



ROUND 41: NORRBOTTENS RADIO

BELGIUM OVERTAKES!

Suddenly, Victor Hugo Stéphane guns the engine of his great yellow Duesenberg – the American 8 cylinder responds with a throaty roar and leaps forward, closely rapidly on the Norwegian Bugatti. Trying to hold off the Belgian, Teide Sorolla-Ledaal presses forward toward the final curve, he stays to the left, in hopes of forcing the Belgian to the inside and slower. His tire chains, long an advantage in the race, hold him back as the little Bugatti is unable to make the curve. Nothing can stop the Belgian, who cuts inside and overtakes, entering the curve with incredible speed. It looks like the Belgian has it! This could be the key moment of the race – can the Volcán place anything but second now without some sort of miracle?

Italy presses deep into the chicane with Germany hot behind. Hegkman's white Bugatti looks better positioned, but anything can happen on this section of the narrow, tree-lined raceway. The Italian must downshift hard to keep the Maserati from overshooting and piling into the trees, yet he does it with perfection. The driving prowess of Sebi Orsi shows clearly in this section of the course.

At Lekböjen, close to the flaming wreck of his car, Vitez Rychly tries to pull himself forward, but he cannot. The pain is too great. Suddenly, he hears the soft crunch of footsteps in the snow approaching from behind. The sound is still distant, but he recognizes it can only be one thing – the German gunman coming to deliver the coup de grace. For an instant, Rychly recalls the old days, when he still carried his Czech-made revolver. He left that behind in Prague, his days of scrapping among the lesser drivers in mountain racing long behind him. The footsteps stop and he hears a heavily accented voice calling to him. "Vitez!" The accent is that of the German gunman. He calls again, "Vitez – Auf Wiedersehen." A single shot rings out.

Back at Storkurvan, Aristide La Fontaine skids out of the curve, making an incredibly adept slide to prevent a disastrous overshoot. With this, he is positioned to take the curve at Lekböjen. With caution, he eyes the flames, now a reddening glow – it is a gasoline fire. He wonders which driver it was and if the man had escaped the inferno somehow. No driver could survive that. Left or right? Which route will be best?

The Portuguese car, in the hands of Pedro Gomes, cuts to the inside in a bid to catch the Frenchman. Close by, the British and Finnish drivers vie for position, only inches apart as they come around Storkurvan. The Britisher has the advantage as the Finn has too much speed to hold to the curve on the inside line. He must slow and yield, giving Milk the lead for the moment. Once again, Myrsky falls into the all too familiar last place.... Yet, the race is far from over for these cars, a knot of four racers far off the pace of the leaders.

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	5	Victor Hugo Stéphane, Belgium	Thomas Felder	Yellow	Duesenberg 4.25L S-8	ST	3	3	18	8	5R2 *	97R	0	0	0	4	2	1
2	6	Teide Sorolla-Ledaal, Norway	Stig Morten Breiland	Red/Wh/Blue	Bugatti T35B 2.3L	CH	3	3	1	4(-2)=4	4	95L	0	0	0	2	3	3
3	10	Sebi Orsi, Italy	Mike Visser	Red	Maserati 4CM 2.0 L	ST	3	3	17	8	L3R2L *	86L	0	2	0	1	2	3
4	3	Godeschalk Hegkman, Germany	Charlie Heckman	White	Bugatti T51A	CH	4	4	10	10(-2)=8	7R *	84R	0	1	0	1	3	2
5	12	Aristide La Fontaine, France	Eric Van De Bor	Blue	Salmson 8C 1.1L	ST	3	3	2	4	4T **	28L	2	4	3	1	1	1
6	2	Pedro Gomes, Portugal	Andreas Leijon	Red/Green	Bugatti T35B 2.3L S-8	ST	4	4	3	7	3R3 **	24CR	2	2	2	2	3	3
7	4	John Milk, Britain	Mark Robinson	Green	Amilcar C6 1.1L S-4	ST	3	4	13	7	7 *	22L	0	1	3	3	2	1
8	9	Tavho Myrsky, Finland	Nick Durso	White/Blue	Chrysler Special 6.3L	ST	3	2	14	7	L6 *	22CL	2	1	1	3	4	2
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 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: Monday, July 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/>

