



ROUND 34: NORRBOTTENS RADIO

SWEDEN CRASHES OUT!

The Volcán continues to press his lead, setting up perfectly for the upcoming hairpin. Meanwhile, the Belgian racer holds back, but wisely shifts up to prepare to capitalize on the potential of upcoming straight away. If all goes as planned, he will undoubtedly pass the Norwegian before the pit area. The Duesenberg's engine roars to life in a throaty blast as the car dances through the chicane.

Vitez Rychly slides smoothly into Storkurvan with the German Bugatti close behind. Meanwhile, the Italian, Sebi Orsi, sets up his Maserati with perfection to take the curve. All three cars are perfectly matched in speeds and capabilities as they vie for position in this, the last lap of the race. Coming down to Höksböjen, the Swiss and the Scottish drivers fall short as both fight for control down the icy straight.

Farther back, coming into the top of Fiskekroken, the Swedish car leads the pack. Without concern, the Swede shifts down hard and plows into the debris field that litters the entrance to the curve – the bottom of his car takes damage! With a rending tear, Rutger Häggglund's Alfa Romeo Monza loses a wheel. The Shark fights for control, but already knows it is hopeless.... He holds on as the car slides sideways toward the ice – there will be no stopping the Monza now as it slides toward the barriers. Directly behind, the French driver, Aristide La Fontaine, plows straight ahead in close pursuit. Like Häggglund, the Frenchman sustains damage to his great blue Salmson racer. Coming alongside at this late moment in the race, the Finnish driver, Tavho Myrsky, smiles as he flashes past the Frenchman to take the position. Amidst the chaos of the curve, the Finn's car is suddenly coming alive! The crowd roars in excitement!! This is what ice racing is all about!

Finally, John Milk of Britain passes the Portuguese Bugatti, leaving Pedro Gomes in last place.

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	4	13	11(+0)=11	1R9	46R	0	0	1	2	3	3
2	5	Victor Hugo Stéphane, Belgium	Thomas Felder	Yellow	Duesenberg 4.25L S-8	ST	4	4	1	7	RR5 *	38CR	0	1	1	4	2	1
3	1	Vitez Rychly, Czech	John Carlton	Orange	Bugatti T51A 1.5L	ST	4	3	5	8	L3R3 *	20CR	3	2	2	1	2	2
4	3	Godeschalk Hegkman, Germany	Charlie Heckman	White	Bugatti T51A	CH	4	3	4	8(+0)=8	LL6 *	18L	0	2	0	2	3	2
5	10	Sebi Orsi, Italy	Mike Visser	Red	Maserati 4CM 2.0 L	ST	4	3	4	8	LLL5 *	15L	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	7	7	RLL4	1CR	0	1	1	1	3	1
7	14	Alastair MacDougall, Scotland	Devin Smith	Blue/White	Amilcar C6 1.1L S-4	ST	3	2	20	8	RRLR4	110R	1	2	2	1	2	2
8	13	Rutger Hägglund, Sweden	Johan Pettersson	Blue/Yellow	Alfa Romeo Monza	CH	2	2	2	2(-2)=2	2 – CRASH *	97CL	3	4	1	2	3	0
9	9	Tavho Myrsky, Finland	Nick Durso	White/Blue	Chrysler Special 6.3L	ST	3	3	19	8	RL4R1 *	97R	2	1	1	3	4	2
10	12	Aristide La Fontaine, France	Eric Van De Bor	Blue	Salmson 8C 1.1L	ST	2	2	8	3	R1L *	96CL	5	4	3	1	1	1
11	4	John Milk, Britain	Mark Robinson	Green	Amilcar C6 1.1L S-4	ST	3	3	17	8	1L6TTTT **	93L	2	2	3	3	2	2
12	2	Pedro Gomes, Portugal	Andreas Leijon	Red/Green	Bugatti T35B 2.3L S-8	ST	3	3	2	4	1R2	92R	3	2	2	2	3	3
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: Friday, May 14, 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/>

