



ROUND 35: NORRBOTTENS RADIO

TWO CARS CRASH OUT!

At the lead, the Volcán catapults into Hårnålskurva with perfection, while the Belgian falls off the pace slightly. With this, it looks like the Norwegian car may have set up for a first place finish against all odds! Yet his car is in terrible shape, the tires are shot and the brakes are nearly gone – can he hold on for a victory?

Farther back in Storkurvan, Vitez Rychly rounds the curve with amazing precision, shifting up to set up for the chicane ahead. Close by, the German Bugatti and the Italian Maserati close in, setting up to challenge the Czech for third place.

Suddenly, the crowd gasps! Usch... A crash!! A misjudgment and... oh, the Swiss driver and the Scot are both out! Petrus de Salvion had cut to the right to round the outside of the curve – it would have been alright, but that the Scottish driver entered the curve with such speed – he fishtailed left and right, but couldn't hold it. The blue Amilcar clipped the Bugatti from behind! Both cars, damaged from earlier collisions, are now out of the race!! The field has narrowed terribly as the last lap begins....

In Fiskekroken, France pulls alongside the Finnish driver, Tavho Myrsky. The big Chrysler roars to life as the Finn presses on the gas pedal in an attempt to outrun the great big blue Salmson racer! It is a classic battle that is developing – the two largest cars on the circuit, one of American make, the other of French design, will now be in a pitched battle for position as they both accelerate down the grandstand straight. Which will show the other mercy? Which car will prove its mettle?

Meanwhile, the British Amilcar slides onto the ice, still revving high in 3rd gear. Oh! He hits some debris!! Yet it looks like he is carrying too much speed as he exits the wood line onto the lake's frozen surface! He nearly clips the wreck of the Swedish Monza as that car slams backward into the snowbank, it is now out of the race, blocking the left lane. The Portuguese driver, Pedro Gomes, displays far more control than John Milk. He slows as he enters into the curve, setting up perfectly now to advance over the hapless British driver, who must now somehow avoid a crash in the coming moments....

For the two leaders, there is only half a lap left now – just a few more curves to the checkered flag....

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	14	11(-2)=9	L6R1 *	55R	0	0	1	2	3	3
2	5	Victor Hugo Stéphane, Belgium	Thomas Felder	Yellow	Duesenberg 4.25L S-8	ST	4	4	5	8	8	47R	0	1	1	4	2	1
3	1	Vitez Rychly, Czech	John Carlton	Orange	Bugatti T51A 1.5L	ST	3	4	6	6	2L3 **	27CL	3	2	2	1	2	2
4	3	Godeschalk Hegkman, Germany	Charlie Heckman	White	Bugatti T51A	CH	3	4	1	4(+1)=5	RR3 **	25CR	0	2	0	2	3	2
5	10	Sebi Orsi, Italy	Mike Visser	Red	Maserati 4CM 2.0 L	ST	3	4	19	8	8 **	23L	0	2	1	1	2	3
6	8	Petrus de Salvion, Swiss	Michael Hasenstab	Red/White	Bugatti T51 2.3L S-8	ST	3	2	2	4	R3 – CRASH *	5R	0	1	1	0	3	1
7	14	Alastair MacDougall, Scotland	Devin Smith	Blue/White	Amilcar C6 1.1L S-4	ST	2	3	12	4	LR2 – CRASH *	4R	1	2	2	0	2	2
9	9	Tavho Myrsky, Finland	Nick Durso	White/Blue	Chrysler Special 6.3L	ST	3	3	6	6	2LL2 **	103L	2	1	1	3	4	2
10	12	Aristide La Fontaine, France	Eric Van De Bor	Blue	Salmson 8C 1.1L	ST	3	3	14	7	L2R3 **	103CL	5	4	3	1	1	1
11	4	John Milk, Britain	Mark Robinson	Green	Amilcar C6 1.1L S-4	ST	3	3	15	7	7 *	100CL	2	2	3	3	2	1
12	2	Pedro Gomes, Portugal	Andreas Leijon	Red/Green	Bugatti T35B 2.3L S-8	ST	3	3	6	6	4L1 *	97CL	3	2	2	2	3	3
DNF	13	Rutger Hägglund, Sweden	Johan Pettersson	Blue/Yellow	Alfa Romeo Monza	CH	N/A	N/A	N/A	N/A	N/A	100L	3	4	1	2	3	0
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: Wednesday, May 19, 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/>

