



## ROUND 25: NORRBOTTENS RADIO

### ***RYCHLY CHARGES FORWARD***

Norway and Belgium skid dangerously out of the Barrböjen chicane. The yellow Duesenberg's tires are shot but the Belgian drives on with abandon. Farther back, Italy shifts down and approaches the curve, glancing back to see the German, equally cautious, shifting down as well.

Coming out of Hårnålskurva, Monaco's Louis de Montignac and the British driver, John Milk, shift up and ram the throttle down, hoping to press ahead and hold on to the lead from the orange Bugatti of Czechoslovakia. Yet there is no chance – Vitez Rychly takes another curve with perfection. The Bugatti roars through the tree-lined hairpin curve, eating up the circuit now.

In a supreme sign of confidence, Rychly has already shifted up to 6<sup>th</sup> gear coming off the ice. This was an all or nothing play yet again, highlighting talents he learned on the mountain circuits of his homeland. There can be no holding back now as he cuts the corner in a cloud of gravel and dirt. With such speed, the Czech will soon even challenge Hegkman and Orsi up ahead as they come into the Barrböjen chicane.

The Scottish nationalist presses his Amilcar deep into Lekböjen, comfortable now that he has a clear track around him. He sets up to follow Rychly's line into the hairpin, hoping for good luck. Through the forest, he cannot see the British car any longer, but he knows it must be just ahead....

Meanwhile, back at Storkurvan, the Swiss and Portuguese Bugattis press ahead. The French Salmson and the Swedish car fall into a line abreast coming out of the great curve. Finally, still off the pace Finland slides left to the outside lane of Storkurvan. The great Chrysler closes the gap, but only a small bit.

## 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	4	4	5	8(-2)=7	7TT **	91L	3	1	1	2	3	3
2	5	Victor Hugo Stéphane, Belgium	Thomas Felder	Yellow	Duesenberg 4.25L S-8	ST	4	4	1	7	2L2R1T **	90R	0	3	1	4	2	1
3	10	Sebi Orsi, Italy	Mike Visser	Red	Maserati 4CM 2.0 L	ST	3	3	9	6	6	82R	0	4	1	1	2	3
4	3	Godeschalk Hegkman, Germany	Charlie Heckman	White	Bugatti T51A	CH	4	4	9	9(-2)=7	7	78R	3	3	1	2	3	2
5	11	Louis de Montignac, Monaco	Ludovic Russo	Red/White	Alfa Romeo Tipo B P3	ST	3	3	14	7	3R3	62R	0	0	3	2	2	2
6	4	John Milk, Britain	Mark Robinson	Green	Amilcar C6 1.1L S-4	ST	3	3	16	8	7L	61L	1	2	1	3	2	2
7	1	Vitez Rychly, Czech	John Carlton	Orange	Bugatti T51A 1.5L	ST	5	6	14	17	17 *	55R	5	3	3	1	2	3
8	14	Alastair MacDougall, Scotland	Devin Smith	Blue/White	Amilcar C6 1.1L S-4	ST	4	5	15	11	6R1R2 *	38CR	2	2	4	1	2	2
9	13	Rutger Hägglund, Sweden	Johan Pettersson	Blue/Yellow	Alfa Romeo Monza	CH	3	4	3	5(0)=5	5 **	27CR	6	4	3	2	3	1
10	2	Pedro Gomes, Portugal	Andreas Leijon	Red/Green	Bugatti T35B 2.3L S-8	ST	3	4	17	8	1R3R2 **	27R	3	2	3	2	3	3
11	8	Petrus de Salvion, Swiss	Michael Hasenstab	Red/White	Bugatti T51 2.3L S-8	ST	2	3	7	3	3 **	26CL	5	3	1	1	3	2
12	12	Aristide La Fontaine, France	Eric Van De Bor	Blue	Salmson 8C 1.1L	ST	3	4	3	5	5 **	25L	5	4	4	1	1	2
13	9	Tavho Myrsky, Finland	Nick Durso	White/Blue	Chrysler Special 6.3L	ST	3	3	15	7	LLL4 *	16L	3	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, April 4, 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/>

