

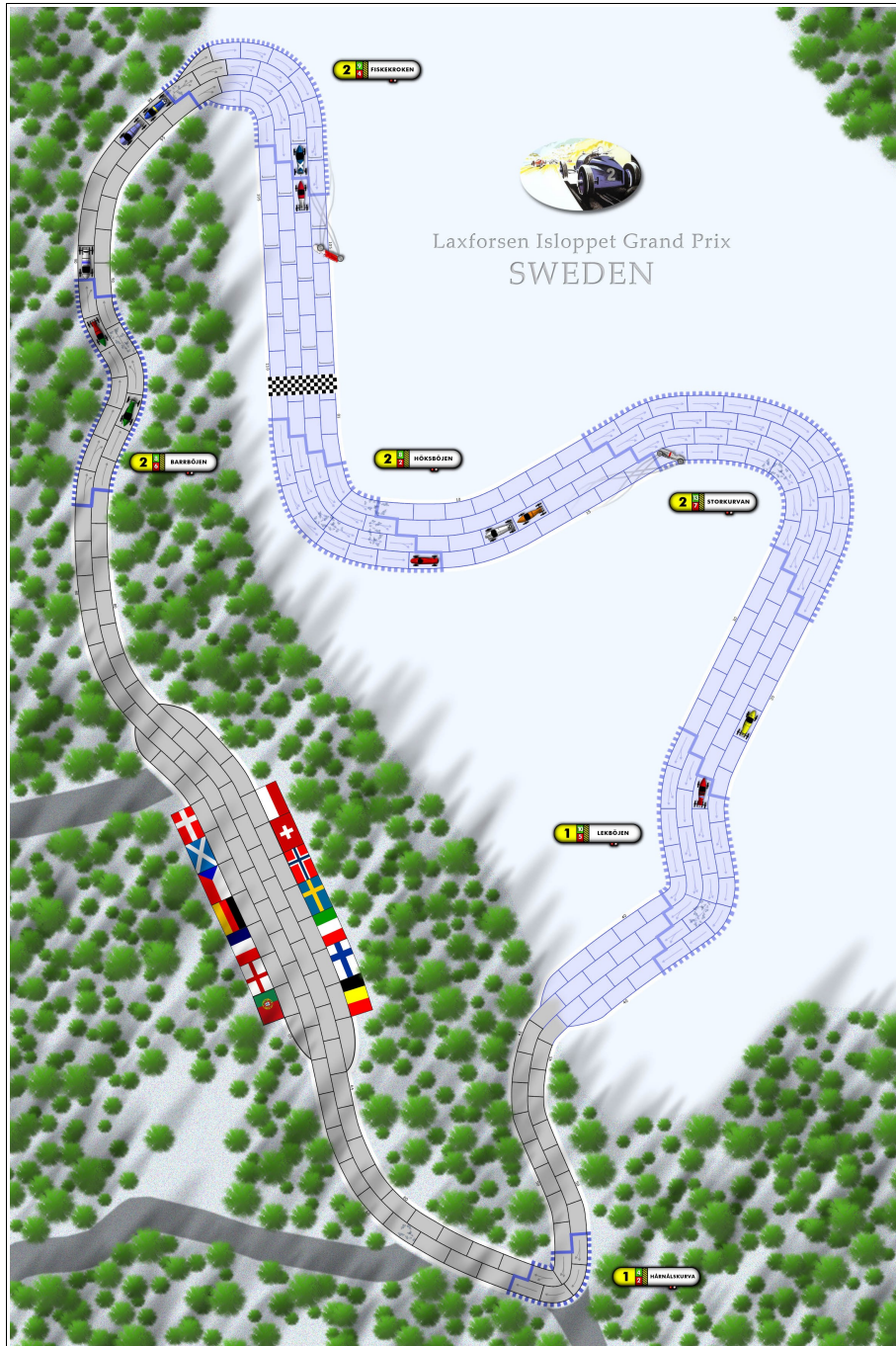
ROUND 33: NORRBOTTENS RADIO

NORWAY PULLS AWAY

At the front, the Volcán recovers his composure and smoothly slides into the chicane at Lekbojen. Still, the Norwegian's Bugatti is battered and in terrible shape – will Sorolla-Ledaal even finish the race? Behind, Belgium tries to close the gap but cannot as the big yellow Duesenberg comes out of Storkurvan belching black smoke.

Vitez Rychly fumbles his gear lever and fishtails out of Höksböjen, closely followed by the German's Bugatti T51A, which skids out of the curve and passes the Italian Maserati. Orsi stands on the brakes to hold the car from a spin out leaving Höksböjen. It is now going to be a close race into and through Storkurvan.

In Fiskekroken, the Swiss and Scottish cars round the top of the curve and prepare for the race down the grand stand straight away. Meanwhile, back in the Barrböjen chicane, the French driver, Aristide La Fontaine, leads, yet the Swedish shark pulls around at the last moment to overtake for position. The Finn cruises out of the chicane smoothly. Portugal's Pedro Gomes neatly cuts through the narrow chicane, while behind, the John Milk of Britain begins to close the gap.



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	8	6(+1)=7	6R1 *	34CL	0	0	1	2	3	3
2	5	Victor Hugo Stéphane, Belgium	Thomas Felder	Yellow	Duesenberg 4.25L S-8	ST	4	4	4	8	8	31L	0	1	1	4	2	1
3	1	Vitez Rychly, Czech	John Carlton	Orange	Bugatti T51A 1.5L	ST	3	4	3	5	RR2L	13CR	3	2	2	1	2	2
4	3	Godeschalk Hegkman, Germany	Charlie Heckman	White	Bugatti T51A	CH	3	4	5	5(+2)=7	1L5TTT **	12CR	0	2	0	2	3	2
5	10	Sebi Orsi, Italy	Mike Visser	Red	Maserati 4CM 2.0 L	ST	3	4	4	5	RR1KK **	10R	0	2	1	1	2	3
6	8	Petrus de Salvion, Swiss	Michael Hasenstab	Red/White	Bugatti T51 2.3L S-8	ST	3	3	11	7	5R1KT **	104CL	0	1	1	1	3	1
7	14	Alastair MacDougall, Scotland	Devin Smith	Blue/White	Amilcar C6 1.1L S-4	ST	3	3	15	7	4L1R **	103CL	1	2	2	1	2	2
8	13	Rutger Hägglund, Sweden	Johan Pettersson	Blue/Yellow	Alfa Romeo Monza	CH	4	4	7	9(-2)=7	6L	95L	3	4	2	2	3	1
9	12	Aristide La Fontaine, France	Eric Van De Bor	Blue	Salmson 8C 1.1L	ST	3	3	3	5	5	94L	5	4	3	1	1	2
10	9	Tavho Myrsky, Finland	Nick Durso	White/Blue	Chrysler Special 6.3L	ST	2	2	16	4	3KT **	90L	2	1	1	3	4	2
11	2	Pedro Gomes, Portugal	Andreas Leijon	Red/Green	Bugatti T35B 2.3L S-8	ST	2	2	7	3	L2 **	88L	3	2	2	2	3	3
12	4	John Milk, Britain	Mark Robinson	Green	Amilcar C6 1.1L S-4	ST	3	3	7	6	4R1 *	86R	6	2	3	3	2	2
DNF	11	Louis de Montignac, Monaco	Ludovic Russo	Red/White	Alfa Romeo Tipo B P3	ST	N/A	N/A	N/A	N/A	N/A	105L	0	0	1	2	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: Tuesday, May 11, 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/>

