the difference between the energy he does have, and the speed of the peloton, using up the rest of their energy.
- If the cyclist is in a group they immediately drop back by the difference between the group speed and their remaining energy, using up the rest of their energy.

If a cyclist has less energy remaining than their ability on the current terrain then they can use a Form Point to add 1 to their speed.

For example, Bob has a flat ability of 7. He has 5 energy left. He can spend one Form Point to increase his speed to 6. He then has zero energy remaining.

If a cyclist has less than 3 energy left then they will move at a speed of 3 (or 4 using a Form Point) and the remains of their energy is used up that turn.

FORM POINTS:

The Form points can be used in various ways during a race. We've already seen that they are required in order to sprint but they have three other main uses.

Going into the "red".

A cyclist can use up one form point to increase their maximum speed by 1 point in one section. In this way a weaker climber can cling on to the peloton up a mountain or a good climber can keep up with an excellent one. These CANNOT be used for sprints.

Launching a solo attack.

A cyclist can use up a form point to launch an attack that can't be slipstreamed by other cyclists. This is done from a group (from the Attack card of the peloton riders have to move at the same speed to form a group anyway). If another cyclist wants to go with them then they must attack with the same speed. A solo attacking cyclist can combine this solo attack with going into the red which will decimate weaker riders.

Attacking from the front of the peloton.

One for the strong men! A cyclist can use up a form point to attack from the front of the peloton by adding +2 to the current peloton speed (as long as this is within their own personal ability). As the peloton can only increase speed by +1 this means that the cyclist will instantly build a gap of at least 1 minute. They are placed in front of the Attack card as a breakaway group. This can be combined with going into the red.

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Form.

There is a questionable saying – **"Form is Temporary, Class is Permanent"** that does tend to ring true in sport. While the best athletes are the ones to beat, sometimes another athlete wakes up one morning and their body feels fit, healthy and full of energy. Sometimes those great athletes wake up feeling a little sluggish or ill. This is also the case in cycling. Sometimes a great sprinter fades badly in the last 50 metres of a sprint, sometimes a great mountain climber can't keep up with the front group.

Before each day's race, each cyclist will receive a bonus, from 1 to 5. This is their day's form. It tells the managers how far those cyclists can go "into the red" – going above their usual heart rate limit.

This form is used by riders for the following:

- To increase their maximum speed ability on a terrain by +1 for a section
- To give extra effort into a sprint during, or at the end of a race.
- To launch an undraftable attack from a lead group.

When one of the form points is used then it is crossed out.

STANDARD TURN ORDER:

The cyclists move from the front of the field to the back. You start with any breakaway riders or groups (in order front to back), then the peloton, then the cyclists that are behind the peloton. Remember when moving, cyclists can only go as fast as their ability on the current terrain allows (+1 if they use a form point). **The minimum speed a group or the front of the peloton can go is 3. When travelling on uphill cobbles a cyclist's ability is the lowest of their hill and cobbles.**

Break.

Break riders can accelerate or decelerate as much as they want. The managers who have cyclists in the same break group can discuss what speed they want to go. The front cyclist in the group then chooses the pace (between 3 and 8 - or 9 if using a form point). In turn, working back, the other cyclists can choose to either:

    A. Keep the same speed and stay behind the front cyclist.
    B. Push the speed higher and move to the front of the group.
    C. Fall back from the group.

If A is chosen by all the other cyclists in the break group, the front cyclist subtracts the chosen pace from his energy. The other cyclists subtract that number -1.

If B is chosen by a cyclist, the other cyclists in the group can either increase their speed to keep up (with the cyclist who increased the speed moving to the front of the group), or they can keep the original pace and possibly drop back. Then the new front cyclist subtracts the chosen pace from his energy and the other cyclists in the group subtract that number -1.

If any cyclists drop out of the group then they subtract their chosen speed from their energy.

EXAMPLE:

Lars, Reg, Sam and Finn are in a break. The current speed of the break is 6 and Lars is at the front. Lars chooses to keep the speed at 6 and Reg remains in the group behind Lars.

Sam chooses to up the pace to 8 and neither Lars or Reg choose to go faster. Finn is starting to run out of energy and so slows down to a speed of just 4.

Sam moves into his own group at the front and subtracts 8 from his energy. He moves 2 minutes ahead of Lars by going 2 faster than him in that section.

