



ROUND 08: RADIO CÔTE D'AZUR BROADCAST COMMENTARY

Norway's Omalie continues ahead, but miscalculates the entry into the curve at Hôtel Negresco, while Finland finally makes a daring breakaway to pull up alongside to 2nd place – an amazing start, from the worst position 12th off pole, to challenging the 1st place car for the lead before the first curve! Both cars now are vying against each other to get into the hairpin curve on a good footing. Behind, the field suddenly opens up, Germany's Godeschalk Hegkman pressing forward along with France and Britain advancing as the pack races past the intersection at Rue Meyerbeer. Monaco advances too, but a cloud of white smoke follows him as he over-revs his engine, burning the piston rings. The Spanish driver, Teide Sorolla, explodes out of the backfield, demonstrating why he has earned the nickname, "Volcán". Italy holds position while Switzerland falls back to bring up the rear. Listeners might note that the trailing four cars were among the leaders going into the last curve of the Grand Prix d'Algiers at Staouéli. If memory serves, Monaco's Louis de Montignac followed the British tailpipes for virtually the entire race – I can only wonder if de Montignac is hoping for another British crash to again improve his finish. And now the Italian, Sebi Orsi has fallen from 9th to 11th place, where he started in Algeria. Possibly, he likes it back there, although I cannot imagine he is too thrilled to once again being stalked by the Spanish car. Possibly Sebi's crash has sapped his daring, as he appears to be shying away from the crowded field ahead. But can the new Spanish driver hope to repeat the previous spectacular finish? Today in Nice, we will learn if these drivers were merely lucky in their Algerian finishes or whether truly they are contenders. Rychly, second place in Algeria, has moved from fifth to third, showing that his previous race was no fluke. Ahead, on the balcony of the Hôtel Negresco, the beautiful VV is screaming and jumping up and down.... Ahhhh, bien sur.... Where were we? Oh, yes... the race!

CAR STATS & LEADER BOARD

| Pos | Start | DRIVER | PLAYER | COLOR-COUNTRY | CAR TYPE | GEAR | ROLL | PTS | MOVE | END SPACE | T | B | G | C | E | H |
|-----|-------|------------------------|----------------------|----------------------|-----------------------|------|------|------|--------|------------|---|---|---|---|---|---|
| 1 | 1 | Megane Omalie | T rence Scalabre | Red/Wh/Blue-Norway | Alfa Romeo Monza | 5 | 3 | 12 | 11L | 44/Center | 7 | 3 | 3 | 2 | 3 | 2 |
| 2 | 12 | Tavho Myrsky | Michel Muhar | White/Blue - Finland | Chrysler Special 6.3L | 6 | 14 | 27 | 25LL | 43/Outside | 7 | 5 | 3 | 3 | 4 | 2 |
| 3 | 6 | Godeschalk Hegkman | Charlie Heckman | White - Germany | Bugatti T51A | 5 | 19 | 20 | 20 | 37/Inside | 8 | 4 | 3 | 3 | 3 | 2 |
| 4 | 2 | Rutger H gglund | Johan Pettersson | Blue/Yellow - Sweden | Alfa Romeo Monza | 5 | 13 | 17 | L16 | 36/Outside | 8 | 4 | 3 | 2 | 3 | 3 |
| 5 | 7 | Aristide La Fontaine | Eric Van De Bor | Blue - France | Salmson 8C 1.1L | 5 | 14 | 17 | 17 | 34/Outside | 7 | 5 | 4 | 3 | 2 | 2 |
| 6 | 4 | Louis de Montignac | Ludovic Russo | Red/White - Monaco | Alfa Romeo Tipo B P3 | 5 | 20 | 20+3 | 15R2L1 | 33/Center | 8 | 5 | 4 | 2 | 1 | 2 |
| 7 | 8 | John Milk | Ben Turner | Green - Britain | Amilcar C6 1.1L S-4 | 5 | 12 | 16+3 | 16L2 | 31/Outside | 6 | 3 | 4 | 3 | 2 | 2 |
| 8 | 5 | Vitez Rychly | John Carlton | Orange - Czech | Bugatti T51A 1.5L | 5 | 3 | 12 | 12 | 30/Center | 8 | 4 | 3 | 2 | 2 | 3 |
| 9 | 11 | Teide "Volc n" Sorolla | Stig Morten Breiland | Black - Spain | Bugatti T35B 2.3L | 5 | 19 | 20+3 | 20R2 | 29/Center | 7 | 2 | 3 | 2 | 3 | 4 |
| 10 | 3 | Victor Hugo St phane | Thomas Felder | Yellow - Belgium | Bugatti T35B 2.3L | 5 | 1 | 11 | 11 | 27/Outside | 7 | 2 | 3 | 3 | 3 | 3 |
| 11 | 9 | Eusebius "Sebi" Orsi | Mike Visser | Red - Italy | Maserati 4CM 2.0 L | 5 | 10 | 15+3 | 15L2 | 26/Center | 8 | 5 | 2 | 2 | 3 | 3 |
| 12 | 10 | Petrus de Salvion | Michael Hasenstab | Red/White - Suisse | Bugatti T51 2.3L S-8 | 5 | 1 | 11 | 11 | 25/Inside | 7 | 3 | 2 | 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

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: Wednesday at 7:00 pm Eastern Time (USA).
- For a full scale map image, either zoom in or visit the new Blog website at: <http://grandprix1934.blogspot.com/>
- For driver reference purposes, all curve diagrams appear on the following page.

CURVE DIAGRAMS FOR THE GRAND PRIX DE NICE

