



ROUND 44: NORRBOTTENS RADIO

BELGIUM TAKES THE FLAG!

Shifting down to ease his car into the next corner, the Belgian driver, Victor Hugo Stéphane, smoothly glides across the finish line, waving jauntily to the crowd. Close behind, Norway's famed driver, Teide Sorolla-Ledaal, also known as the the Volcán, accelerates in a final bid to catch the Norwegian. He cannot do it. Just seconds behind, he crosses the finishing line, to take a second place flag. Still, the crowd erupts into cheering, "Volcán, Volcán, Volcán!!! Despite being at the front, the yellow Duesenberg of the Belgian receives polite applause but otherwise goes almost unnoticed as the fans seemingly favor their Scandinavian neighbor.

Skidding deep into Fiskekroken, Godeschalk Hegkman maneuvers his white Bugatti forward toward what looks to be a dominant third place finish. Italy's Sebi Orsi shifts down and takes the beginning of the Fiskekroken curve with care, surrendering to an inevitable conclusion that he will place fourth in the race. Even with his low speed and gear, Orsi's red Maserati still takes a hard hit from the debris that litters the track just at the entry point of the curve. The Maserati soldiers on.

Racing into the Hårnålskurva hairpin, Pedro Gomes from Portugal gracefully rounds the corner in a tight skid. Directly behind, the Frenchman, Aristide La Fontaine, brakes late and takes the curve with incredible speed. His great blue Salmson racer nearly clips the little red and green Bugatti of the Portuguese team.

Bring up the rear, the British Amilcar cruises out of Lekböjen. Meanwhile, Vitez Rychly, shot gravely, passes out, perhaps for the final time. Alarms are sounded as the medical teams run to the report of an accident on the ice. Nearby, the body of the German shooter lays still on the snow. The Finnish driver, Tavho Myrsky, shifts down further and cruises up slowly to the scene of the flaming wreck. He enters the smoke as the big Chrysler skids on the ice.

Out of the woods, bursting into the gap behind the pit area, a big Mercedes SSLK speeds forward. It skids and turns south. The driver's face is cloaked by a pair of goggles – a second man clings precariously to the back of the car, one leg in the back seat and one leg dangling outside the car. He points a Mauser pistol into the air and fires off two shots to clear the crowds ahead of the car.

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	2	9	6	6	4CR	0	0	0	4	2	1
2	6	Teide Sorolla-Ledaal, Norway	Stig Morten Breiland	Red/Wh/Blue	Bugatti T35B 2.3L	CH	3	4	9	6(0)=6	6	108CL	0	0	0	2	3	3
3	3	Godeschalk Hegkman, Germany	Charlie Heckman	White	Bugatti T51A	CH	3	3	15	7(-2)=5	1R3	** 103CR	0	0	0	1	3	1
4	10	Sebi Orsi, Italy	Mike Visser	Red	Maserati 4CM 2.0 L	ST	2	2	19	4	4	* 96CL	0	0	0	1	2	2
5	2	Pedro Gomes, Portugal	Andreas Leijon	Red/Green	Bugatti T35B 2.3L S-8	ST	3	3	5	5	5	* 55R	2	2	2	2	3	3
6	12	Aristide La Fontaine, France	Eric Van De Bor	Blue	Salmson 8C 1.1L	ST	4	4	4	8	8	* 45R	2	4	3	1	1	1
7	4	John Milk, Britain	Mark Robinson	Green	Amilcar C6 1.1L S-4	ST	4	4	13	11	1L9	49L	0	1	3	3	2	1
8	9	Tavho Myrsky, Finland	Nick Durso	White/Blue	Chrysler Special 6.3L	ST	2	1	11	4	3L	** 36L	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: Tuesday, November 23, 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/>