Lars leads the group with Reg, losing 6 from his energy. Reg subtracts 5 as he is drafting Lars.

Finn drops 2 minutes behind Lars and Reg, subtracting 4 from his energy.

A speed marker of 8 is put above Sam. A speed marker of 6 is put above Lars and Reg. A speed marker of 4 is put above Finn.

When a breakaway group (or solo rider) has finished their movement, their current speed marker must be placed next to them and their current energy level must have their movement speed deducted from it. **Any cyclists dropping back to the peloton will move to the middle card. If cyclists would be overtaken by the peloton then they drop back to the cars.**
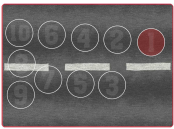
Peloton.

The riders in the peloton are those on the cards. Again, their movements are carried out from front to back. **Movement backwards from the Attacking card and forward from the Middle Card is carried out clockwise, one cyclist at a time. Start from the team whose cyclist is currently in the red space at the front of the peloton when that card's movement is dealt with.** When moving to the cars, a cyclist cannot tactically "underpay" in order to save energy.
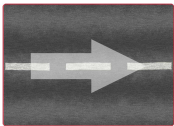
ATTACKING:

The cyclists that are on the attacking card choose which speed to move. The managers of the cyclists can discuss an agreed speed or the managers can choose privately and then everyone reveals. If two or more cyclists chose the same speed they will form a group for the next section and can draft from next turn. The speed of each group is marked and energy levels diminished. Cyclists can choose not to attack after all. These cyclists can either drop back to the middle card before the rest of the turn or can drop back to the front of the peloton onto the red space!

FRONT:

The cyclists on the front of the peloton are next. The cyclist at the front (red space) states a speed that is equal to, +1 or -1 the current speed. Working back from the red space, the other cyclists have the opportunity to state a higher speed within the -1, 0, +1 range. The first cyclist who desires the highest speed moves to the front and every other cyclist moves backwards a space. This fastest speed is the new speed for the peloton and the speed marker is placed above the card. If all cyclists choose the same speed or slower speed than the front cyclist then he remains at the front. All the other cyclists apart from the one on the red space then secretly choose their new speed, revealing from the front to the back. If the same speed as the front rider is chosen then they remain on the front card. -1 means they move back to the Middle Card while -2 means they move back to the Cars. **For the peloton speed to increase then at least TWO cyclists must vote for it. They can be from the same or different teams.**

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Example (sprint rating/form points): Sven (7/3) and Tim (6/2) are teammates and are both on the front card with Don (8/2), Will (7/4) and Will's teammate Reg (5/1). From the middle card, Eric (8/3) is going to attempt to sprint. Tim will work for Sven and Reg will work for Will.

> 1st. Will (7+3 form+1 team) = 11.
> 2nd. Sven (7+2 form+1 team) = 10.
> 3rd. Don (8+1 form) = 9.
> 4th. Eric (8+2 form −1 peloton) = 9.
> 5th. Tim (no sprint but was at front of peloton).
> 6th. Reg (no sprint and was behind Tim).

RIDERS ON THE ATTACK CARD:

If riders move onto the Attack card in the final section of the race then their attack is doomed to failure. Riders can attack OFF of the Attack card in the final section but any cyclists moving onto it have timed their attack badly and will be "swallowed up" by the peloton. Their finishing positions will be after the Front card sprinters, Middle card sprinters and Front card non-sprinters but before the rest of the Middle of the peloton.

Sprinting on a non-flat finish.
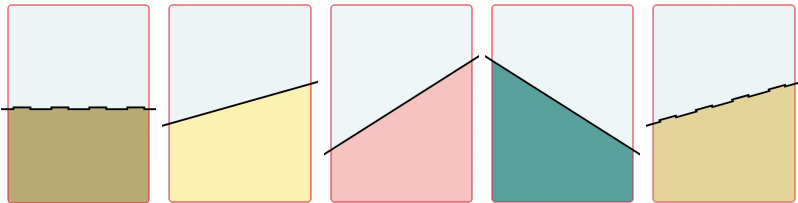
Cyclists can also sprint for the finish when they aren't on a green flat section. Follow the "how to sprint" instructions unless otherwise told below.

