



ROUND 11: NORRBOTTENS RADIO COMMENTARY

ORSI TOO DEEP INTO BARRBÖJEN

Carrying too much speed, Sebi Orsi skids his Maserati too deeply in the Barrböjen curve. With few good options, he must now shift down hard to hold on and avoid a spin out as the car slides left at the very edge of control. Both Norway's famed Volcán and Denmark's Diederik Olsen slide smoothly into perfect position in the chicane ready to overtake the hapless Italian.

Along pit row, Vitez Rychly pulls in and leaps out of his Bugatti to help speed his mechanics as they jack the car up for repairs. Meanwhile, Pedro Gomes of Portugal slows, apparently intending to take a pit and repair the damage from the previous collision.

Rocketing past, Belgium, Germany and Britain shoot down the straight in a bid to catch the lead group. Monaco's famous strategist, Louis de Montignac, who was the Épreuve winner in Algeria, wisely slipstreams off of the yellow Duesenberg of Belgium. He leaves Petrus de Salvion Bernardus in the dust.

Meanwhile, at the hairpin of Hårnålskurva, Finland's Tavho Myrsky skids through in the big Chrysler Special. The roar of its 8 cylinder engine is deafening. Yet the Finn is closely pursued by the Scot, Alastair MacDougall, in the blue and white Amilcar C6, which pulls in directly behind, inches from the rear exhaust pipe, very nearly in a collision. As usual, the Scot shows a marked aggressive streak – he throws his head back and laughs.

The French driver, Aristide La Fontaine, fumbles his gears and falls short of the hairpin. The big blue Salmson racer complains bitterly as the Frenchman falls back into the melee, trapped among trailing pack. Now, he will race the Swede and the Swiss driver for last place – what a travesty for the winner of the GP Nice to now fall so short at this critical juncture in the lap!

In the pits, Vitez Rychly frantically jacks the little Bugatti up so his mechanic can get to the damaged oil pan. Suddenly, a shiver runs up his spine. Rychly freezes. Still squatting, he looks up and across the track. Amidst the crowd of onlookers standing behind the Swiss pit, for a moment, he sees her.... A flash of disbelief hits him. No, it cannot be. Yet, he is sure. It was her.... VV was there, watching intently, her eyes burning into his heart.

More importantly, he had felt her presence – it was unmistakable. In an instant, his mind flashed back to recall the first time he had met her – how it was when she had walked into the room. A sudden hush had fallen over the others there, such was her overpowering nature. A woman like VV could not hide.

Yet what of this now? Where had she gone? Hadn't she perished in the conflagration at the GP Nice? He questioned himself – perhaps he was wrong. Maybe he had seen a ghost? He had seen the bodies himself. Yet there, in an instant, she had disappeared into the crush of people leaning over the back pit rail cheering as the other racers flew past at high speeds. He stood and looked across the track. She was gone.

No, he must have been mistaken. He looked down at his car. Then, suddenly the wind carried the scent of her perfume, so strong even over the smell of exhaust and car tires. His eyes narrowed and he knew now with certainty – she was alive. The shouts of his mechanic broke his trance. What was going on, he wondered....

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
2	10	Sebi Orsi, Italy	Mike Visser	Red	Maserati 4CM 2.0 L	ST	4	4	18	12	RL10 *	88L	2	5	2	1	2	3
1	6	Teide Sorolla-Ledaal, Norway	Stig Morten Breiland	Red/Wh/Blue	Bugatti T35B 2.3L	CH	3	3	17	8(-2)=6	L2R2 *	86R	9	1	2	2	3	4
4	7	Diederik Olsen, Denmark	Nathan Van Hare	White/Red	Alfa Romeo 6C 1750	ST	5	5	9	15	15 *	84L	4	2	3	3	2	2
7	4	John Milk, Britain	Mark Robinson	Green	Amilcar C6 1.1L S-4	ST	5	5	16	18	18	75CR	3	2	4	3	2	2
8	11	Louis de Montignac, Monaco	Ludovic Russo	Red/White	Alfa Romeo Tipo B P3	ST	5	5	13	17	1R14L+L2	73L	8	3	4	2	2	2
5	5	Victor Hugo Stéphane, Belgium	Thomas Felder	Yellow	Duesenberg 4.25L S-8	ST	5	5	5	13	13	72CL	2	3	2	4	2	2
3	1	Vitez Rychly, Czech	John Carlton	Orange	Bugatti T51A 1.5L	CH	2	2	7	3(-2)=1	1 LONG PIT	70L	1	2	3	2	1	3
9	3	Godeschalk Hegkman, Germany	Charlie Heckman	White	Bugatti T51A	CH	5	5	15	18(-2)=16	5R10	69CR	7	3	3	2	3	2
6	2	Pedro Gomes, Portugal	Andreas Leijon	Red/Green	Bugatti T35B 2.3L S-8	ST	3	3	11	6	5L	64L	4	2	3	1	3	3
11	9	Tavho Myrsky, Finland	Michel Muhar	White/Blue	Chrysler Special 6.3L	ST	4	4	15	11	10KTT *	57L	1	4	3	3	4	1
12	14	Alastair MacDougall, Scotland	Devin Smith	Blue/White	Amilcar C6 1.1L S-4	ST	4	4	15	11	L10T *	56L	5	2	4	1	2	2
10	12	Aristide La Fontaine, France	Eric Van De Bor	Blue	Salmson 8C 1.1L	ST	3	3	2	4	4	52R	7	5	5	3	2	2
14	13	Rutger Häggglund, Sweden	Johan Pettersson	Blue/Yellow	Alfa Romeo Monza	CH	5	4	9	15(+0)=15	RR6L6	50R	8	4	3	2	3	3
13	8	Petrus de Salvion, Swiss	Michael Hasenstab	Red/White	Bugatti T51 2.3L S-8	ST	3	3	14	7	7	46L	5	3	2	2	3	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 move 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: Friday, February 19, 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/>

