



ROUND 14: NORRBOTTENS RADIO COMMENTARY

GERMANY BLOCKS MONACO!

Sebi Orsi smoothly rounds the Fiskekroken curve, confident of his lead. He turns and waves at the many fans lining the inside of the corner, much to the pleasure of the few Italians who have braved the cold to see the race. Most eyes are instead fixed upon the Norwegian and Danish drivers, who are closely behind. The roar of the crowd is deafening as they cheer on these two Scandinavian drivers, known well to those attending for past ice races across the region.

Close by, Belgium cuts into the left lane and takes the entry into the Fiskekroken curve with perfect grace. Germany is stymied by the Belgian's move. Now off his pace to enter the curve, Godeschalk Hegkman faces a sharp decision. He must either fall in behind Belgium or take the right lane. He does not hesitate – closely mirroring Orsi's Trick from moments before, he cuts to the right to block the way for any of the following cars. Together, these two cars now block the narrow roadway through the tall pines. Hegkman waves his fist at the Belgian, Victor Hugo Stéphane, who pays no heed.

Suddenly, the sound of skidding tires fills the air. Monaco flies up from behind, carrying too much speed. Louis de Montignac cuts left to avoid colliding with the German and then slams on his brakes, barely missing the white Bugatti before coming up behind the yellow Duesenberg of Belgium. De Montignac's aggressive driving technique was put to the test, but he survives the challenge by burning his brakes severely.

Both Germany and Monaco will likely shift down now to take Fiskekroken in lower gears – or will one dare a breakaway?

Also, the British Amilcar cruises smoothly out of the Barrböjen chicane. John Milk glances back casually as he accelerates the green racer. Yet he is stunned to see the blue of the Scottish Amilcar slide up from behind. Alastair MacDougall flies up into the chicane, rapidly closing the distance. It looks like it may be a close race into Fiskekroken for these two rivals.

Behind, Vitez Rychly presses ahead out of the track, shifting up into 2nd gear as he struggles to build speed and not be left too far off the pace. Once the leader of the race, he has sacrificed a commanding lead to take a pit stop and now ranks 10th in the pack. Sweden's famous Shark and the French racer pull in close, both will likely to overtake the Czech Bugatti shortly, despite his change of tires.

Portugal and Finland remain behind, both in pit stops as they finish up major work on their cars. The drivers leap into their cockpits and prepare to drive back onto the track. The Portuguese driver, Pedro Gomes, appears poised for a good start.

CAR STATS & LEADER BOARD

Pos	Start	DRIVER - COUNTRY	PLAYER	COLOR	CAR TYPE	TIRE	EFF. GEAR	SEL. GEAR	ROLL	PTS	MOVE	END SPACE	T	B	G	C	E	H
1	10	Sebi Orsi, Italy	Mike Visser	Red	Maserati 4CM 2.0 L	ST	3	3	18	8	L7 **	103L	1	5	1	1	2	3
2	6	Teide Sorolla-Ledaal, Norway	Stig Morten Breiland	Red/Wh/Blue	Bugatti T35B 2.3L	CH	3	3	19	8(-2)=6	LL4 *	100L	9	1	2	2	3	4
3	7	Diederik Olsen, Denmark	Nathan Van Hare	White/Red	Alfa Romeo 6C 1750	ST	3	3	8	6	RLL3 *	99L	4	0	2	3	2	2
4	5	Victor Hugo Stéphane, Belgium	Thomas Felder	Yellow	Duesenberg 4.25L S-8	ST	3	3	11	7	R5L *	96CL	1	3	1	4	2	2
5	3	Godeschalk Hegkman, Germany	Charlie Heckman	White	Bugatti T51A	CH	4	4	13	11(-2)=9	5R3	96R	7	3	2	2	3	2
6	11	Louis de Montignac, Monaco	Ludovic Russo	Red/White	Alfa Romeo Tipo B P3	ST	4	4	17	12	L5R2LKK	95L	8	1	4	2	2	2
7	4	John Milk, Britain	Mark Robinson	Green	Amilcar C6 1.1L S-4	ST	3	3	5	5	1L3	93L	3	2	2	3	2	2
8	14	Alastair MacDougall, Scotland	Devin Smith	Blue/White	Amilcar C6 1.1L S-4	ST	3	3	8	6	3R2 *	87R	5	2	4	1	2	2
9	8	Petrus de Salvion, Swiss	Michael Hasenstab	Red/White	Bugatti T51 2.3L S-8	ST	5	5	14	17	10R6	81R	5	3	2	2	3	2
10	1	Vitez Rychly, Czech	John Carlton	Orange	Bugatti T51A 1.5L	ST	2	2	15	4	4	75CL	8	3	3	2	2	3
11	13	Rutger Häggglund, Sweden	Johan Pettersson	Blue/Yellow	Alfa Romeo Monza	CH	5	5	7	14(-2)=12	12	73CL	8	4	3	2	3	3
12	12	Aristide La Fontaine, France	Eric Van De Bor	Blue	Salmson 8C 1.1L	ST	4	4	14	11	11	72CR	7	5	5	3	2	2
13	9	Tavho Myrsky, Finland	Michel Muhar	White/Blue	Chrysler Special 6.3L	ST	0	0	11	0	PIT (Normal Start)	68R	7	5	2	3	4	2
14	2	Pedro Gomes, Portugal	Andreas Leijon	Red/Green	Bugatti T35B 2.3L S-8	ST	0	0	18	0	PIT (Good Start)	66L	8	2	3	2	3	3