- The cyclist sprints using the lowest of their sprint ability and their ability on the current terrain. For example, if the stage ends on a mountain section and the cyclist has a 7 for sprinting and a 5 for mountains, the cyclist can only sprint with a 5 ability.
- There is no teammate bonus in order to simulate the lack of a "lead-out train" effect.

Riders can also sprint for King of the Mountain points at the top of climbs using the same sprinting rules.

THE FINISH:

When the final time gaps have been calculated after the final race section, the final sprint will take place. In order for a cyclist to be able to sprint for the line they must have at least one Form point remaining. As with standard turns, riders' finishing positions are decided from the front to the back. If one cyclist is in a group on his own at the front then he will automatically win. Otherwise there will be a sprint to decide the winner.

Sprints also take place at sprint checkpoints during the race:
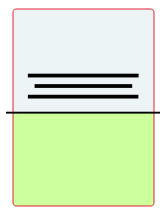
Cyclists move through them as if it was a standard flat space and then will sprint afterwards.

How to sprint.

In order to sprint, a cyclist must spend one Form Point.

SPRINTING FROM A GROUP:
They will then add any remaining Form Points to their Sprint rating. Then add +1 for each teammate in the same group (to simulate a "lead out train"). You can only add the teammate bonus if you sprint with only one cyclist. If you want the others to sprint too then you can't add any teammate bonuses.

Example: Ben, Jurgen and Pablo are in a breakaway group on a sprint checkpoint card. Ben and Jurgen are teammates. Ben has a sprint rating of 7, Jurgen has 6 and Pablo has 8. Ben and Jurgen have two form points and Pablo has three. The manager decides that Jurgen will help Ben in the sprint. Pablo will also sprint.
Ben and Pablo spend a form point as they start to sprint. Ben's sprint is 7+1 (remaining form) +1 (teammate) for 9. Pablo's sprint is 8+2 for 10. Pablo takes the sprint. Ben crosses in second and Jurgen will take third despite not sprinting.

If a sprint is tied then the cyclist who was furthest back in the group wins due to a slipstreaming advantage. Cyclists who don't sprint take positions from front to back of group.

SPRINTING FROM THE PELOTON:
Add remaining Form Points as before. If a sprinting cyclist is on the front card of the peloton then add the teammate bonus. A cyclist can sprint from the middle peloton card but they cannot add a teammate bonus and takes a –1 due to the distance they have to make up.

For ties, see above. Cyclists from the middle will lose ties versus those who sprint from the front.

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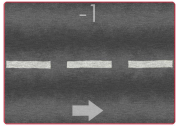
MIDDLE:
The cyclists in the middle are next. The speed of the peloton for this section has already been decided and so secretly the managers choose the speeds of their cyclists for this turn. These are then revealed.
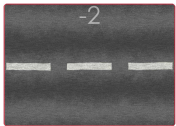If they choose -1 of the peloton speed then they will remain in the middle.
If they choose -2 of the peloton speed then they will move to the rear.
If they choose -3 or more of the peloton speed then they will move to the cars.
If they choose +1 of the peloton speed then they will move onto the attack card.
If they choose the peloton speed they will move (if space allows) onto the front card.

REAR:
The cyclists to the rear of the peloton are next. Secretly the managers choose the speeds of their cyclists for this turn. These are then revealed.
If they choose -1 of the peloton speed then they will move up to the middle.
If they choose -2 of the peloton speed then they will remain at the rear.
If they choose -3 or more of the peloton speed then they will move onto the cars.
These cyclists cannot move to the front of the peloton.

CARS:
The cyclists in this precarious position are next. As well as cyclists dropping back to pick up water bottles for their teammates, the cars card symbolises that cyclists are losing touch with the peloton. They no longer gain the advantage of drafting from the peloton. The managers secretly choose the speeds of their cyclists for this turn and they are revealed.
To rejoin the rear of the peloton a cyclist must match the rear speed +1 (i.e. they must travel at the same speed as the middle of the peloton).
The riders can't remain with the cars for more than one turn and so if they choose –2 or more of the peloton speed then they drop out of the peloton altogether and are placed behind the peloton cards. The speed of these cyclists is marked.
Cyclists in the cars cannot move to the middle or front of the peloton.

If a peloton's Front card is ever empty when it's time for the speed to be decided then the speed will automatically drop by -1.

Dropped Groups.

