



## ROUND 23: NORRBOTTENS RADIO

### **MAD DASH TO BARRBÖJEN**

Norway presses on, fighting against the drag of his tire chains as he struggles to set up for the upcoming Barrböjen chicane. Despite his high gear, he cannot quite break away from the others, who press on stoically.

Belgium's Victor Hugo Stéphane cuts to the right to avoid the debris that litters the track, closely followed by Sebi Orsi of Italy. The sound of the big American Duesenberg overpowers the red Maserati's more refined purr. Orsi seems content to sit for now in third place. Among the leaders, it appears that the top three are a near certainty for the podium, though only half the race is done. Will none other challenge?

Germany slides gracefully into the Hårnålskurva hairpin, while both the Monegasque and British drivers fall short, crowding one another for position. Both will now have to shift down hard if they are to survive the curve.

Farther back, in Storkurvan, Vitez Rychly guides his Bugatti around in preparation for the run into the upcoming Lekböjen chicane. He is all alone, safely nestled between the two packs of cars – one pack of leaders ahead and the other pack of trailing cars falling off rapidly now behind. Only the Scottish Amilcar can possibly catch him, if he makes a mistake in the upcoming curve. Rychly eyes the upcoming curves.... Yes, if he times his gear selections correctly, he may yet overtake the John Milk of Britain and Louis de Montignac of Monaco as they soon race down the straight toward Barrböjen.

The Swiss Bugatti, in the capable hands of Petrus de Salvion Bernardus, literally flies out of Höksböjen and overtakes the French Salmson. Yet now, both are short of taking Storkurvan and are badly positioned. Each will likely suffer as a result.

The Portuguese driver, Pedro Gomes, misjudges and skids desperately out of the curve, barely in control. Still, he has a fresh car and he can afford the tire burn. With a laugh, he overtakes the Swedish Alfa Romeo Monza of Rutger Hägglund.

Finland pulls to the right and gently eases the big Chrysler around the outside of the curve – it is looking almost hopeless for the Finnish ice racer and indeed, many of the fans from Helsinki are already cursing, shouting at him to press on with greater speed. Surely, Finland, the most renowned of the Scandinavian ice racers, will not hang in last place through the race!

## 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	6	Teide Sorolla-Ledaal, Norway	Stig Morten Breiland	Red/Wh/Blue	Bugatti T35B 2.3L	CH	6	6	8	24(-2)=22	18RLL1	76L	5	1	2	2	3	3
2	5	Victor Hugo Stéphane, Belgium	Thomas Felder	Yellow	Duesenberg 4.25L S-8	ST	5	5	15	18	2R15	73CR	1	3	1	4	2	1
3	10	Sebi Orsi, Italy	Mike Visser	Red	Maserati 4CM 2.0 L	ST	5	5	7	14	3R10	68R	0	4	1	1	2	3
4	3	Godeschalk Hegkman, Germany	Charlie Heckman	White	Bugatti T51A	CH	4	4	6	8(-2)=7	6R *	53R	3	3	1	2	3	2
5	11	Louis de Montignac, Monaco	Ludovic Russo	Red/White	Alfa Romeo Tipo B P3	ST	4	4	3	7	6L	51L	0	0	4	2	2	2
6	4	John Milk, Britain	Mark Robinson	Green	Amilcar C6 1.1L S-4	ST	4	4	1	7	7	51R	1	2	2	3	2	2
7	1	Vitez Rychly, Czech	John Carlton	Orange	Bugatti T51A 1.5L	ST	3	4	13	7	7 **	26L	5	3	3	1	2	3
8	14	Alastair MacDougall, Scotland	Devin Smith	Blue/White	Amilcar C6 1.1L S-4	ST	3	3	8	6	4RR *	20CR	2	2	4	1	2	2
9	8	Petrus de Salvion, Swiss	Michael Hasenstab	Red/White	Bugatti T51 2.3L S-8	ST	3	3	16	8	R7	15CL	5	3	1	1	3	2
10	12	Aristide La Fontaine, France	Eric Van De Bor	Blue	Salmson 8C 1.1L	ST	3	3	5	5	5	13L	5	4	4	1	1	2
12	2	Pedro Gomes, Portugal	Andreas Leijon	Red/Green	Bugatti T35B 2.3L S-8	ST	3	3	19	8	RRLL4TTTT **	4CR	3	2	3	2	3	3
12	13	Rutger Häggglund, Sweden	Johan Pettersson	Blue/Yellow	Alfa Romeo Monza	CH	3	4	11	7(+0)=7	7TT **	12R	6	4	3	2	3	1
13	9	Tavho Myrsky, Finland	Nick Durso	White/Blue	Chrysler Special 6.3L	ST	2	3	13	4	R3 *	5R	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: Sunday, March 28, 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/>



