



ROUND 17: NORRBOTTENS RADIO COMMENTARY

DENMARK CRASHES!

Coming out of the Höksböjen curve, Diederik Olsen of Denmark struggles at the wheel. His Alfa Romeo Super Sport narrowly clips the snowbank to the right and slides toward the center of the track – the Dane corrects, but the front tire twists and the car spins to the left, out of control. Realizing it is hopeless, the Dane braces himself for a crash. The car flips onto its side as it spins. It skids to a stop at Storkurvan. The Dane is uninjured. He scrambles clear.

Behind, Norway's famed Volcán cuts across the apex of Höksböjen, overtaking Sebi Orsi for the lead. He cuts through the debris that litters the track, damaging the underside of his Bugatti in the press for advantage. Nonetheless, he skids out of the curve into the lead. The Volcán glances back to see Orsi's Maserati pull around.

The Belgian driver, Victor Hugo Stéphane, follows the Norwegian closely, cutting past Orsi into second place as the three cars line up. The yellow Duesenberg has run through the debris field as well, damaging to the car.

Germany and Monaco fall in behind, with the British driver, John Milk, taking the curve with great skill, his Amilcar perfectly positioned.

At Fiskekroken, the Scot cuts to the inside as Vitez Rychly, clearly back in the race after his pit stop, cuts left across the French car, blocking the way. With a laugh, Rychly tears off one of his gloves and flings it at Aristide. The French driver ducks and cuts in behind, but for an instant, he loses control of the great Salmson and it clips the Czech Bugatti from behind, damaging both. Finally, the Swiss driver cuts into the mix, crowding the corner dangerously.

Sweden's Rutger Hägglund maneuvers through the Barrböjen chicane, avoiding the debris that litters the track on the right side, all alone. Meanwhile, farther back, Portugal and Finland accelerate, positioning themselves for the upcoming Chicane in a race for last place.

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	7	Diederik Olsen, Denmark	Nathan Van Hare	White/Red	Alfa Romeo 6C 1750	ST	3	2	18	8	8TT-CRASH **	18R	0	0	1	3	2	2
2	6	Teide Sorolla-Ledaal, Norway	Stig Morten Breiland	Red/Wh/Blue	Bugatti T35B 2.3L	CH	3	4	4	5(+0)=5	1RR2T **	11R	6	1	2	2	3	3
3	5	Victor Hugo Stéphane, Belgium	Thomas Felder	Yellow	Duesenberg 4.25L S-8	ST	3	4	11	7	1LLLRRR6 **	10R	1	3	1	4	2	1
4	10	Sebi Orsi, Italy	Mike Visser	Red	Maserati 4CM 2.0 L	ST	2	3	14	4	4 **	9R	1	5	1	1	2	3
5	11	Louis de Montignac, Monaco	Ludovic Russo	Red/White	Alfa Romeo Tipo B P3	ST	3	3	12	7	RRR2LLL *	7L	3	1	4	2	2	2
6	3	Godeschalk Hegkman, Germany	Charlie Heckman	White	Bugatti T51A	CH	4	2	15	11(-1)=10	RRR7 *	7R	4	3	1	2	3	2
7	4	John Milk, Britain	Mark Robinson	Green	Amilcar C6 1.1L S-4	ST	3	3	14	7	R6 *	3R	1	2	2	3	2	2
8	14	Alastair MacDougall, Scotland	Devin Smith	Blue/White	Amilcar C6 1.1L S-4	ST	2	2	19	4	R1LR *	97R	4	2	4	1	2	2
9	1	Vitez Rychly, Czech	John Carlton	Orange	Bugatti T51A 1.5L	ST	3	3	7	6	3L2 *	96L	6	3	3	1	2	3
10	8	Petrus de Salvion, Swiss	Michael Hasenstab	Red/White	Bugatti T51 2.3L S-8	ST	3	3	18	8	R7	96R	5	3	1	2	3	2
11	12	Aristide La Fontaine, France	Eric Van De Bor	Blue	Salmson 8C 1.1L	ST	3	3	10	6	R4L	95L	6	4	4	2	1	2
12	13	Rutger Häggglund, Sweden	Johan Pettersson	Blue/Yellow	Alfa Romeo Monza	CH	3	3	6	6(-2)=4	4 **	88L	8	4	3	2	3	3
13	2	Pedro Gomes, Portugal	Andreas Leijon	Red/Green	Bugatti T35B 2.3L S-8	ST	3	3	8	6	6	77L	8	2	3	2	3	3
14	9	Tavho Myrsky, Finland	Michel Muhar	White/Blue	Chrysler Special 6.3L	ST	3	3	2	4	2L1	76CR	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 8, 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/>