Finally the speeds of the riders who have been dropped by the peloton are decided, starting with the riders closest to the peloton and working back to the last cyclists.
If cyclists are in groups then follow the rules for "break". All speeds are marked with the dropped groups.

NEW TIME GAPS:

After all cyclists have been moved and energy has been decreased, the new time gaps are calculated. The current new speeds of each group and cyclist are compared and for each speed point of difference, gaps change by a minute.

EXAMPLE:
There are two attacking groups (G), the peloton (P), one dropped group (D) and two indivivual dropped cyclists. The time differences are:
G1: Leading
G2: +3 minutes behind leader.
P: +5 minutes behind leader.
D1: +7 minutes behind leader.
D2: +10 minutes behind leader.
D3: +14 minutes behind leader.

After the speeds have been decided for the new section, G1's new speed is 6, G2's is 8, P's is 7. D1's is 8. D2's is 5 and D3's is 6.

So, G2 has travelled +2 faster than G1 and so gains 2 minutes over G1. The peloton was also faster so gained a minute back on G1. The new time differences are:
G1: Leading
G2: +1 minute behind leader.
P: +4 minutes behind leader.
D1: +5 minutes behind leader.
D2: +11 minutes behind leader.
D3: +14 minutes behind leader.

- Please remember that drafting bonuses can only be used with cyclists in the same group.
- The peloton's speed is based around the speed on the front card and not the speed of those in the middle or the rear.
- Any cyclists on the Attacking card are still a part of the peloton.
- **Riders that catch up to the peloton move onto the Cars card.**

TURN BOOKKEEPING:

Peloton Split.

If there are cyclists at the Front and Rear of the peloton but NOT on the Middle card then the peloton splits! Count up which section has the most cyclists in—the Front card or the Rear card.

Front Card: Every rider in the back of the peloton is moved immediately into the Cars. As cyclists in the Cars can only rejoin the Rear of the peloton, if no riders drop back from the Front to the Middle on the next turn then all the riders in the Cars drop out of the peloton and start losing time.

Rear Card: The front riders all move onto the Attack card and can choose whether to attack on the next turn or not (following attack rules from the Attack card as written earlier).

Those who were at the Rear are moved up to the Middle card. If on the next turn no riders choose to drop back from the Attack card then the peloton will have no-one on the Front card and will automatically lose -1 speed.

Cyclist Energy.

When a cyclist completes their action for the section then their energy is depleted. You always take off the amount of energy equal to the speed they are travelling (not the speed of the group they are in as they may be drafting and therefore gaining a bonus of going at a slower speed!)

However, if the group or peloton is travelling at a faster speed than the rider's maximum ability then the rider is penalised. This is to simulate a rider digging deep to cling on to the back of a group, sometimes beyond their own ability!

For every speed point that the FRONT of the group or peloton is riding faster than the cyclist's ability on the terrain, the cyclist loses -1 energy on the turn.

EXAMPLE:
The peloton is riding up a mountain at a speed of 8.
Bob has a mountain ability of 8 and so is riding at the front, paying -8 energy after his turn.
Jerry has a mountain ability of 7 and is spending a form point to ride at the front. The peloton's speed of 8 is 1 higher than his own ability and so he pays -8 and also -1 as a penalty and -1 Form point.
Daniel has a mountain ability of 7 and is riding in the middle of the peloton. He pays -7 energy to do this and a -1 penalty.
Mark has a mountain ability of 6 and is clinging on at the back of the peloton. He pays -6 energy to do this and has a -2 penalty as the peloton speed of 8 is 2 higher than his own ability.

A trailing group is riding up behind the peloton at a speed of 6. The slipstream is 5.
Frank has a mountain ability of 5 and is spending a form point to lead this group. He pays -6 energy and also -1 as a penalty and -1 Form point.
Stephan has a mountain ability of 5 and is riding behind Frank, slipstreaming him. He pays -5 energy and also a -1 penalty.
John has a mountain ability of 6 and is riding with Stephan, slipstreaming Frank. He pays -5 energy.
Luke has a mountain ability of 4 and is spending a form point to stay in this group's slipstream. He pays -5 energy and also -2 as a penalty and -1 Form point.

In this group, John (the best climber and also drafting) is expending the least energy. Frank (doing all the work on the front of the group) and Luke (useless at climbing, working hard to stay with them) are expending the most energy.