



## ROUND 50: RADIO CÔTE D'AZUR BROADCAST

Spain's famed Volcán shifts up but fumbles the gears of his Bugatti, losing pace against the French Salmson. Yet even so, he holds the lead. Sensing momentary advantage, Aristide La Fontaine artfully slides to the outside of the curve to take a perfect racing line to set up an overtake at Paillon. The Spaniard can see it coming, but what can he do? In a flash he sees his options unfolding – perhaps speed is not all that it will take to win this day, but rather something more. His eyes narrow as he starts the turn.

At the curve at Place Masséna, Petrus de Salvion Bernardus of Switzerland guns his engine and cuts to the inside lane in hot pursuit of the two leaders. His Bugatti narrowly misses the stern of the Italian Maserati. Now he is certain of rejoining the fray and perhaps holding to his third place positioning to the finish.

Yet Vitez Rychly of Czechoslovakia maneuvers through the curve at Avenue de la Victoire, closing the gap against the Swiss driver. The wrecks of the British Amilcar and the stricken Belgian Bugatti will block the left lane straight ahead – he will need to cut to the right side to get by. Rychly's challenge is whether he can catch and overtake the Swiss car ahead – yet the advantage is his. The orange Bugatti's tires are very fresh, whereas the Swiss car's tires are on borrowed time, heavily grained and shredded from wear.

Gasoline pours onto the track just ahead but still does not ignite. For an instant, Rychly's eyes meet the glance of Sebi Orsi as the Italian pulls the Belgian driver from the wrecked car. Orsi hefts the unconscious man up on his shoulder and looks to the side of the track. It will be a leap to clear the wattle boarding that lines the edge. The crowd sees the look of determination in his eyes and knows – they can sense it – this is a man who has somehow done this before, sometime in his past, if perhaps years ago.

Orsi glances south at the billowing smoke, then turns to look toward the approaching Bugatti of the Czech racer as it rams rashly through the debris lining the exit of the curve, coming through undamaged. Suddenly, another gunshot rings out from the paddock area. For an instant, Orsi's mind flashes back to another time when, during the war, he was on the fields at the Battle of Piave River, the future of Italy hanging in the balance.... The smoke and the sound of gunfire bring back the memory of dragging a wounded soldier toward his half shattered ambulance that lay hidden in the rows of corn as the fighting raged nearby.

He shakes off the memory, then leaps toward the side.

## 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	11	Teide "Volcán" Sorolla	Stig Morten Breiland	Black – Spain	Bugatti T35B 2.3L	3	2	4	4 *	139/Left	3	1	1	1	2	1
2	7	Aristide La Fontaine	Eric Van De Bor	Blue – France	Salmson 8C 1.1L	2	14	4	1R2 *	139/Right	4	1	1	3	2	1
3	10	Petrus de Salvion	Michael Hasenstab	Red/White - Suisse	Bugatti T51 2.3L S-8	1	17	2	2 *	125/Right	0	0	0	2	3	2
4	5	Vitez Rychly	John Carlton	Orange – Czech	Bugatti T51A 1.5L	2	11	4	3K **	120/Left	6	1	0	1	2	3
DNF	9	Eusebius "Sebi" Orsi	Mike Visser	Red – Italy	Maserati 4CM 2.0 L	N/A	N/A	0	N/A	125/Center	1	1	0	0	1	2
DNF	8	John Milk	Ben Turner	Green – Britain	Amilcar C6 1.1L S-4	N/A	N/A	0	N/A	122/Left	-2	0	0	2	1	1
DNF	3	Victor Hugo Stéphane	Thomas Felder	Yellow - Belgium	Bugatti T35B 2.3L	N/A	N/A	0	N/A	122/Left	5	0	0	1	3	3
DNF	1	Megane Omalie	Térence Scalabre	Red/Wh/Blue-Norway	Alfa Romeo Monza	N/A	N/A	0	N/A	125/Left	-2	0	0	1	3	2
DNF	6	Godeschalk Hegkman	Charlie Heckman	White – Germany	Bugatti T51A	N/A	N/A	0	N/A	56/Center	8	0	1	0	2	1
DNF	12	Tavho Myrsky	Michel Muhar	White/Blue - Finland	Chrysler Special 6.3L	N/A	N/A	0	N/A	48/Left - Off	7	3	2	3	4	0
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: Wednesday 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

