



## ROUND 31: NORRBOTTENS RADIO

### ***THE VOLCÁN GOES HOT!***

Teide Sorolla-Ledaal, known as the Volcán, shifts down and presses deep into the curve still carrying too much speed. He is at the very edge of control. His tires and brakes shot, the Norwegian is risking everything now to hold the lead. It is an impulsive strategy, some would say demonstrating the hot-headed nature of his Spanish half. Even if his driving technique carries a lot of risk, the crowds erupt in cheers and applause! They simply love the Norwegian's daring!! Indeed, races are won and lost on split second decisions.

Immediately behind, on a more conservative note, Belgium's Victor Hugo Stéphane instead slides smoothly into the Storkurvan holding to the perfect racing line. He appears to be biding his time, awaiting the chance to overtake the Volcán when the moment is right.

At Höksböjen, the Czech driver, Vitez Rychly, rams down the gas pedal and takes the next curve with perfection. Once again, he demonstrates yet another example of relentless and pure driving skill. The orange Bugatti is handling brilliantly and Rychly is taking each curve as it comes, steadily closing on the leaders. Meanwhile, coming out of Fiskekroken, Germany's Godeschalk Hegkman and the Italian, Sebi Orsi, fall short. The Czech driver has now gapped them and appears primed to easily take a commanding lead.

Monaco's Louis de Montignac shifts up yet again and perfectly makes the Fiskekroken curve. The engine on his Tipo B purrs and this is the talent that the Prince of Monaco long ago saw in the man!

Behind, in the Barböjen, the Scottish driver urges his Amilcar forward, only to see Switzerland's Petrus de Salvion Bernardus nose past him on the right side. Meanwhile, the Swedish shark, Rutger Hägglund, shifts down hard and edges his way into the curve. France's Aristide La Fontaine fishtails side to side and pulls alongside, barely nosing the Swede out for position. The Portuguese and Finnish drivers find themselves blocked in this, the narrowest point on the track. With nowhere to go, Gomes skids left and right to avoid colliding with the two cars ahead, who have slowed to take the chicane. It is desperate, but it pays off.

Finally, the British Amilcar of John Milk shifts up again to continue a slow acceleration hoping to rejoin the pack ahead. He will fall short of the chicane, but is far from out of the race. Whereas most other cars are running on balding tires and worn brake pads, the Britisher's car is now perfectly ready to press his advantage, sporting fresh tires and a repaired car. If he drives well, he will be assured of a mid-pack finish now.

## 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	3	17	12(+0)=12	LL10 *	22L	0	0	1	2	3	3
2	5	Victor Hugo Stéphane, Belgium	Thomas Felder	Yellow	Duesenberg 4.25L S-8	ST	3	3	18	8	LLL5 *	15L	0	1	1	4	2	1
3	1	Vitez Rychly, Czech	John Carlton	Orange	Bugatti T51A 1.5L	ST	3	2	20	8	8 *	3CL	4	2	2	1	2	3
4	3	Godeschalk Hegkman, Germany	Charlie Heckman	White	Bugatti T51A	CH	3	2	17	8(+0)=8	1L5R	1CR	3	2	0	2	3	2
5	10	Sebi Orsi, Italy	Mike Visser	Red	Maserati 4CM 2.0 L	ST	3	3	18	8	RR4LL	108L	0	4	1	1	2	3
6	11	Louis de Montignac, Monaco	Ludovic Russo	Red/White	Alfa Romeo Tipo B P3	ST	3	3	3	5	5 *	97R	0	0	1	2	2	2
7	8	Petrus de Salvion, Swiss	Michael Hasenstab	Red/White	Bugatti T51 2.3L S-8	ST	3	3	13	7	1L3R1TT **	91R	1	2	1	1	3	2
8	14	Alastair MacDougall, Scotland	Devin Smith	Blue/White	Amilcar C6 1.1L S-4	ST	2	2	14	4	L3T **	90L	1	2	2	1	2	2
9	12	Aristide La Fontaine, France	Eric Van De Bor	Blue	Salmson 8C 1.1L	ST	3	3	9	6	RL2R1 *	84R	5	4	3	1	1	2
10	13	Rutger Hågglund, Sweden	Johan Pettersson	Blue/Yellow	Alfa Romeo Monza	CH	2	2	20	4(-2)=2	2 *	83L	3	4	2	2	3	1
11	2	Pedro Gomes, Portugal	Andreas Leijon	Red/Green	Bugatti T35B 2.3L S-8	ST	4	4	4	8	RL5R	83R	3	2	3	2	3	3
12	9	Tavho Myrsky, Finland	Nick Durso	White/Blue	Chrysler Special 6.3L	ST	4	4	2	7	7	80L	3	3	1	3	4	2
13	4	John Milk, Britain	Mark Robinson	Green	Amilcar C6 1.1L S-4	ST	2	2	20	4	4	73L	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	3	4	5	6
2	1	2	3	4	5	6
3	1	2	3	4	5	6
4	1	2	3	4	5	6
5	1	2	3	4	5	6
6	1	2	3	4	5	6
7	1	2	3	4	5	6
8	1	2	3	4	5	6
9	1	2	3	4	5	6
10	1	2	3	4	5	6
11	2	3	4	5	6	7
12	2	3	4	5	6	7
13	2	3	4	5	6	7
14	2	3	4	5	6	7
15	2	3	4	5	6	7
16	2	3	4	5	6	7
17	2	3	4	5	6	7
18	2	3	4	5	6	7
19	2	3	4	5	6	7
20	2	3	4	5	6	7

### 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, May 2, 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/>



