



ROUND 32: NORRBOTTENS RADIO

MONACO CRASHES OUT!

At the edge of disaster, the Volcán skids through Storkurvan. The last ounces of his energy are consumed as he struggles to keep the car together. Somehow, he manages it and forges on, against all odds.... Yet behind, the Belgian's yellow Duesenberg closes the gap, confident in his ability to overtake the battered Norwegian Bugatti.

The Czech driver slides smoothly through Höksböjen, lining up for a dash to Storkurvan. Cutting through the field of debris there, his only mistake is to damage the under chassis. He shrugs it off. Hot on his trail, Germany's Godeschalk Hegkman enters the curve and sets up perfectly. The Italian, Sebi Orsi, instead guns his Maserati and overtakes the hapless Teutonic knight. Orsi cuts to the inside lane at the edge of control. Yet Orsi's skills are legendary and few expect him to spin out at this late stage in the race.

The crowd turns to see Monaco's Louis de Montignac shift up to take Fiskekroken. Roaring clear of the wooded shoreline, the famed driver presses on as the Alfa Romeo Tipo B leaps forward and skids out onto the ice. Too late, he realizes his error – the studs on his tires are too far gone to hold to the curve. He rams his foot onto the brakes, but, abused and worn, they offer no aid. As if in slow motion, the back end of the car breaks loose. Somehow, de Montignac momentarily holds the car on the line and rounds the top of the curve – yet it cannot be done. Out of Fiskekroken, the car spins right as he comes down the straight past the first grand stands! The tail end catches the snowbank at the edge and the car flips over onto its side and skids to a halt on the ice. Wrecked and twisted, it is a complete loss. De Montignac emerges, needing no help – he clammers swiftly over the snowbank at the edge of the track to safety. With one lap to go, he has made only one mistake – but it was one too many.

Behind, Switzerland and Scotland cut through the debris at the edge of Fiskekroken and prepare for the straight past the grand stand, unaware of the wreck of the Alfa just ahead. The Swiss car rumbles through the debris and takes some damage. The little Bugatti cannot take much more abuse before it will give out, but for now, Petrus de Salvion will take the risk and struggle on.

At Barrböjen, the French driver, Aristide La Fontaine, urges his blue Salmson forward. He is dogged closely by the Swede, Rutger Häggglund, whose blue and yellow Monza appears brilliant in the sunshine. Immediately behind, closing the gap, Tavho Myrsky's Chrysler looms. The Portuguese driver, meanwhile, shifts down and calmly navigates the chicane, setting up to overtake the Finn once again for position.

Finally back up to speed, the British Amilcar of John Milk rejoins the pack at the tail end. He hopes to yet catch those ahead before this, the last lap of the race, ends.

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	3	4	5(+0)=5	5 **	27L	0	0	1	2	3	3
2	5	Victor Hugo Stéphane, Belgium	Thomas Felder	Yellow	Duesenberg 4.25L S-8	ST	3	4	16	8	8 **	23L	0	1	1	4	2	1
3	1	Vitez Rychly, Czech	John Carlton	Orange	Bugatti T51A 1.5L	ST	2	3	17	4	4T **	9CL	3	2	2	1	2	2
4	10	Sebi Orsi, Italy	Mike Visser	Red	Maserati 4CM 2.0 L	ST	3	3	19	8	RRR2LL1 *	7CL	0	4	1	1	2	3
5	3	Godeschalk Hegkman, Germany	Charlie Heckman	White	Bugatti T51A	CH	2	3	14	4(+1)=4	R3 *	5R	3	2	0	2	3	2
6	11	Louis de Montignac, Monaco	Ludovic Russo	Red/White	Alfa Romeo Tipo B P3	ST	3	3	17	8	2LL4-CRASH **	105L	-2	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	5LL1 *	97L	1	2	1	1	3	1
8	14	Alastair MacDougall, Scotland	Devin Smith	Blue/White	Amilcar C6 1.1L S-4	ST	3	3	14	7	R5L *	96CL	1	2	2	1	2	2
9	12	Aristide La Fontaine, France	Eric Van De Bor	Blue	Salmson 8C 1.1L	ST	3	3	7	6	2L3 **	89L	5	4	3	1	1	2
10	13	Rutger Hägglund, Sweden	Johan Pettersson	Blue/Yellow	Alfa Romeo Monza	CH	3	3	17	8(-2)=6	5R **	89R	3	4	2	2	3	1
11	9	Tavho Myrsky, Finland	Nick Durso	White/Blue	Chrysler Special 6.3L	ST	3	3	17	8	7K *	87L	3	2	1	3	4	2
12	2	Pedro Gomes, Portugal	Andreas Leijon	Red/Green	Bugatti T35B 2.3L S-8	ST	2	2	16	4	L1R1 *	86R	3	2	2	2	3	3
13	4	John Milk, Britain	Mark Robinson	Green	Amilcar C6 1.1L S-4	ST	3	3	14	7	2R4	80L	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 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, May 6, 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/>

