



ROUND 13: RADIO CÔTE D'AZUR BROADCAST COMMENTARY

Finland's famed ice racer, Tavho Myrsky, now shifts up and speeds ahead, rapidly gapping the field and passing as far as Rue de Congrès. Behind Megane Omalie of Norway struggles to keep pace yet falls back inevitably as the Fin's powerful Chrysler Special with its 6.3 liter engine speeds ahead toward the curve at Hôtel Ruhl. Louis de Montignac of Monaco presses forward as Germany follows closely behind. Belgium, in the little yellow Bugatti T35B, shifts up crudely and cannot hold off Sweden's famed Shark, Rutger Hägglund, who sails past in the center lane to come alongside Hegkman of Germany, who also leaves Belgium down two places. Sebi Orsi, in his Maserati, painted in Italian rosso corsa, realizes he is too slow to hold off the advance of those behind. It will take a miracle in the Maserati not to fall perhaps even hopelessly back – but isn't that the true nature of the mark, to make miracles on the circuit? Orsi falls back first to France, who cruises by in the powerful Salmson, its aircraft engine howling. And next? You can see it now, as there comes skidding out of the Hôtel Negresco hairpin as if in a vengeance, Vitez Rychly of Czechoslovakia. He presses on while Britain expertly handles the last seconds in the hairpin curve close by. Rychly glances up to the balcony as VV blows a kiss from above, seemingly pleased to see that he will soon overtake the Italian. Farther back, Spain shifts down to 1st Gear, forcing the Swiss driver, Petrus de Salvion, to cut to the center lane and pass by, still carrying too much speed deep into the curve. Incredibly, the field is now separated by a gap so wide that as Finland races toward Hôtel Ruhl, the last two cars in the field are struggling still through the hairpin at Hôtel Negresco. Yet it is a long race ahead and a lot can happen – after all, who could have expected the last place driver off pole now to be dashing away, so far ahead, after only the first curve!

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	12	Tavho Myrsky	Michel Muhar	White/Blue - Finland	Chrysler Special 6.3L	5	9	15	15	78/Center	6	4	2	3	4	2
2	1	Megane Omalie	T�rence Scalabre	Red/Wh/Blue-Norway	Alfa Romeo Monza	4	7	9	9	68/Left	7	2	2	2	3	2
3	4	Louis de Montignac	Ludovic Russo	Red/White - Monaco	Alfa Romeo Tipo B P3	3	13	7	7	62/Right	5	1	3	1	1	2
4	6	Godeschalk Hegkman	Charlie Heckman	White - Germany	Bugatti T51A	3	16	8	8	61/Right	7	2	2	3	3	2
5	2	Rutger H�gglund	Johan Pettersson	Blue/Yellow - Sweden	Alfa Romeo Monza	3	19	8	5R2	60/Center	8	3	2	1	3	3
6	3	Victor Hugo St�phane	Thomas Felder	Yellow - Belgium	Bugatti T35B 2.3L	3	4	5	5	58/Left	6	2	2	3	3	3
7	7	Aristide La Fontaine	Eric Van De Bor	Blue - France	Salmson 8C 1.1L	3	13	7	6R	58/Center	7	4	3	3	2	2
8	9	Eusebius "Sebi" Orsi	Mike Visser	Red - Italy	Maserati 4CM 2.0 L	2	12	4	4	56/Center	8	3	2	2	3	3
9	5	Vitez Rychly	John Carlton	Orange - Czech	Bugatti T51A 1.5L	3	13	7	2RL2KTT ***	54/Left	6	3	2	2	2	3
10	8	John Milk	Ben Turner	Green - Britain	Amilcar C6 1.1L S-4	2	2	2	2 ***	52/Center	6	3	4	3	2	2
11	10	Petrus de Salvion	Michael Hasenstab	Red/White - Suisse	Bugatti T51 2.3L S-8	2	14	4	1R2 **	50/Center	7	2	2	2	3	3
12	11	Teide "Volc�n" Sorolla	Stig Morten Breiland	Black - Spain	Bugatti T35B 2.3L	1	4	1	1 **	47/Left	7	2	3	2	3	4

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
 * = Stop in Curve (example: *** = Three Stops Completed at End of Round)

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: Saturday 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

