



ROUND 38: NORRBOTTENS RADIO

GUNFIRE AT LEKBÖJEN!

The Volcán presses on into the narrow chicane, creating a gap over the Belgian car. With this graceful curve, he takes a commanding lead over the yellow Duesenberg. The Belgian's gambit to shift to 5th gear did not pay off and he falls short. Now Victor Hugo must shift down as he enters the chicane.

Farther back, coming into the Hårnålskurva hairpin, Italy and Germany press closely together as both cars skid around the curve. The German taps his brakes to avoid a spin out – both cars are now set for a race down the straight, yet the German is higher gear! Is there nothing the Italian, Sebi Orsi, can do to catch Hegkman now?

At Lekböjen, the Czech Bugatti begins to drain fuel across the ice as Vitez Rychly turns and runs toward his car, hoping perhaps to take cover behind its tapered tail. He knows that the German is already aiming to fire his pistol again! How long will it be that he misses? The man moves swiftly, stepping sideways toward the waiting Mercedes behind amongst the trees. He fires his pistol again, missing Rychly by inches as a second bullet impacts the Bugatti. Two other men force VV into the back seat of the SSLK – she screams out, "Vitez!!" Suddenly, Rychly sees the fuel spreading on the ice and realizes that the German must have purposefully missed him, hoping to set the car ablaze with him close by.... He tries to stop – but slips on the ice....

Back at Barrböjen, Aristide La Fontaine accelerates smoothly onto the straight. He comes out of the curve, setting up perfectly to take Storkurvan before the others. He will likely now assume a leading position among the cars in the last group. The Britisher, John Milk, slides in close by, hitting the apex of the curve with perfection, as the Finnish and Portuguese cars enter the curve behind.

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	7	9(-2)=7	7 *	85L	0	0	1	2	3	3
2	5	Victor Hugo Stéphane, Belgium	Thomas Felder	Yellow	Duesenberg 4.25L S-8	ST	5	5	10	15	LL10R2	78L	0	1	1	4	2	1
3	10	Sebi Orsi, Italy	Mike Visser	Red	Maserati 4CM 2.0 L	ST	3	3	19	8	8 *	55L	0	2	1	1	2	3
4	3	Godeschalk Hegkman, Germany	Charlie Heckman	White	Bugatti T51A	CH	4	4	19	12(-2)=10	L6R1K *	55R	0	1	0	1	3	2
5	12	Aristide La Fontaine, France	Eric Van De Bor	Blue	Salmson 8C 1.1L	ST	2	3	13	4	4TT **	10CL	3	4	3	1	1	1
6	4	John Milk, Britain	Mark Robinson	Green	Amilcar C6 1.1L S-4	ST	2	3	4	2	1L **	7L	0	1	3	3	2	1
7	9	Tavho Myrsky, Finland	Nick Durso	White/Blue	Chrysler Special 6.3L	ST	2	2	18	4	2L1 *	7CL	2	1	1	3	4	2
8	2	Pedro Gomes, Portugal	Andreas Leijon	Red/Green	Bugatti T35B 2.3L S-8	ST	3	2	20	8	LL3R2 *	6CL	3	2	2	2	3	3
DNF	1	Vitez Rychly, Czech	John Carlton	Orange	Bugatti T51A 1.5L	ST	N/A	N/A	N/A	N/A	N/A	34CR	3	2	2	0	2	2
DNF	8	Petrus de Salvion, Swiss	Michael Hasenstab	Red/White	Bugatti T51 2.3L S-8	ST	N/A	N/A	N/A	N/A	N/A	8R	0	1	1	0	3	1
DNF	14	Alastair MacDougall, Scotland	Devin Smith	Blue/White	Amilcar C6 1.1L S-4	ST	N/A	N/A	N/A	N/A	N/A	7R	1	2	2	0	2	2
DNF	13	Rutger Häggglund, 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: Thursday, June 3, 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/>

