



ROUND 19: RADIO CÔTE D'AZUR BROADCAST COMMENTARY

Somehow retaining control, Finland's Tavho Myrsky shifts down hard to rescue his big Chrysler Special from near disaster. As he settles into the curve at Place Messéna, both Norway's Omalie and Sweden's famed Shark press in from behind, rapidly closing the gap to take advantage of the Fin's error. Norway pulls alongside to edge out Myrsky for the lead while Sweden presses right up to the Chrysler's tail cone. Farther back, both the Czech ace and Belgium's top pilot, Victor Hugo Stéphane, crisscross through the curve at Avenue de la Victoire in a classic over and under. First Belgium seeks to overtake, almost succeeds, but is dismayed as Rychly slides back out front, both setting up for the upcoming challenges of Place Messéna. Ah! Belgian misjudges and grazes the Czech's rear tire! With too much speed, France downshifts yet again and must lock up his brakes to avoid another collision! Aristide La Fontaine skids to fall in behind Rychly at the curve, struggling to control the powerful Salmson racer, its aircraft engine protesting with a terrible noise. Behind, there is little room for Godeschalk Hegkman, the German pilot, who must cut left, then right to navigate the curve, shifting down hard to fall in behind Belgium. A piece of debris lodges into the left front suspension of the white Bugatti, but Hegkman presses on undeterred. Britain's John Milk also shifts down hard to 3rd Gear and falls in tightly behind France, closing the gap quickly.

It seems almost everyone is now in the curve at once even as from the backfield, Italy's Sebi Orsi downshifts to 3rd Gear and drives straight ahead toward the beginning of the curve, seemingly casual despite the traffic ahead. Orsi looks to be taking in the smell of burnt oil, tire rubber and transmission fluid just ahead, almost seeming to smile. It is as if he knows it is not his car that is coming apart from the abuses the pilots seem to so wantonly press upon the other noble race cars! All know that it is a two lap race, yet the battle seems relentless for position now so early on no matter how transitory or how much damage is sustained!! Indeed, to punctuate the thought, tearing up the straightaway in a desperate advance, Spain's Teide Sorolla flies toward the curve in a display of seemingly reckless abandon, followed distantly by the Swiss driver, Petrus de Salvion de Bernardus, who must yield the position now to the Volcán's suddenly aggressive driving style.

And there is the fire at the pits! The smoke and flames ahead on the other side of the course seem to grow! This must be racing fuel burning, but how? Why? Everyone realizes that two fires at once is too much a coincidence....

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	Térence Scalabre	Red/Wh/Blue-Norway	Alfa Romeo Monza	2	15	4	3R *	125/Center	6	1	1	2	3	2
2	12	Tavho Myrsky	Michel Muhar	White/Blue - Finland	Chrysler Special 6.3L	1	8	1	1 *	125/Left	2	4	1	3	4	2
3	2	Rutger Hägglund	Johan Pettersson	Blue/Yellow - Sweden	Alfa Romeo Monza	2	18	4	4 *	123/Left	5	2	1	1	2	3
4	5	Vitez Rychly	John Carlton	Orange - Czech	Bugatti T51A 1.5L	2	8	3	1L1 **	120/Left	6	3	1	1	2	3
5	3	Victor Hugo Stéphane	Thomas Felder	Yellow - Belgium	Bugatti T35B 2.3L	2	10	3	R2 **	120/Center	6	2	1	2	3	3
6	7	Aristide La Fontaine	Eric Van De Bor	Blue - France	Salmson 8C 1.1L	2	16	4	3K *	119/Left	7	3	2	3	2	2
7	6	Godeschalk Hegkman	Charlie Heckman	White - Germany	Bugatti T51A	2	19	4	L1R1 *	119/Center	4	1	1	3	3	1
8	8	John Milk	Ben Turner	Green - Britain	Amilcar C6 1.1L S-4	3	20	8	LL6 *	118/Left	6	3	3	3	2	2
9	9	Eusebius "Sebi" Orsi	Mike Visser	Red - Italy	Maserati 4CM 2.0 L	3	15	8	8	114/Left	8	3	2	2	3	3
10	11	Teide "Volcán" Sorolla	Stig Morten Breiland	Black - Spain	Bugatti T35B 2.3L	5	16	18	18	114/Center	7	2	3	2	3	4
11	10	Petrus de Salvion	Michael Hasenstab	Red/White - Suisse	Bugatti T51 2.3L S-8	5	8	14	5LL7	108/Left	6	2	2	2	3	3
DNF	4	Louis de Montignac	Ludovic Russo	Red/White - Monaco	Alfa Romeo Tipo B P3	N/A	N/A	0	N/A	119/Right	5	1	3	1	0	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
 * = 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: Monday 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

