



ROUND 10: NORRBOTTENS RADIO COMMENTARY

THE VOLCÁN EXPLODES INTO THE LEAD!

Vitez Rychly shifts down and pulls toward his pit as Sebi Orsi flies by. The Italian turns briefly and salutes, his red scarf snapping in the breeze. Less than a second later, the Norwegian Bugatti flashes by in 6th gear, hot on Orsi's tail. Teide Sorolla-Ledaal is intent on pressing for the lead.

The Volcán's explosive nature is suddenly unleashed! He overtakes the Italian in a run toward Barrböjen. Both must now shift down hard to take the chicane. The Norwegian's Bugatti is in perfect condition, giving him an advantage over Orsi's Maserati that could well spell victory – yet it is far too early to talk of such things, with more laps to come!

Farther back, in a suddenly dominating advance, Diederik Olsen, the Danish driver, accelerates his Alfa Romeo Super Sport down the straight past the pits. Clearly, he will soon challenge for the lead position among the top three cars.

Behind, the Belgian and Portuguese drivers skid dangerously out of the hairpin at Hårnålskurva. The curve is crowded – and the British driver kicks in his benzine boost to skid forward and clear the curve, overtaking Monaco by storm. Monaco and Germany take the hairpin carefully.

Aristide La Fontaine, the winner at Nice, cruises beautifully out of the Lekböjen chicane as the Finnish driver, Tavho Myrsky, pulls alongside in the narrow portion of the course as the two cars come off the ice. Farther back, carrying a lot of speed, the Scot flies forward. He zigzags his way across the ice closing rapidly on the French and Finnish cars. A quick tap of his brakes and he keeps a safe distance, avoiding a possible collision.

Farther back, Switzerland and Sweden cut into the Lekböjen chicane, no longer far off the pace. Both could now challenge the French, Finnish and Scottish drivers, as they head toward Hårnålskurva – and surprisingly, it appears that only the Czech driver is willing to take a pit stop.

CAR STATS & LEADER BOARD

| Pos | Start | DRIVER - COUNTRY | PLAYER | COLOR | CAR TYPE | TIRE | EFF. GEAR | SEL. GEAR | ROLL | PTS | MOVE | END SPAC E | T | B | G | C | E | H |
|-----|-------|-------------------------------|----------------------|-------------|-----------------------|------|-----------|-----------|------|-----------|---------------|------------|---|---|---|---|---|---|
| 1 | 6 | Teide Sorolla-Ledaal, Norway | Stig Morten Breiland | Red/Wh/Blue | Bugatti T35B 2.3L | CH | 6 | 6 | 17 | 29(-2)=27 | 27 | 81R | 9 | 2 | 3 | 2 | 3 | 4 |
| 2 | 10 | Sebi Orsi, Italy | Mike Visser | Red | Maserati 4CM 2.0 L | ST | 5 | 5 | 19 | 20 | 20 | 79L | 2 | 5 | 2 | 1 | 2 | 3 |
| 3 | 1 | Vitez Rychly, Czech | John Carlton | Orange | Bugatti T51A 1.5L | CH | 3 | 3 | 18 | 8(-2)=6 | LL2KK | 69L | 1 | 2 | 3 | 2 | 1 | 3 |
| 4 | 7 | Diederik Olsen, Denmark | Nathan Van Hare | White/Red | Alfa Romeo 6C 1750 | ST | 5 | 5 | 10 | 15 | 15 | 69L | 4 | 2 | 3 | 3 | 2 | 2 |
| 5 | 5 | Victor Hugo Stéphane, Belgium | Thomas Felder | Yellow | Duesenberg 4.25L S-8 | ST | 4 | 4 | 7 | 9 | L8TTTT * | 59L | 2 | 3 | 2 | 4 | 2 | 2 |
| 6 | 2 | Pedro Gomes, Portugal | Andreas Leijon | Red/Green | Bugatti T35B 2.3L S-8 | ST | 3 | 3 | 20 | 8 | 2R5TTTT * | 59R | 4 | 2 | 3 | 1 | 3 | 3 |
| 7 | 4 | John Milk, Britain | Mark Robinson | Green | Amilcar C6 1.1L S-4 | ST | 4 | 4 | 1 | 7+2 | 5R3TT * | 57R | 3 | 2 | 4 | 3 | 2 | 2 |
| 8 | 11 | Louis de Montignac, Monaco | Ludovic Russo | Red/White | Alfa Romeo Tipo B P3 | ST | 4 | 4 | 5 | 8 | L7 * | 55L | 8 | 3 | 4 | 2 | 2 | 2 |
| 9 | 3 | Godeschalk Hegkman, Germany | Charlie Heckman | White | Bugatti T51A | CH | 4 | 4 | 9 | 9(-2)=7 | 7 * | 53L | 7 | 3 | 3 | 2 | 3 | 2 |
| 10 | 12 | Aristide La Fontaine, France | Eric Van De Bor | Blue | Salmson 8C 1.1L | ST | 4 | 4 | 19 | 12 | 2L9 | 48R | 7 | 5 | 5 | 3 | 2 | 2 |
| 11 | 9 | Tavho Myrsky, Finland | Michel Muhar | White/Blue | Chrysler Special 6.3L | ST | 5 | 4 | 2 | 11 | 1LL8 | 47L | 3 | 5 | 3 | 3 | 4 | 1 |
| 12 | 14 | Alastair MacDougall, Scotland | Devin Smith | Blue/White | Amilcar C6 1.1L S-4 | ST | 5 | 4 | 9 | 15 | 1RR1LLL3RRK2K | 46R | 6 | 2 | 4 | 1 | 2 | 2 |
| 13 | 8 | Petrus de Salvion, Swiss | Michael Hasenstab | Red/White | Bugatti T51 2.3L S-8 | ST | 3 | 3 | 14 | 7 | 6L * | 38CL | 5 | 3 | 2 | 2 | 3 | 2 |
| 14 | 13 | Rutger Hägglund, Sweden | Johan Pettersson | Blue/Yellow | Alfa Romeo Monza | CH | 4 | 5 | 6 | 8(+2)=8 | 8 * | 35CL | 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

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.

LGE PIT STOP RULES MODIFICATION SIMPLIFIED

You must declare your intention to enter your pit and then do so 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 will be automatically discounted; 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, per round you remain the pit, up to 2 WPs in other categories; 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, February 16, 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/>

