



ROUND 15: NORRBOTTENS RADIO COMMENTARY

OUT OF FISKEKROKEN!

Sebi Orsi maneuvers his red Maserati smoothly down the straight. He is the first to complete the initial lap of the three that compose this year's Isloppet. Immediately behind, Denmark's Diederik Olsen skids out of Fiskekroken, his tires smoking viciously, the studs and tread torn off.

Close by, Norway's famed Volcán smokes his way out of the curve with greater caution and control than the Dane. Both cars are positioned to challenge the Italian for the lead. Sebi Orsi's gambit to gap the field was short lived – now, once again, he will be in the melee as the cars stretch toward Höksböjen.

The closest to challenge Orsi is Denmark's Alfa Romeo Super Sport. However, the car is in desperate condition. Yet still Olsen races on! Ah, no!! It appears he has made a terrible mistake – Olsen is accelerating fast in high gear! As the upcoming curve looms, the Dane's ice racing skills will be put to the test. In his eyes, a flicker of recognition registers of the danger ahead. He glances at his front tires, running nearly bald, and realizing that it will take more than a little luck to survive the upcoming curve....

With greater care, the Belgian, Victor Hugo Stéphane, slides his way through Fiskekroken, with Germany easing in farther back on a conservative line. Both drivers are surprised to see Monaco's Louis de Montignac fly past and press deep into the curve. Likewise, the British Amilcar, with John Milk at the wheel, skids past, overtaking Germany with too much speed. On the ice, there is little they can do to shift down.

Farther back, the Scottish nationalist, Alastair MacDougall lightly slides his way out of the Barrböjen chicane. From behind, vaulting forward to overtake several cars in high gear, France's Aristide La Fontaine takes his great Salmson racer into the chicane. Yet like so many others, he carries too much speed. The only car to carry the Tricolore in the Isloppet is barely in control!

The French fans gasp as suddenly, a puff of white smoke appears from under the car – pieces fall away as the engine sustains damage from the stresses put upon it by the daring racer. Debris and oil litters the right side of the curve, right at midpoint but the Salmson grinds onward.

Just behind, the Swiss racer hammers into the chicane, his little red and white Bugatti T51 snaking its way forward. Also, in mid-pack despite his pit stop, the Czech racer, Vitez Rychly, accelerates smoothly into the chicane. He takes it with a perfection that evidences his extraordinary driving talent – and perhaps a bit of luck as well. He waves a salute at the French racer, letting him pass by.

Sweden's Shark presses on, still short of the chicane, while Portugal and Finland trail the pack, coming out of their pits. Unlike almost all other cars in the race, their cars are refreshed. Both drivers feel secure now in the knowledge that they can press through the rest of the Isloppet. The great roar of Tavho Myrsky's Chrysler echos through the forests of Laxforsen, heralding the coming advance.

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	13	7	RRR4	110R	1	5	1	1	2	3
2	7	Diederik Olsen, Denmark	Nathan Van Hare	White/Red	Alfa Romeo 6C 1750	ST	3	4	18	8	3R4TTTT	99L	0	0	2	3	2	2
3	6	Teide Sorolla-Ledaal, Norway	Stig Morten Breiland	Red/Wh/Blue	Bugatti T35B 2.3L	CH	3	4	3	5(+0)=5	5TT	105L	7	1	2	2	3	4
4	5	Victor Hugo Stéphane, Belgium	Thomas Felder	Yellow	Duesenberg 4.25L S-8	ST	4	4	4	8	L7	103L	1	3	1	4	2	2
5	11	Louis de Montignac, Monaco	Ludovic Russo	Red/White	Alfa Romeo Tipo B P3	ST	3	3	14	7	4L2	102L	8	1	4	2	2	2
6	4	John Milk, Britain	Mark Robinson	Green	Amilcar C6 1.1L S-4	ST	3	3	14	7	6L	100L	3	2	2	3	2	2
7	3	Godeschalk Hegkman, Germany	Charlie Heckman	White	Bugatti T51A	CH	3	3	5	5(-2)=4	LL2	98L	7	3	2	2	3	2
8	14	Alastair MacDougall, Scotland	Devin Smith	Blue/White	Amilcar C6 1.1L S-4	ST	2	2	17	4	L3T	90L	4	2	4	1	2	2
9	12	Aristide La Fontaine, France	Eric Van De Bor	Blue	Salmson 8C 1.1L	ST	5	5	17	19	RLL5R1L2R5	88R	7	5	5	3	1	2
10	8	Petrus de Salvion, Swiss	Michael Hasenstab	Red/White	Bugatti T51 2.3L S-8	ST	3	3	13	7	5LK	86L	5	3	1	2	3	2
11	1	Vitez Rychly, Czech	John Carlton	Orange	Bugatti T51A 1.5L	ST	3	3	17	8	8	83L	8	3	3	2	2	3
12	13	Rutger Håggglund, Sweden	Johan Pettersson	Blue/Yellow	Alfa Romeo Monza	CH	4	4	2	7(-2)=7	R5L	79L	8	4	3	2	3	3
13	2	Pedro Gomes, Portugal	Andreas Leijon	Red/Green	Bugatti T35B 2.3L S-8	ST	1	1	N/A	3	3	69L	8	2	3	2	3	3
14	9	Tavho Myrsky, Finland	Michel Muhar	White/Blue	Chrysler Special 6.3L	ST	1	1	5	1	1	69R	7	5	2	3	4	2

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 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: Monday, March 1, 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/>

