



Laxforsen Isloppet Grand Prix
SWEDEN

ROUND 29: NORRBOTTENS RADIO

BELGIUM STRUGGLES FOR CONTROL!

Belgium's Victor Hugo Stéphane slides into Höksböjen, deep into the curve and carrying too much speed. Victor Hugo looks down and notes that his tires are near shot. In a flash, he realizes that disaster looms. He shifts down in hopes of holding on as the car skids across the outside line of the curve. Just behind, Norway enters the curve with greater control, calmly taking the outside line at perfect speed. The Volcán grins, knowing that in moments he will spring past the yellow Duesenberg for the lead.

At Fiskekroken, Italy presses ahead to nose out Germany as the two come onto the ice. Meanwhile, the Czech racer vaults out of the Barrböjen chicane and enters the Fiskekroken curve with perfection. His orange Bugatti T51A slices through the debris that litters the track, suffering no damage as the car makes yet another epic advance to continue in a relentless attack of the leaders. Rychly sets up perfectly to challenge as the German glances back. He realizes the threat of the Czech driver, whose goggled face leers dangerously close.

In Barrböjen, Monaco's Louis de Montignac rams the gear lever down and grinds the clutch as he struggles to slow the car. The maneuver works and despite his balding tires, he slows just enough to avoid a spin out.

The Scottish driver launches forward, pursued by the Swedish shark, the Swiss Bugatti and the great big blue French Salmson racer even as the Portuguese driver, Pedro Gomes, falls off the pace and drops back.

John Milk of Britain leaps into the cockpit of his Amilcar and yells to the mechanics to turn the crank and get the engine restarted. Sporting new tires, a tightening of the transmission nuts and some minor repairs, the British Racing Green race car is now ready to get back into the race.

Finally, back at Håmålskurva, the Finnish Chrysler slides into view. With the right gear selection, he may yet overtake the Britisher down the straightaway and avoid a last place finish.

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	2	6	6	6 *	8R	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	3	5(+0)=5	R4 *	5R	3	1	1	2	3	3
3	10	Sebi Orsi, Italy	Mike Visser	Red	Maserati 4CM 2.0 L	ST	3	3	20	8	R3LL2 *	98L	0	4	1	1	2	3
4	3	Godeschalk Hegkman, Germany	Charlie Heckman	White	Bugatti T51A	CH	2	2	10	3(-2)=2	2 *	98CR	3	2	0	2	3	2
5	1	Vítez Rychly, Czech	John Carlton	Orange	Bugatti T51A 1.5L	ST	4	4	7	9	9 *	96CL	5	2	2	1	2	3
6	11	Louis de Montignac, Monaco	Ludovic Russo	Red/White	Alfa Romeo Tipo B P3	ST	1	1	1	1	1 **	89R	0	0	1	2	2	2
7	14	Alastair MacDougall, Scotland	Devin Smith	Blue/White	Amilcar C6 1.1L S-4	ST	5	5	8	14	R7LL4	77L	2	2	3	1	2	2
8	13	Rutger Hägglund, Sweden	Johan Pettersson	Blue/Yellow	Alfa Romeo Monza	CH	5	5	20	20(-2)=18	R17	76CR	3	4	3	2	3	1
9	8	Petrus de Salvion, Swiss	Michael Hasenstab	Red/White	Bugatti T51 2.3L S-8	ST	5	5	16	18	R16L	74CL	3	2	1	1	3	2
10	12	Aristide La Fontaine, France	Eric Van De Bor	Blue	Salmson 8C 1.1L	ST	5	5	10	15	15	69CR	5	4	4	1	1	2
11	4	John Milk, Britain	Mark Robinson	Green	Amilcar C6 1.1L S-4	ST	2	2	2	3	LONG PIT STOP	67L	6	2	3	3	2	2
12	2	Pedro Gomes, Portugal	Andreas Leijon	Red/Green	Bugatti T35B 2.3L S-8	ST	4	4	9	9	3R5	62R	3	2	3	2	3	3
13	9	Tavho Myrsky, Finland	Nick Durso	White/Blue	Chrysler Special 6.3L	ST	5	5	9	15	5R9 *	52L	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: Thursday, April 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/>

