



## **ROUND 27: RADIO CÔTE D'AZUR BROADCAST**

Finland's Tavho Myrsky shifts down hard, desperately holding on as the big Chrysler Special roars its way around the curve at Opéra, still in the lead position. Norway's Megane Omalie pulls smoothly into the curve, taking the outside lane and slowing as the full weight of the challenge of the Opéra hairpin along the Quai des États-Unis becomes apparent. She glances over as the Belgian races past, intent on chasing Finland. The little yellow Bugatti runs deep into the curve in high gear as Victor Hugo Stéphane nervously glances over his shoulder, hoping to hold off the Englishman's Amilcar. Yet John Milk holds steady and instead slides in beside the Norwegian car at the entrance to the curve.

Farther back, Vitez Rychly falls short as the Frenchman powers up from behind at high speed, the Salmson's large aircraft engine announcing the intentions of its race car pilot, Aristide La Fontaine. Even Germany's Godeschalk Hegkman comes onward now, despite being slightly off the pace set by France yet still positioning well despite the battered state of his white single seat Bugatti.

Italy's Sebi Orsi cuts right, skidding out of the curve, his red scarf snapping in the wind. Orsi is clearly seeking to hold off the Spanish driver, Teide Sorolla, who takes the corner at Paillon in textbook perfection. In last place, Switzerland slides into the Paillon curve as driver Petrus de Salvion notes the multiple skid marks and the field of debris leading to the wreck of the Swedish Monza – all the ill-fated work of those who came before.

In the lead, Finland glances hopefully toward the pit lanes. Mon Dieu! The fires have spread! Smoke obscures much of the view down pit row. Only the first of the garages is in the clear, its roof graced by the red on white Cross of St. George marking out England's team. The flag flies strong before the tumult of menacing black smoke and flames beyond. Amidst the chaos, the British team's pit crew stands at attention, unfazed and ready to take the Amilcar if John Milk elects to make his stop. And through the dark smoke behind, there are but glimpses of other men running back and forth.... Mais... Voilà! On voit aussi la tricolore de la Belle France!

This is Jacques Hévin reporting on the Grand Prix de Nice for Radio Côte d'Azur, broadcasting on 240,2 meters, 0,8 kW and brought to you by the Société du Casino de Juan-les-Pins. We are the voice of Nice, Cannes, Monaco, Corse et de Juan-les-Pins.

## 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	1	19	2	1L **	160/Left	2	3	0	3	4	2
2	3	Victor Hugo Stéphane	Thomas Felder	Yellow - Belgium	Bugatti T35B 2.3L	3	15	7	3R3 *	157/Center	5	0	1	2	3	3
3	1	Megane Omalie	Térence Scalabre	Red/Wh/Blue-Norway	Alfa Romeo Monza	2	2	2	2 *	155/Left	5	1	1	1	3	2
4	8	John Milk	Ben Turner	Green – Britain	Amilcar C6 1.1L S-4	3	10	6	L4R *	155/Center	4	1	2	2	2	1
5	5	Vitez Rychly	John Carlton	Orange – Czech	Bugatti T51A 1.5L	3	4	5	5	153/Right	6	3	1	1	2	3
6	7	Aristide La Fontaine	Eric Van De Bor	Blue – France	Salmson 8C 1.1L	3	16	8	8	152/Right	5	2	2	3	2	1
7	6	Godeschalk Hegkman	Charlie Heckman	White - Germany	Bugatti T51A	3	8	6	R5	149/Right	0	0	1	2	3	1
8	9	Eusebius "Sebi" Orsi	Mike Visser	Red – Italy	Maserati 4CM 2.0 L	2	16	4	1R2TT **	145/Right	4	3	2	2	3	2
9	11	Teide "Volcán" Sorolla	Stig Morten Breiland	Black – Spain	Bugatti T35B 2.3L	2	4	2	2 **	142/Center	4	1	2	2	3	2
10	10	Petrus de Salvion	Michael Hasenstab	Red/White - Suisse	Bugatti T51 2.3L S-8	2	16	4	R3 *	136/Right	6	2	1	2	3	3
DNF	2	Rutger Hägglund	Johan Pettersson	Blue/Yellow - Sweden	Alfa Romeo Monza	N/A	N/A	0	N/A	142/Right	4	2	1	0	2	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 <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: Friday 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 a quick click review of the rules, please visit: [http://grandprix1934.historicwings.com/PBEM\\_Rules-La\\_Grande\\_Epreuve.pdf](http://grandprix1934.historicwings.com/PBEM_Rules-La_Grande_Epreuve.pdf)
- For driver reference purposes, all curve diagrams appear on the following page.

# CURVE DIAGRAMS FOR THE GRAND PRIX DE NICE

