



## ROUND 09: NORRBOTTENS RADIO COMMENTARY

### ORSI TAKES HÅRNÅLSKURVA!

In the lead, Vitez Rychly suddenly shifts down despite everyone's expectation that he would shift to 6<sup>th</sup> gear and storm down the straight to stretch his lead. Could it be that he is taking a pit stop? It must be, no? Or what?

Meanwhile, Sebi Orsi takes the hairpin turn of Hårnålskurva by storm, skidding out onto the straight in a commanding second place position. A puff of white smoke kicks out of the bottom of the Maserati! Orsi has over strained his Maserati's little 4 cylinder engine! Undaunted, he presses on.

Close behind, two other cars now fly into the hairpin, timing the curve perfectly. At the head is Diederik Olsen, the icy Dane. Immediately behind is the other Scandinavian driver, Teide Sorolla-Ledaal – known as the “Volcán”. The two are ready to pursue Orsi down the straightaway toward Barrböjen, the tight and deadly chicane, and neither will give quarter.

Coming out of the Lekböjen chicane, the field is pressing in upon each other, too close for comfort as they line up for the hairpin. They are on the land portion of the circuit now, with Belgium and Portugal in the lead but too fast. They must downshift hard if they are to make the hairpin curve, while Monaco, Britain and Germany are perfectly positioned.

Farther back, still on the ice, Finland, France and Scotland are pressing ahead through Lekböjen. They hope to take Hårnålskurva and close the gap with the middle pack. Certainly, they are contemplating a daring and dangerous risk.

The lanes are narrow and there are too many cars. Surely, someone will come to grief if they press each other like this, challenging for the lead. Yet it seems that all caution has been thrown to the wind. As we say in Sweden, everyone is holding their thumbs, hoping for the best.

Finally, at the tail end, the Swedish driver slides smoothly through Storkurvan, his pace unhurried as he watches those ahead racing one another toward disaster. Will there be a pile up as too many cars crush together into the hairpin at once?

## 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   | 4         | 4         | 17   | 12(-2)=10 | R9         | 67CR      | 1 | 4 | 3 | 2 | 1 | 3 |
| 2   | 10    | Sebi Orsi, Italy               | Mike Visser          | Red         | Maserati 4CM 2.0 L    | ST   | 5         | 5         | 18   | 19        | R9L8TTTT * | 59L       | 2 | 5 | 2 | 1 | 2 | 3 |
| 3   | 7     | Diederik Olsen, Denmark        | Nathan Van Hare      | White/Red   | Alfa Romeo 6C 1750    | ST   | 5         | 5         | 13   | 17        | 5L7L4 *    | 54L       | 4 | 2 | 3 | 3 | 2 | 2 |
| 4   | 6     | Teide Sorolla-Ledaal, Norway   | Stig Morten Breiland | Red/Wh/Blue | Bugatti T35B 2.3L     | CH   | 5         | 6         | 5    | 13(+2)=15 | L13R *     | 53R       | 9 | 2 | 3 | 2 | 3 | 4 |
| 5   | 5     | Victor Hugo Stéphane, Belgium  | Thomas Felder        | Yellow      | Duesenberg 4.25L S-8  | ST   | 5         | 5         | 4    | 12        | 3RR7       | 51R       | 6 | 3 | 2 | 4 | 2 | 2 |
| 6   | 2     | Pedro Gomes, Portugal          | Andreas Leijon       | Red/Green   | Bugatti T35B 2.3L S-8 | ST   | 5         | 4         | 10   | 15        | 4L9L       | 50L       | 8 | 2 | 3 | 1 | 3 | 3 |
| 7   | 11    | Louis de Montignac, Monaco     | Ludovic Russo        | Red/White   | Alfa Romeo Tipo B P3  | ST   | 5         | 4         | 6    | 13        | 1R11       | 48L       | 8 | 3 | 4 | 2 | 2 | 2 |
| 8   | 4     | John Milk, Britain             | Mark Robinson        | Green       | Amilcar C6 1.1L S-4   | ST   | 4         | 4         | 10   | 10        | 4LL4       | 47L       | 5 | 2 | 4 | 3 | 2 | 2 |
| 9   | 3     | Godeschalk Hegkman, Germany    | Charlie Heckman      | White       | Bugatti T51A          | CH   | 4         | 4         | 16   | 12        | 7R4        | 46L       | 7 | 3 | 3 | 2 | 3 | 2 |
| 10  | 9     | Tavho Myrsky, Finland          | Michel Muhar         | White/Blue  | Chrysler Special 6.3L | ST   | 4         | 5         | 10   | 10        | 10 *       | 37R       | 3 | 5 | 3 | 3 | 4 | 1 |
| 11  | 12    | Aristide La Fontaine, France   | Eric Van De Bor      | Blue        | Salmson 8C 1.1L       | ST   | 4         | 4         | 19   | 12        | 7R4 *      | 36R       | 7 | 5 | 5 | 3 | 2 | 2 |
| 12  | 14    | Alastair MacDougall, Scotland  | Devin Smith          | Blue/White  | Amilcar C6 1.1L S-4   | ST   | 4         | 5         | 1    | 7         | 6R *       | 34CL      | 6 | 3 | 4 | 1 | 2 | 2 |
| 13  | 8     | Petrus de Salvion, Switzerland | Michael Hasenstab    | Red/White   | Bugatti T51 2.3L S-8  | ST   | 3         | 3         | 15   | 7         | L6         | 32CR      | 5 | 3 | 2 | 2 | 3 | 2 |
| 14  | 13    | Rutger Haggglund, Sweden       | Johan Pettersson     | Blue/Yellow | Alfa Romeo Monza      | CH   | 3         | 4         | 16   | 8(+1)=8   | R7 **      | 27CL      | 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 <sup>st</sup> | 2 <sup>nd</sup> | 3 <sup>rd</sup> | 4 <sup>th</sup> | 5 <sup>th</sup> | 6 <sup>th</sup> |
|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| 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: Sunday, February 14, 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/>



