



## ROUND 21: NORRBOTTENS RADIO

### **GERMANY OVERTAKES BRITAIN!**

At the lead, Belgium's Victor Hugo Stéphane continues to dominate, but is too slow to take the upcoming hairpin – is he planning a pit stop? It is hard to tell.

Behind, at Lekböjen, Norway, Italy, Monaco and Britain cruise into the chicane. Yet Germany surprises the field and leaps forward in a slingshot out of Storkurvan. Hegkman overtakes Milk's British Amilcar! The white Bugatti T51 is showing its merit!

Vitez Rychly presses forward, but falls just short of entering Storkurvan, while behind, Scotland tears through the debris field without sustaining any damage. MacDougall sets up to advance, hoping to close the gap on the Czech Bugatti as the two cars race through Storkurvan.

Farther back in Höksböjen, France's Aristide La Fontaine slides to the right and cuts off the Swiss Bugatti. The two cars are tightly spaced, the Swiss nearly touching the rear of the big blue Salmson. Petrus de Salvion Bernardus grits his teeth. If he is to overtake in the curve, he will have to cut to the left and run through the debris field – yet what other option will there be? Only the outside lane is free.... Or, no.... In a flash, he recognizes another option is available, even as he realizes that the tilt of the French driver's head means that he also sees it....

Sweden continues forward while behind, both the Finn and the Portuguese drivers race one another through the curve, still side-by-side after nearly a half lap running near neck and neck in a tie 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	5	Victor Hugo Stéphane, Belgium	Thomas Felder	Yellow	Duesenberg 4.25L S-8	ST	4	4	12	10	5L4	48R	1	3	1	4	2	1
2	6	Teide Sorolla-Ledaal, Norway	Stig Morten Breiland	Red/Wh/Blue	Bugatti T35B 2.3L	CH	4	5	16	11(+1)=12	RR2LL6 *	38L	6	1	2	2	3	3
3	10	Sebi Orsi, Italy	Mike Visser	Red	Maserati 4CM 2.0 L	ST	4	5	12	10	RRR7 *	38R	0	4	1	1	2	3
4	11	Louis de Montignac, Monaco	Ludovic Russo	Red/White	Alfa Romeo Tipo B P3	ST	4	4	15	11	11 *	35L	0	0	4	2	2	2
5	3	Godeschalk Hegkman, Germany	Charlie Heckman	White	Bugatti T51A	CH	4	5	20	12(+1)=12	7R4 *	35R	3	3	1	2	3	2
6	4	John Milk, Britain	Mark Robinson	Green	Amilcar C6 1.1L S-4	ST	4	4	3	7	7 *	34CR	1	2	2	3	2	2
7	1	Vitez Rychly, Czech	John Carlton	Orange	Bugatti T51A 1.5L	ST	3	3	15	7	4LLL	14L	5	3	3	1	2	3
8	14	Alastair MacDougall, Scotland	Devin Smith	Blue/White	Amilcar C6 1.1L S-4	ST	2	3	12	4	LRRR **	10R	2	2	4	1	2	2
9	12	Aristide La Fontaine, France	Eric Van De Bor	Blue	Salmson 8C 1.1L	ST	3	2	2	4	RR2 *	4R	6	4	4	2	1	2
10	8	Petrus de Salvion, Swiss	Michael Hasenstab	Red/White	Bugatti T51 2.3L S-8	ST	3	2	1	4	4 *	2R	5	3	1	2	3	2
11	13	Rutger Hägglund, Sweden	Johan Pettersson	Blue/Yellow	Alfa Romeo Monza	CH	4	3	12	10(-2)=8	3RRR2	107R	8	4	3	2	3	1
12	2	Pedro Gomes, Portugal	Andreas Leijon	Red/Green	Bugatti T35B 2.3L S-8	ST	3	4	2	4	4 **	103CR	7	2	3	2	3	3
13	9	Tavho Myrsky, Finland	Nick Durso	White/Blue	Chrysler Special 6.3L	ST	3	3	4	5	5 **	102CL	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: Monday, March 22, 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/>

