



ROUND 08: NORRBOTTENS RADIO COMMENTARY

ORSI ROCKETS FORWARD!

Continuing his dominating drive, Vitez Rychly presses ahead off the ice and hammers through the hairpin turn of Härnålskurva. With great calculation, he skids out of the hairpin and sets up for a high speed dash down the straightway, shifting up into 6th gear! Yet the little Bugatti's engine cannot take such stress – and complains loudly. Suddenly, a puff of white smoke kicks out of the exhaust pipe! Engine debris scatters from the bottom of the car onto the ice – clearly some damage is done!! Can Rychly hold it together? Yes... he presses on, a metallic sound rippling from the under the hood.

Farther back, the pack follows suit. Most drivers shift up, knowing that they cannot catch the Czech, but hoping to gain some advantage against each other as they head into the narrowest portions of the circuit. As the cars press through the Lekböjen curve, from farther back, Italy's Sebi Orsi suddenly maneuvers his Maserati brilliantly ahead. He dodges right and left, weaving his way through the cars ahead and with a dramatic flick of the lightweight four cylinder car, he takes 2nd place. Surprisingly, he is closely pursued only by the Danish driver in his white and red Alfa Super Sport. Diederik Olsen rockets into the midst of the pack in a daring climb for position.

The others tear into Lekböjen, pressing through the chicane in a tight knot. Few appear to be willing to let up as the narrow track looms just ahead. Best positioned are the big American Duesenberg of Belgium's Victor Hugo Stéphane, and Norway's famous Bugatti racer, Teide Sorolla-Ledaal – known as the "Volcán". Most shift up to 5th gear as they hope to take the hairpin and shift up like Rychly's Bugatti into high gear.

Behind in Storkurvan, the Scottish driver, Alastair MacDougall, smoothly navigates through the curve, his driving the very picture of precision. Concurrently, the Finnish driver, Tavho Myrsky, chances the inside lane in an attempt to seize the lead of the second group. He picks up some debris from the roadway, damaging the big Chrysler's under body – yet he shrugs it off and presses ahead.

Switzerland comes in behind pressing for some advantage. The French driver, Aristide La Fontaine, hangs back in his great Salmson, avoiding the debris and yet pushing as far forward as possible into the curve. The Salmson's engine purrs as he calmly prepares for the run into Lekböjen.

Finally, Sweden's famed Hajen accelerates into Storkurvan, at the tail end of the pack, confident that many of those ahead will come to grief early in the race as they jockey for position.

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	1	Vitez Rychly, Czech	John Carlton	Orange	Bugatti T51A 1.5L	CH	5	N/A	18	19(+2)=20	1L3R14TT *	57L	1	4	3	2	1	3
2	10	Sebi Orsi, Italy	Mike Visser	Red	Maserati 4CM 2.0 L	ST	5	5	12	16	2RRR4L2L3TT *	40CL	6	5	2	1	3	3
3	5	Victor Hugo Stéphane, Belgium	Thomas Felder	Yellow	Duesenberg 4.25L S-8	ST	4	5	19	12	12 *	38L	6	3	2	4	2	2
4	6	Teide Sorolla-Ledaal, Norway	Stig Morten Breiland	Red/Wh/Blue	Bugatti T35B 2.3L	CH	4	5	10	10(+1)=11	11 *	38CR	9	2	3	2	3	4
5	4	John Milk, Britain	Mark Robinson	Green	Amilcar C6 1.1L S-4	ST	4	4	11	10	RR8 *	38R	5	2	4	3	2	2
6	7	Diederik Olsen, Denmark	Nathan Van Hare	White/Red	Alfa Romeo 6C 1750	ST	5	5	5	13	9L2R *	37R	4	2	3	3	2	2
7	3	Godeschalk Hegkman, Germany	Charlie Heckman	White	Bugatti T51A	CH	3	4	17	8(+1)=8	8 *	35L	7	3	3	2	3	2
8	2	Pedro Gomes, Portugal	Andreas Leijon	Red/Green	Bugatti T35B 2.3L S-8	ST	4	5	9	9	9 *	36R	8	2	3	1	3	3
9	11	Louis de Montignac, Monaco	Ludovic Russo	Red/White	Alfa Romeo Tipo B P3	ST	4	5	5	8	8 *	34CL	8	3	4	2	2	2
10	14	Alastair MacDougall, Scotland	Devin Smith	Blue/White	Amilcar C6 1.1L S-4	ST	3	4	6	6	1L2LL **	27L	6	3	4	1	2	2
11	9	Tavho Myrsky, Finland	Michel Muhar	White/Blue	Chrysler Special 6.3L	ST	3	4	14	7	2RR3 **	27R	3	5	3	3	4	1
12	8	Petrus de Salvion, Switzerland	Michael Hasenstab	Red/White	Bugatti T51 2.3L S-8	ST	3	3	6	6	4R1 **	26R	5	3	2	2	3	2
13	12	Aristide La Fontaine, France	Eric Van De Bor	Blue	Salmson 8C 1.1L	ST	3	4	4	5	RR3 **	22CR	7	5	5	3	2	2
14	13	Rutger Hägglund, Sweden	Johan Pettersson	Blue/Yellow	Alfa Romeo Monza	CH	3	3	8	6	6 *	18L	8	4	3	2	3	3

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

Tire Chains 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; and f) if the gear remains unchanged, and the previous round was +1 or -1, no modifications will apply.

NEXT STEPS

Please submit movement options based on your Gear:

1 st	2 nd	3 rd	4 th	5 th	6 th
1	2	4	7	11	21
2	3	5	8	12	22
	4	6	9	13	23
		7	10	14	24
		8	11	15	25
			12	to	26
				20	to
					30

FINAL NOTES

- Deadline for Submission: Tuesday, February 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/>

