



### **ROUND 34: RADIO CÔTE D'AZUR BROADCAST**

In the lead position, John Milk of Britain shifts down hard into 4<sup>th</sup> Gear to set up for the curve, only to see Megane Omalie of Norway and Tavho Myrsky of Finland coming from far behind. They flash past into the curve ahead at Hôtel Negresco. Wisely, Megane cuts to the outside lane, shutting down options for the daring Fin, who presses into the debris-filled curve hoping to command the lead once again! Yet he is too fast to avoid the pieces left on the track from the damaging collisions of the last lap!! He catches first one, then another piece of another car – a shower of sparks!! The front axle! Myrsky skids, there is no way to hold the car! For an instant, he has it, but then the front right wheel tears off! Out of control, he slides toward the bales and wattle! He is out! The ice racer is out!!!

There is no time to think as the other drivers press forward toward the hairpin curve at Hôtel Negresco. The Belgian, Victor Hugo Stéphane, advances from behind as Sebi Orsi comes on strong, shifting up perfectly into high gear. The Italian's red Maserati surges forward! Incredible! Orsi sets yet a new record for speed, surpassing even the amazing Englishman's run down the Promenade! France rejoins the race, coming out of the pits into 6<sup>th</sup> place, but cannot possibly keep pace with the red Maserati, which flies past at extraordinary speed! Yet Orsi presses his machine too hard, past the limit of his RPM! The sound of tearing metal is heard! His engine suddenly kicks out a ragged stream of white smoke! He is done for!! Ah terrible! Mais... mais non! Non, non!! Orsi presses on – even at this speed, the little Maserati is holding together! He closes in on the yellow Bugatti just ahead! Deftly, he pulls in behind, slipstreaming for a moment.... Then, ignoring the shrill note of his engine, he cuts hard left and around; his red scarf snaps wildly behind him! This is amazing driving!

Behind, Vitez Rychly of Czechoslovakia comes through the smoke and accelerates onto the Promenade des Anglais. To his right, the Czech glances over to see the German Bugatti coming out of the pits. Hegkman presses hard on the gas, hoping to rejoin at the middle of the pack. Clearly, the German car remains in some disrepair, yet now he stands a reasonable chance of finishing. Behind, the Spanish driver cuts right and dives into his pit area, disappearing from sight as he hopes for a quick change of tires and more. Yet he is completely shrouded by the chokingly vile, black smoke of the pit fire! Coming The onto the Quai des États-Unis, the Swiss driver shifts up, but cannot find his gear. It is yet another mistake and he loses even more ground against the leaders ahead – clearly the luck is not with the canton flag.

The field is still very spread out, and the deadly hairpin curve at Hôtel Negresco looms ahead. It is one of the most menacing challenges on the circuit and with the wreck of the Finnish Chrysler.... Littered with debris and bits of tire from the previous lap, it seems to await the onslaught of the remaining drivers in La Grande Épreuve – almost as if welcoming them with a sinister grin.

## 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	6	14	27	24L2 - CRASH	47/Center	7	3	2	3	4	0
2	1	Megane Omalie	Térence Scalabre	Red/Wh/Blue-Norway	Alfa Romeo Monza	4	20	12	7R1L2 *	45/Left	5	1	0	1	3	2
3	8	John Milk	Ben Turner	Green – Britain	Amilcar C6 1.1L S-4	4	2	7	L6	42/Left	3	1	1	2	1	1
4	9	Eusebius "Sebi" Orsi	Mike Visser	Red – Italy	Maserati 4CM 2.0 L	6	19	30+3	R29LL1	36/Left	2	3	2	1	2	2
5	3	Victor Hugo Stéphane	Thomas Felder	Yellow - Belgium	Bugatti T35B 2.3L	5	13	17	17	36/Right	7	0	2	2	3	3
6	7	Aristide La Fontaine	Eric Van De Bor	Blue – France	Salmson 8C 1.1L	5	17	19	6L12	18/Right	7	2	3	3	2	1
7	5	Vitez Rychly	John Carlton	Orange – Czech	Bugatti T51A 1.5L	5	20	20	20	10/Left	6	3	1	1	2	3
8	6	Godeschalk Hegkman	Charlie Heckman	White - Germany	Bugatti T51A	4	18	12	12	6/Pit	8	0	2	1	3	1
7	11	Teide "Volcán" Sorolla	Stig Morten Breiland	Black – Spain	Bugatti T35B 2.3L	4	9	9	3R – LONG PIT	185/Pit	1	1	2	2	3	2
10	10	Petrus de Salvion	Michael Hasenstab	Red/White - Suisse	Bugatti T51 2.3L S-8	4	4	8	8	173/Left	5	2	1	2	3	2
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: Tuesday 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

