



## ROUND 27: NORRBOTTENS RADIO

### ***BELGIUM AND NORWAY UNCHALLENGED NOW!***

At the front, Norway and Belgium continue to battle for position as the two race nearly side by side through Fiskekroken. Both are identically positioned now for the drive toward Höksböjen. Clearly the Belgian Duesenberg is a good match for Norway's Bugatti. Yet the Belgian's tires are shot, while the Volcán appears in better condition to press for advantage into the last part of the upcoming, final lap of the Isloppet.

At Barrböjen, Italy dodges left, forcing Hegkman's Bugatti into the field of debris lining the inside of the curve. The Teutonic knight, however, casually flicks the wheel left and right and avoids the danger, overtaking the Italian in the process. Hegkman's discipline is showing benefits now as the two position for Fiskekroken.

Vitez Rychly rams down the gears in his Bugatti T51A, skidding the tires and burning rubber as the car fishtails at the edge of control. From 6<sup>th</sup> gear, he drops to 3<sup>rd</sup> and takes the entrance to Barrböjen perfectly. Such driving is the Czech's signature here in Sweden. Conversely, Monaco's Louis de Montignac falls short of the chicane, losing his bid to close with the Czech in the tree-lined mid-section of the course.

The British driver, John Milk, continues to drag the car forward slowly in 2<sup>nd</sup> gear. Time is bleeding off the clock as he crawls the wounded Amilcar toward the pit stop. He glances back in time to see the the Scottish nationalist, Alastair MacDougall, skid aggressively around the hairpin at Hårnålskurva. Instantly, the Scot sees the Britisher's green Amilcar ahead – he throws his head back and howls a Scottish war cry.

From the sidelines, a Scottish fan bellows, "Remember Culloden, laddie!"

Meanwhile, the wolves fall short of Hårnålskurva, leaving it to Scotland alone. These four cars are now in a fateful match up to see who will make it through the hairpin. Even over the raw sounds of the engines, a collective gasp can be heard as it ripples through the crowds. All realize that an accident may be all but unavoidable now as the four cars will funnel into the hairpin with insufficient spacing.

Finally, the Finnish Chrysler powers out of Storkurvan yet somehow falls short of making the Lekböjen chicane. More advantage is lost as the Finn's hapless journey around the track continues to careen into a near certain last place finish among the field.

## 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	3	3	8	6	2LL2 **	103L	0	3	1	4	2	1
2	6	Teide Sorolla-Ledaal, Norway	Stig Morten Breiland	Red/Wh/Blue	Bugatti T35B 2.3L	CH	3	3	12	7(-2)=5	R4 **	103CR	3	1	1	2	3	3
3	3	Godeschalk Hegkman, Germany	Charlie Heckman	White	Bugatti T51A	CH	3	3	11	7(-2)=5	5 **	89R	3	2	1	2	3	2
4	10	Sebi Orsi, Italy	Mike Visser	Red	Maserati 4CM 2.0 L	ST	2	2	11	4	2L1 **	88L	0	4	1	1	2	3
5	1	Vítez Rychly, Czech	John Carlton	Orange	Bugatti T51A 1.5L	ST	3	3	5	5	R3L *	83L	5	2	2	1	2	3
6	11	Louis de Montignac, Monaco	Ludovic Russo	Red/White	Alfa Romeo Tipo B P3	ST	5	5	6	13	R4LL6	81L	0	0	3	2	2	2
7	4	John Milk, Britain	Mark Robinson	Green	Amilcar C6 1.1L S-4	ST	2	2	1	2	2	65CL	1	2	1	3	2	2
8	14	Alastair MacDougall, Scotland	Devin Smith	Blue/White	Amilcar C6 1.1L S-4	ST	3	3	13	7	R2L3 *	55L	2	2	3	1	2	2
9	13	Rutger Hägglund, Sweden	Johan Pettersson	Blue/Yellow	Alfa Romeo Monza	CH	5	5	7	14(+0)=14	10L3	50L	6	4	3	2	3	1
10	2	Pedro Gomes, Portugal	Andreas Leijon	Red/Green	Bugatti T35B 2.3L S-8	ST	5	4	5	13	LLL4RR4	48R	3	2	3	2	3	3
11	8	Petrus de Salvion, Swiss	Michael Hasenstab	Red/White	Bugatti T51 2.3L S-8	ST	4	4	17	12	1R9L	46L	5	3	1	1	3	2
12	12	Aristide La Fontaine, France	Eric Van De Bor	Blue	Salmson 8C 1.1L	ST	4	4	5	8	6R1	44L	5	4	4	1	1	2
13	9	Tavho Myrsky, Finland	Nick Durso	White/Blue	Chrysler Special 6.3L	ST	4	4	15	11	6RRR2	33R	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: Monday, April 12, 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/>

