



ROUND 28: NORRBOTTENS RADIO

SKIDDING THROUGH THE HAIRPIN!

In the lead, Belgium and Norway press on, clearly unchallenged as the final lap of the Isloppet begins. Hundreds of fans lean forward and cheer on the Norwegian driver, showing favoritism to Sweden's closest neighbor. Farther back, at Fiskekroken, Germany and Italy both fall short, sacrificing the lead to the two ahead as the gap widens. Sebi Orsi, in a rare moment, misjudges his gear handle and coasts out of Barrböjen, while Hegkman's Bugatti rockets ahead.

Meanwhile, in the chicane, Vitez Rychly cuts smoothly through the curve as Monaco skids forward alongside. Yet Louis de Montignac is only barely in control of his Tipo B, and he must now slow hard to avoid spinning out at the exit to the chicane. Clearly, Rychly will now again pull away as both cars will race toward Fiskekroken.

The British driver, John Milk, pulls into the pit stop and leaps out of the cockpit to help with the repairs. Cruising rapidly ahead to close the gap, the Scottish nationalist, Alastair MacDougall, presses on. He will now overtake the Britisher's car.

Back at Hårnålskurva, the four wolves jockey for position. Sweden skids out of the curve in a bid to set up for a rapid dash down the tree-lined lanes. He is closely followed by the Swiss driver, who skids out behind and slams on his brakes to avoid a collision. In the hairpin, France noses out the Portuguese driver for the lead, but only by inches. And at the tail end, the Finnish Chrysler continues to drive ahead ponderously toward a near certain last place showing.

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	19	8	1RRR4	2R	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	7	6(+0)=6	6	109CR	3	1	1	2	3	3
3	3	Godeschalk Hegkman, Germany	Charlie Heckman	White	Bugatti T51A	CH	4	4	8	9(-2)=7	7	96R	3	2	1	2	3	2
4	10	Sebi Orsi, Italy	Mike Visser	Red	Maserati 4CM 2.0 L	ST	3	3	1	4	4	92L	0	4	1	1	2	3
5	11	Louis de Montignac, Monaco	Ludovic Russo	Red/White	Alfa Romeo Tipo B P3	ST	3	3	18	8	RL1R4 *	88R	0	0	2	2	2	2
6	1	Vitez Rychly, Czech	John Carlton	Orange	Bugatti T51A 1.5L	ST	3	3	4	5	1R1L1 **	87L	5	2	2	1	2	3
7	4	John Milk, Britain	Mark Robinson	Green	Amilcar C6 1.1L S-4	ST	2	2	8	3	L2 PIT STOP	67L	1	2	1	3	2	2
8	14	Alastair MacDougall, Scotland	Devin Smith	Blue/White	Amilcar C6 1.1L S-4	ST	4	4	11	10	1R8	65L	2	2	3	1	2	2
9	13	Rutger Hägglund, Sweden	Johan Pettersson	Blue/Yellow	Alfa Romeo Monza	CH	4	4	13	11(-2)=9	RL7TTT *	58L	3	4	3	2	3	1
10	2	Pedro Gomes, Portugal	Andreas Leijon	Red/Green	Bugatti T35B 2.3L S-8	ST	3	3	9	6	L5 *	53L	3	2	3	2	3	3
11	12	Aristide La Fontaine, France	Eric Van De Bor	Blue	Salmson 8C 1.1L	ST	4	4	9	9	8R *	53R	5	4	4	1	1	2
12	8	Petrus de Salvion, Swiss	Michael Hasenstab	Red/White	Bugatti T51 2.3L S-8	ST	4	4	17	12	6RL3KTT *	67L	3	2	1	1	3	2
13	9	Tavho Myrsky, Finland	Nick Durso	White/Blue	Chrysler Special 6.3L	ST	4	5	4	8	1LLL4 *	36L	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 st	2 nd	3 rd	4 th	5 th	6 th
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 3rd 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 1st or 2nd 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 1st 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 18, 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/>

