



## ROUND 18: NORRBOTTENS RADIO COMMENTARY

### ***BELGIUM LEAPS AHEAD!***

Belgium's Victor Hugo Stéphane leaps past Norway to take the lead, driving deep into Storkurvan. Norway slides left to take the curve with perfection, while behind, Orsi calmly positions himself for third place, sacrificing the lead for the moment. Monaco skids dangerously out of the Höksböjen curve, barely in control, shredding his tire spikes and burning brakes as he struggles to avoid spinning out, such is the speed he carries. Germany's Godeschalk Hegkman smoothly exits the curve, with Britain tucked in close behind. Farther back, Scotland and the Czech driver, Vitez Rychly, storm out of Fiskekroken, vying with one another for the lead. Switzerland and France shift down hard and come into the center of the curve, back on the ice. The Swede steadily advances while the battle for last place continues between the Finnish racing hero, Tavho Myrsky, and Portugal's sheep-frenzied driver, Pedro Gomes.

## 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	5	Victor Hugo Stéphane, Belgium	Thomas Felder	Yellow	Duesenberg 4.25L S-8	ST	4	3	18	12	1LL9 *	20CL	1	3	1	4	2	1
2	6	Teide Sorolla-Ledaal, Norway	Stig Morten Breiland	Red/Wh/Blue	Bugatti T35B 2.3L	CH	4	3	5	8(-1)=7	LLL4 *	15L	6	1	2	2	3	3
3	10	Sebi Orsi, Italy	Mike Visser	Red	Maserati 4CM 2.0 L	ST	3	3	16	8	2L4R	16R	1	5	1	1	2	3
4	11	Louis de Montignac, Monaco	Ludovic Russo	Red/White	Alfa Romeo Tipo B P3	ST	3	3	20	8	RRR4KTTT **	14R	0	0	4	2	2	2
5	3	Godeschalk Hegkman, Germany	Charlie Heckman	White	Bugatti T51A	CH	2	3	14	4(+0)=4	4T **	11R	3	3	1	2	3	2
6	4	John Milk, Britain	Mark Robinson	Green	Amilcar C6 1.1L S-4	ST	3	4	15	7	7 **	10R	1	2	2	3	2	2
7	14	Alastair MacDougall, Scotland	Devin Smith	Blue/White	Amilcar C6 1.1L S-4	ST	3	3	19	8	2LL1R2TT **	105CL	2	2	4	1	2	2
8	1	Vitez Rychly, Czech	John Carlton	Orange	Bugatti T51A 1.5L	ST	3	3	16	8	L7T **	104L	5	3	3	1	2	3
9	8	Petrus de Salvion, Swiss	Michael Hasenstab	Red/White	Bugatti T51 2.3L S-8	ST	2	2	9	3	3 *	100CR	5	3	1	2	3	2
10	12	Aristide La Fontaine, France	Eric Van De Bor	Blue	Salmson 8C 1.1L	ST	2	2	8	3	3 *	99CL	6	4	4	2	1	2
11	13	Rutger Hägglund, Sweden	Johan Pettersson	Blue/Yellow	Alfa Romeo Monza	CH	4	4	2	7(-2)=5	5	92L	8	4	3	2	3	3
12	9	Tavho Myrsky, Finland	Nick Durso	White/Blue	Chrysler Special 6.3L	ST	4	4	20	12	6L1R1KK *	85R	7	3	2	3	4	2
13	2	Pedro Gomes, Portugal	Andreas Leijon	Red/Green	Bugatti T35B 2.3L S-8	ST	3	3	17	8	R4L2 *	84L	8	2	3	2	3	3
DNF	7	Diederik Olsen, Denmark	Nathan Van Hare	White/Red	Alfa Romeo 6C 1750	ST	N/A	N/A	N/A	N/A	N/A	18R	0	0	1	3	2	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 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>
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 3<sup>rd</sup> 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 1<sup>st</sup> or 2<sup>nd</sup> 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 1<sup>st</sup> 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: Wednesday, March 10, 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/>

