



ROUND 05: NORRBOTTENS RADIO COMMENTARY

COLLISION AT HÖKSBJÖJEN!

Vitez Rychly's Bugatti presses forward in the lead and takes Storkurvan by storm while the rest of the pack struggles to catch up. Belgium's famed racer, Victor Hugo Stéphane, fumbles his gears and loses a perfect opportunity to catch the Czech as the cars press tightly into the lead up to take the curve. The Portuguese racer pulls forward onto the straight, followed by the Danish driver whose frantic effort at Höksböjen clears him back into the tail end of the lead pack, not far behind now.

England dashes clear of the threatening Scot, Alastair MacDougall, who shakes his fist at the green Amilcar and then skids sideways to hold on through the curve. Just then, Italy's famous driver, Sebi Orsi, races alongside. Helveta! They are too close!! Orsi misjudges the skidding Scottish car – the Scot's tires scrape into the left rear wheel hub of his Maserati, causing severe damage. A hard grimace is fixed on Orsi's face, he glances over just in time to see a group of Swedish lady fans swoon, several fainting at the sight of their beloved driver now at risk. For him, the next phase of the race is now transformed to a question of survival. Perhaps he will ease off to make it to the pits for a fast repair – yet Orsi is well known for his devil-may-care attitude, less suitable perhaps for the ice than for the warm Mediterranean circuits.

Through the pack, dodging across the debris littered track, comes Switzerland's Petrus de Salvion Bernardus. Ah, but he too takes damage to the under body of his Bugatti! Nonetheless, he pulls close behind Monaco as the second pack prepares to dash toward Storkurvan. Behind, Sweden and Finland are now the last two cars, yet perfectly positioned for the dance to come as they maneuver gracefully through Höksböjen, side by side, the Monza and the big Chrysler in a battle for last place.

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	3	3	17	8	LL4R1 *	20CL	3	4	3	2	2	3
3	5	Victor Hugo Stéphanie, Belgium	Thomas Felder	Yellow	Duesenberg 4.25L S-8	ST	4	3	3	7	5LL	15CR	7	3	2	4	2	2
3	6	Teide Sorolla-Ledaal, Norway	Stig Morten Breiland	Red/Wh/Blue	Bugatti T35B 2.3L	CH	3	3	16	8	1L4RR	15CR	9	2	3	2	3	4
4	3	Godeschalk Hegkman, Germany	Charlie Heckman	White	Bugatti T51A	CH	3	3	10	6	LLL3	14L	7	4	3	2	3	2
5	4	John Milk, Britain	Mark Robinson	Green	Amilcar C6 1.1L S-4	ST	3	4	16	8	4RRR1	15R	6	3	4	3	2	2
6	2	Pedro Gomes, Portugal	Andreas Leijon	Red/Green	Bugatti T35B 2.3L S-8	ST	3	3	6	6	4LL	12L	8	2	3	1	3	3
7	7	Diederik Olsen, Denmark	Nathan Van Hare	White/Red	Alfa Romeo 6C 1750	ST	2	3	8	3	3TT **	12R	4	2	3	4	2	2
8	12	Aristide La Fontaine, France	Eric Van De Bor	Blue	Salmson 8C 1.1L	ST	2	3	18	4	2RR **	10R	7	5	5	3	2	2
9	11	Louis de Montignac, Monaco	Ludovic Russo	Red/White	Alfa Romeo Tipo B P3	ST	3	4	19	8	6KK **	9R	8	3	4	2	2	2
10	14	Alastair MacDougall, Scotland	Devin Smith	Blue/White	Amilcar C6 1.1L S-4	ST	2	3	4	2	1R **	8CL	6	3	4	2	2	2
11	10	Sebi Orsi, Italy	Mike Visser	Red	Maserati 4CM 2.0 L	ST	3	4	2	4	1L1R **	8CR	8	5	2	1	3	3
12	8	Petrus de Salvion, Switzerland	Michael Hasenstab	Red/White	Bugatti T51 2.3L S-8	ST	3	2	12	7	L5R *	8R	7	3	2	2	3	2
13	13	Rutger Häggglund, Sweden	Johan Pettersson	Blue/Yellow	Alfa Romeo Monza	CH	2	2	10	3	R2 *	4R	8	4	3	2	3	3
14	9	Tavho Myrsky, Finland	Michel Muhar	White/Blue	Chrysler Special 6.3L	ST	2	3	13	4	4 *	3CR	7	5	3	3	4	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

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: Monday, January 22, 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/>

- For driver reference purposes, curve diagrams appear on the following page.

