



## ROUND 20: NORRBOTTENS RADIO

### ***BELGIUM SOARS!***

Belgium's Victor Hugo Stéphane presses ahead, suddenly putting a gap to the field. The great yellow Duesenberg claws forward across the ice-covered surface of Laxforsen. Norway presses out of Storkurvan but can't seem to get enough power out of the Bugatti to make it to Lekböjen.

Meanwhile, Italy and Monaco stay close and come around the outside of the curve, while the British racer cuts to the inside and lines up to overtake the two in the dash to the upcoming chicane.

Germany's Godeschalk Hegkman slows through Storkurvan, falling badly behind. Despite shifting up, the Bugatti does not advance. Hegkman's only advantage is that no other will likely put his single seat Bugatti T51 at risk of a collision. From this point, just in trail of the lead pack, he can sit on his perch, waiting for disaster to befall those ahead and then, perhaps in the third lap, press to rejoin the group and hammer out a podium finish. It is a hopeful plan, given the extraordinary performance of the Belgian's Duesenberg and Vitez Rychly's cunning advance from behind.

Farther back, the Czech racer continues to dominate the middle of the pack, now setting his sights on the white Bugatti ahead. Rychly is taking each curve with extraordinary precision, the very picture of driving art as he hits every apex, every curve, time after time with amazing accuracy.

The Scot, Alastair MacDougall, comes into the Höksböjen curve. He eyes the orange Bugatti and takes the racing line, despite the risk of damage from the debris that now litters the track.

France's Aristide La Fontaine presses past the Swiss Bugatti into the approaches to Höksböjen. Both cars steady themselves in preparation for the challenge of the icy turn.

At Fiskekroken, Sweden slows and gingerly takes the curve while both the Finn and the Portuguese drivers press into the entrance of the curve, side-by-side.

## 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	4	13	11	1R6RR1 *	38R	1	3	1	4	2	1
2	6	Teide Sorolla-Ledaal, Norway	Stig Morten Breiland	Red/Wh/Blue	Bugatti T35B 2.3L	CH	4	4	7	7(+0)=7	7	30L	6	1	2	2	3	3
3	10	Sebi Orsi, Italy	Mike Visser	Red	Maserati 4CM 2.0 L	ST	3	4	17	8	2L4KT **	28L	0	4	1	1	2	3
4	4	John Milk, Britain	Mark Robinson	Green	Amilcar C6 1.1L S-4	ST	3	4	17	8	R7 **	27CR	1	2	2	3	2	2
5	11	Louis de Montignac, Monaco	Ludovic Russo	Red/White	Alfa Romeo Tipo B P3	ST	4	4	9	9	9 **	26L	0	0	4	2	2	2
6	3	Godeschalk Hegkman, Germany	Charlie Heckman	White	Bugatti T51A	CH	3	4	4	5(+1)=6	1RR2 **	19CR	3	3	1	2	3	2
7	1	Vitez Rychly, Czech	John Carlton	Orange	Bugatti T51A 1.5L	ST	2	3	11	4	1RRR **	10R	5	3	3	1	2	3
8	14	Alastair MacDougall, Scotland	Devin Smith	Blue/White	Amilcar C6 1.1L S-4	ST	3	2	13	7	RRR2LL *	5CL	2	2	4	1	2	2
9	12	Aristide La Fontaine, France	Eric Van De Bor	Blue	Salmson 8C 1.1L	ST	3	3	14	7	6R	109CL	6	4	4	2	1	2
10	8	Petrus de Salvion, Swiss	Michael Hasenstab	Red/White	Bugatti T51 2.3L S-8	ST	3	3	4	5	1RR2	108R	5	3	1	2	3	2
11	13	Rutger Hägglund, Sweden	Johan Pettersson	Blue/Yellow	Alfa Romeo Monza	CH	4	4	3	5(-2)=4	L3 **	99L	8	4	3	2	3	1
12	2	Pedro Gomes, Portugal	Andreas Leijon	Red/Green	Bugatti T35B 2.3L S-8	ST	3	3	11	7	7 *	97R	7	2	3	2	3	3
13	9	Tavho Myrsky, Finland	Nick Durso	White/Blue	Chrysler Special 6.3L	ST	3	3	5	5	5 *	96CL	5	3	2	3	4	2
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 17, 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/>