WP KEY:

T = WP Tires
B = WP Brakes
G = WP Gearbox
C = WP Car Body
E = WP Engine
H = WP Road Handling

MOVEMENT KEY:

K = in movement, refers to Braking (expending a Braking WP) to slow the car once
T = in movement, refers to using Tire WP when overrunning a curve, avoiding a blocking situation, etc.
R = in movement, refers to moving ahead one space while changing lanes to the right
L = in movement, refers to moving ahead one space while changing lanes to the left
CH – Tires with Chains
ST – Tires with Spikes

MOVEMENT TABLE BY DICE ROLL

Roll	1 st	2 nd	3 rd	4 th	5 th	6 th
1	1	2	4	7	11	21
2	1	2	4	7	11	21
3	1	2	5	7	12	22
4	1	2	5	8	12	22
5	1	2	5	8	13	23
6	1	3	6	8	13	23
7	1	3	6	9	14	24
8	1	3	6	9	14	24
9	1	3	6	9	15	25
10	1	3	6	10	15	25
11	2	4	7	10	16	26
12	2	4	7	10	16	26
13	2	4	7	11	17	27
14	2	4	7	11	17	27
15	2	4	7	11	18	28
16	2	4	8	11	18	28
17	2	4	8	12	19	29
18	2	4	8	12	19	29
19	2	4	8	12	20	30
20	2	4	8	12	20	30

TIRE CHAINS RULES SIMPLIFIED

a) +1 if you shift up; b) -1 if you shift down; c) +1 if you had a plus from last round; d) -1 if you had a minus from last round; e) pluses/minuses are cumulative; f) if the gear remains unchanged, and the previous round was +1 or -1, no modifications will apply; and g) if on land, -2 to movement at all times. You may never move more or less than the maximum allowable movement in a gear (for instance, in 3rd gear, you cannot move more than 8 or less than 4).

LGE PIT STOP RULES MODIFICATION SIMPLIFIED

You must declare your intention to pit. You enter by moving adjacent to your national flag (assigned pit area) while in 1st or 2nd gear; any movement in excess of the pit stop location are eliminated; you must declare a short or long pit; a short pit repairs Tire WPs only (you will stop 1 or 2 rounds depending on a dice roll); a long pit repairs Tire WPs and up to 2 WPs in other categories per round in the pit; you may repair an unlimited number of WPs based on the number of rounds you remain in the pit, up to the maximum WPs allowed in any category; you must restart in 1st gear, as if at the start of a race, with corresponding chances for a fast start or stall, etc., based on a Start Dice Roll; you may change tire selections from chains to spikes or vice versa while in a pit stop, whether it is a long or short pit stop.

NEXT STEPS

Deadline for Submission: Friday, February 26, 2010 at 7:00 pm ET.

For a full scale map image, either zoom in or visit the new Blog website at: <http://grandprix1934.blogspot.com/>

