



## ROUND 42: NORRBOTTENS RADIO

### **BELGIUM ADVANCES**

Victor Hugo Stéphane shifts down hard to avoid skidding out of the final curve, showing his Belgian conservatism. The great yellow Duesenberg slides smoothly around, setting up a beautiful finish. Meanwhile, Teide Sorolla-Ledaal, in his Bugatti, struggles into the curve. The Volcán shifts down and prepares for a daring dash to catch the Belgian at the finish. It could work – but only with good luck and explosive driving. The true nature of the Volcán is about to put to test.

His red scarf snapping against the wind, Italy's Sebi Orsi glances back. The German's white Bugatti is closing fast. Unexpectedly, Orsi slams on his brakes. He skids the Maserati short within the chicane, forcing the German nearly into disaster. Hegkman dodges to the right and drive his white Bugatti through the debris that fills the track, barely holding the car in the chicane as the balding tires nearly skid out. He slams on the brakes to avoid spinning out. The Italian's move has burned the last of Hegkman's brakes – but it has also cost Orsi dearly. Both cars are now set for a final dash for third place, the German barely edging out Orsi for the run to the final curve.

At Lekböjen, beside the burning wreck of his Bugatti, Vitez Rychly struggles to pull himself off the track. He turns his head and sees the German gunman step to the edge of the track. The man raises his gun and fires. The bullet impacts the snow bank inches from Rychly's skull. The German smiles as Rychly makes a last desperate attempt to pull himself up the snowbank. He has nowhere to go. Another shot rings out – another bullet into the snowbank. From this distance, how can he miss? He must be toying with the downed Czech, as if enjoying it. In extreme pain, Rychly passes out just as one final shot is fired.

Meanwhile, coming toward the burning wreck, Aristide La Fontaine maneuvers his Salmson racer smoothly into the Lekböjen curve, cutting to the right edge of the track. Instantly, he spots a man standing beside the edge of the track – a gun raised in his hand, pointing across the track at something – or someone.... Momentarily, Aristide lifts his foot from the gas pedal, but then realizes there is no slowing down or stopping – he will have to drive past the shooter. Suddenly, to Aristide's surprise, the man crumples forward, as if shot from behind. His body falls across the snowbank at the edge of the track. What is all this?

Behind, Pedro Gomes skids out of Storkurvan and flashes past the French Salmson to take the position. He shifts up, hoping to gap the field now and take a confident lead – yet suddenly, a mess of fire and debris looms ahead – should he go left or right? He has but an instant to decide.... Farther back, the Britisher glides out of Storkurvan with the Finnish driver comfortably falling back. The cars are racing forward into what appears to be a gunfight.

## 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	2	2	15	4	4 **	103CR	0	0	0	4	2	1
2	6	Teide Sorolla-Ledaal, Norway	Stig Morten Breiland	Red/Wh/Blue	Bugatti T35B 2.3L	CH	2	2	14	4(-2)=2	2 *	97CL	0	0	0	2	3	3
3	3	Godeschalk Hegkman, Germany	Charlie Heckman	White	Bugatti T51A	CH	3	3	17	8(-2)=6	5K **	89R	0	0	0	1	3	2
4	10	Sebi Orsi, Italy	Mike Visser	Red	Maserati 4CM 2.0 L	ST	2	2	17	4	2KK **	88L	0	0	0	1	2	3
5	2	Pedro Gomes, Portugal	Andreas Leijon	Red/Green	Bugatti T35B 2.3L S-8	ST	4	5	18	12	4R3L1L1 *	35CL	2	2	2	2	3	3
6	12	Aristide La Fontaine, France	Eric Van De Bor	Blue	Salmson 8C 1.1L	ST	3	4	9	6	RRR3 *	34R	2	4	3	1	1	1
7	4	John Milk, Britain	Mark Robinson	Green	Amilcar C6 1.1L S-4	ST	4	4	6	8	6RR	30CR	0	1	3	3	2	1
8	9	Tavho Myrsky, Finland	Nick Durso	White/Blue	Chrysler Special 6.3L	ST	2	3	7	3	3 **	26CL	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 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>
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 3<sup>rd</sup> 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 1<sup>st</sup> or 2<sup>nd</sup> 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 1<sup>st</sup> 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, August 18, 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/>



