



ROUND 43: NORRBOTTENS RADIO

BELGIUM DASHES FORWARD!

Victor Hugo Stéphane flies out of the final curve and shifts up, spinning the tires of the great yellow Duesenberg as he strains toward the finish line. Behind, in a last bid to catch the Belgian, Teide Sorolla-Ledaal presses around the curve in 3rd gear. His Bugatti skids through the curve. The Belgian has a dominating lead and it will be impossible for the Volcán to close the gap.

Meanwhile, coming out of the chicane, Hegkman suddenly accelerates away from Italy's Sebi Orsi and enters the final curve. The German's driving is precise and highly technical, while the Italian's car seems propelled forward only with the force of emotion. The Italian's attempt to force the German into difficulty has backfired and now the Teutonic knight has capitalized on the error. There is almost no way the Maserati can challenge the white Bugatti for third place at the finish.

Back at Lekböjen, Vitez Rychly, shot gravely, fades in and out of consciousness. Somehow, he pulls himself forward with one last heave toward the edge of the track just as the Portuguese driver cuts past the burning wreck of the orange Bugatti. The car misses Rychly's legs by inches as Gomes glances down and realizes his mistake – to have taken this side of the wreck was reckless.

To the right side of the wreck, the German gunman struggles up and lifts his pistol. He is bleeding, himself somehow shot from behind. He aims at Rychly as the Portuguese Bugatti speeds past, between the two. Suddenly, he hears a great roar from his left – there, bearing down on him is Aristide La Fountain in his the French blue Salmson. The huge racer cuts to the right, and slams into the German's arm, knocking the gun out of the shooter's hand. Another shot rings out from the wood line and the German gunman falls backward into the snowbank at the edge of the track, this time shot fatally.

Coming out of Storkurvan, the British driver, John Milk, accelerates forward, steering directly across the edge of the flames, nearly clipping the wreck of the Czech's Bugatti. His Amilcar races directly into the heat of the fire.

Farther back, the Finnish driver suddenly downshifts inexplicably. The momentum of the big Chrysler carries him forward at speed but it is clear that he will soon fall off the pace further as the tires skid slower. What is he up to? Perhaps he is slowing to ensure he can make it through the mess ahead.

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	3	12	4	4	107CR	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	8	6(-2)=4	4	102CL	0	0	0	2	3	3
3	3	Godeschalk Hegkman, Germany	Charlie Heckman	White	Bugatti T51A	CH	4	4	10	10(-2)=8	6L1 *	96CL	0	0	0	1	3	1
4	10	Sebi Orsi, Italy	Mike Visser	Red	Maserati 4CM 2.0 L	ST	3	3	1	4	4	92L	0	0	0	1	2	3
5	2	Pedro Gomes, Portugal	Andreas Leijon	Red/Green	Bugatti T35B 2.3L S-8	ST	5	4	9	15	2L5R3R2	49R	2	2	2	2	3	3
6	12	Aristide La Fontaine, France	Eric Van De Bor	Blue	Salmson 8C 1.1L	ST	4	4	14	11	9L1	45R	2	4	3	1	1	1
7	4	John Milk, Britain	Mark Robinson	Green	Amilcar C6 1.1L S-4	ST	4	4	8	9	R7L *	38CR	0	1	3	3	2	1
8	9	Tavho Myrsky, Finland	Nick Durso	White/Blue	Chrysler Special 6.3L	ST	3	2	16	8	8 *	34CL	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 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, September 9, 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/>

