



## ROUND 30: NORRBOTTENS RADIO

### ***RYCHLY VAULTS TO THIRD!***

At the front of the pack, Belgium's Victor Hugo Stéphane rams on his brakes to hold on as the car skids through Höksböjen. Immediately behind, in higher gear, the Norwegian driver, Teide Sorolla-Ledaal, is forced to veer left to avoid a collision. He hammers through the center of the curve, running over debris and bits of tire. Barely in control, he skids dangerously out of the curve, using the last of his brakes to avoid a spin out! In seconds, the Volcán has gone from perfect positioning to barely hanging on – but he takes the lead as the Bugatti and Duesenberg vie for podium position in this, the final lap.

Coming out of Fiskekroken, Germany's Godeschalk Hegkman noses out the Italian, Sebi Orsi. Suddenly, both drivers are surprised to see the orange Bugatti of Vitez Rychly rocket past to lead them out of the curve. The Czech driver is simply relentless – curve after curve, he has advanced to now a promising podium finish. His driving has been textbook perfect, showing how to take risks and capitalizing on every bit of grace Lady Luck has through his way. The Czech could now instantly take the Höksböjen curve and thus a commanding lead over the other two stunned drivers – will the German yet defeat his nemesis, Vitez Rychly? Can Orsi challenge?

Meanwhile, struggling out of Barrböjen, Monaco's Louis de Montignac shifts up, accelerating to keep some semblance of position. Behind, an aggressive mass of drivers press toward the chicane, ready to take advantage of the Alfa Romeo Tipo B as it struggles to regain speed in the straight leading to Fiskekroken.

The Scottish driver is first into the curve, followed by the Swiss driver, Petrus de Salvion Bernardus. Falling short, the French and Portuguese drivers prepare to assault the curve as well. Then, what's this? Roaring out of Hårnålskurva, the Finnish Chrysler shifts up to 6<sup>th</sup> gear! Could it be a late showing of the daring Finn's driving skill? Ahhh! No, yet once again, the most promising of circumstances result in little gain for Myrsky, who curses as the big V8 engine falters, somehow unable to propel his car forward with enough speed to overtake the cars ahead and regain his honor. No matter what he does, the Finn's luck seems to have run dry this race.

The British Amilcar of John Milk accelerates out of the pit stop, sporting fresh tires and other quick repairs. He is now in last place and must shift up to regain momentum to join the pack ahead. Perhaps his pit stop came too late in the race or perhaps his car will finish where others, barely limping along and nursing bald tires and overheated brakes, will fail in the final moments before the checkered flag. Only time will tell – yet one thing is certain, if he is to place, John Milk must now drive with the determination and daring of all Britain itself!

## 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	3	4	17	8(+1)=8	1L5KTTT **	12CR	0	0	1	2	3	3
2	5	Victor Hugo Stéphane, Belgium	Thomas Felder	Yellow	Duesenberg 4.25L S-8	ST	2	3	18	4	2KK **	10R	0	1	1	4	2	1
3	1	Vitez Rychly, Czech	John Carlton	Orange	Bugatti T51A 1.5L	ST	3	3	19	8	L2R4T **	104CL	4	2	2	1	2	3
4	3	Godeschalk Hegkman, Germany	Charlie Heckman	White	Bugatti T51A	CH	2	3	1	2(+1)=3	3 **	103CR	3	2	0	2	3	2
5	10	Sebi Orsi, Italy	Mike Visser	Red	Maserati 4CM 2.0 L	ST	3	3	2	4	4 **	102L	0	4	1	1	2	3
6	11	Louis de Montignac, Monaco	Ludovic Russo	Red/White	Alfa Romeo Tipo B P3	ST	2	2	10	3	3	92R	0	0	1	2	2	2
7	14	Alastair MacDougall, Scotland	Devin Smith	Blue/White	Amilcar C6 1.1L S-4	ST	4	4	13	11	R5L1R2 *	87R	2	2	3	1	2	2
8	8	Petrus de Salvion, Swiss	Michael Hasenstab	Red/White	Bugatti T51 2.3L S-8	ST	4	4	17	12	6R1L2R *	85R	3	2	1	1	3	2
9	13	Rutger Hägglund, Sweden	Johan Pettersson	Blue/Yellow	Alfa Romeo Monza	CH	4	4	6	8(-2)=6	5L	81L	3	4	3	2	3	1
10	12	Aristide La Fontaine, France	Eric Van De Bor	Blue	Salmson 8C 1.1L	ST	5	5	4	12	LL6R3	79L	5	4	4	1	1	2
11	2	Pedro Gomes, Portugal	Andreas Leijon	Red/Green	Bugatti T35B 2.3L S-8	ST	5	5	9	15	10L4	76L	3	2	3	2	3	3
12	9	Tavho Myrsky, Finland	Nick Durso	White/Blue	Chrysler Special 6.3L	ST	6	6	1	21	R6L13	73CL	3	3	2	3	4	2
13	4	John Milk, Britain	Mark Robinson	Green	Amilcar C6 1.1L S-4	ST	1	1	11	2	2	69L	6	2	3	3	2	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: Friday, April 23, 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/>

