

# GRANDE ÉPREUVE 1934





# LA GRANDE ÉPREUVE 1934

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## INTRODUCTION

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These PBEM (Play By E-Mail) game rules are based on FORMULA D, a car race board game published by [Asmodée Editions](http://www.asmodee.com) – [www.asmodee.com](http://www.asmodee.com). These rules are modified and retyped here for easy reference by the gamemaster (contact email: [Thomas](mailto:tc@historicwings.com) – [tc@historicwings.com](mailto:tc@historicwings.com)). The purpose of these modifications and rule booklet is to prepare a Campaign Race Series for the 1934 Season – called “*La Grande Épreuve 1934*”.

Modifications include rule simplifications and the reintroduction of a movement table based on a 20-sided die roll, rather than using different sized dice for each selected gear, as in the newer published Formula D game. The first generation game rules, now out of print, used this type of movement table. For those interested in reviewing the full rules from Asmodee Editions, the publisher has published them online as a free download at the following location:  
<http://www.formula-d.info/en/?cat=3>.

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## AIM OF THE GAME

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The aim is to win a race (of either one, two or three laps) and be the first to cross the finishing line. There are all sorts of risks involved, and players/drivers have to anticipate what will happen during the course of the race. You must decide on your strategy, trust to luck, keep to the rules, and always keep an eye on the technical condition of your car if you want to win. Various scenarios will be introduced with rule modifications, such as ice racing on frozen lakes, goats running across the track or hills which affect movement points.

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## BASICS

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### THE GEARS

The cars have six (6) gears and each gear results in a different number of spaces to move the car, based on consulting the Movement Table, below. The higher the gear chosen, the faster and further the car will travel based on the corresponding number (from 0 to 9). You are not allowed to skip gears when accelerating (e.g. changing straight from 1<sup>st</sup> to 3<sup>rd</sup> gear). You are allowed to skip 1, 2, or 3 gears when braking (e.g. from 6<sup>th</sup> to 4<sup>th</sup> or from 4<sup>th</sup> to 1<sup>st</sup> gear); however there is a penalty for doing this (see below).

MOVEMENT TABLE

The following table provides the number of spaces that the car will move, based on rolling a 20-sided die (d20) or, alternatively determined from the neutral, secure online dice rolling website – <http://www.irony.com/mailroll.html> -- or -- <http://hamete.org/dserver/dices>.

Die Roll	1 <sup>st</sup> Gear	2 <sup>nd</sup> Gear	3 <sup>rd</sup> Gear	4 <sup>th</sup> Gear	5 <sup>th</sup> Gear	6 <sup>th</sup> Gear
1	1	2	4	7	11	21
2	1	2	4	7	11	21
3	1	2	5	7	12	22
4	1	2	5	8	12	22
5	1	2	5	8	13	23
6	1	3	6	8	13	23
7	1	3	6	9	14	24
8	1	3	6	9	14	24
9	1	3	6	9	15	25
10	1	3	6	10	15	25
11	2	4	7	10	16	26
12	2	4	7	10	16	26
13	2	4	7	11	17	27
14	2	4	7	11	17	27
15	2	4	7	11	18	28
16	2	4	8	11	18	28
17	2	4	8	12	19	29
18	2	4	8	12	19	29
19	2	4	8	12	20	30
20	2	4	8	12	20	30

*Note: Red denotes possible motor damage (see below, page 10).*

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**MOVEMENT EXAMPLE**

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A player's dice roll is cross-referenced with the column representing the selected gear. This reveals the number of spaces the car will move forward. For instance a roll of seven (7) in 3<sup>rd</sup> Gear would yield a total of six (6) spaces to be advance the car on the race track, while if the player was to have selected 4<sup>th</sup> Gear, a seven (7) would yield a total of nine (9) spaces the car will advance.

Note: Hereinafter, whether a dice roll or a determined number is used, hereinafter, the rules will refer to this as the "dice roll" or "roll of the die" or that the player "rolls the die".

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## DRIVING

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As in real life, the car starts in 1<sup>st</sup> gear. Then you shift up to 2<sup>nd</sup> gear and so on up to 6<sup>th</sup> gear, in order to move as fast as possible. When it is a driver's turn, he announces which gear he has chosen, and then rolls the die which corresponds to the chosen speed. He then moves his car forward the number of spaces indicated on the die. When the move is finished, the car "stops". This concept is important especially in the corners (see below).

**Order of play:** In each round, drivers submit their preferred movement order simultaneously via email. Cars are advanced on the track (moved ahead) according to their car's position on the track, i.e., the lead car is moved first, which means that the leading car will always end up in the position selected by the player/driver. The second place car will be moved next and so forth. If each player/driver's selected end space can be reached (is not blocked any cars ahead on the track), then the submitted move will be executed. If the space cannot be reached then the gamemaster will make every effort to achieve the player's/driver's desired result, as close as possible. Player's/Driver's have the option on each move to submit a second and third movement option and instructions if their primary move cannot be executed as planned.

Example: During a round of play, Car A overtakes Car B, which was in 1<sup>st</sup> position. When the next round starts, Car A, now in 1<sup>st</sup> position, will be moved before Car B.

**Same Position:** If two cars on the track are level with each other, the driver with the highest gear plays first.

If both cars are in the same gear, the car nearest the inside with reference to the next (or the current) corner plays first.

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## DRIVING CODE

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The cars drive in the track lanes. Different driving codes apply to corners and straights. Driving through other cars is generally not allowed - they must be driven around. Driving backwards is also not allowed.

### Driving Code in the Corners

To drive through a corner, a car must stop a minimum number of times (indicated in the yellow box or yellow flag) within the limits of the corner, which is defined by a red line or lines across the track. After the requisite number of stops within a corner, the car may proceed and exit the corner on its next move.

To make it easier to drive through the corner, the driver should consider the number of spaces within each corner. The number in the green box refers to the longest path; the number in the red box refers to the shortest path.

The red-white markings show the corners or chicanes. The red lines indicate the beginning and end of the red-white markings for the three lanes. The arrows indicate the only legal routes cars may follow, before and in the corners.

### Driving Code on the Straights

Straights are the portions of track between corners. Depending on the length of each straight, cars may need several rounds of movement before entering the next corner. Generally speaking, players/drivers accelerate in the straights (increasing their selected gear from round to round) and then decelerate (reducing selected gears) as they near each corner.

### Changing Lanes

While driving on a straight, a car may only change lanes twice in a round. Thus, a car may change lanes and return to the same lane during the same movement (this is modification to the basic Formula D rules, which disallow “zig-zags” except when passing). “Zig-zag” driving is also allowed when overtaking another car – and when doing so, the maneuver must be completed using the smallest number of spaces possible.

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## **Wear Points (WP)**

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Wear Points reflect the ability of the car to stay on the track and survive events during the race. Each car has a certain number of WP at the beginning of the race, which are divided up between six different categories. These points are distributed as follows in the game for advanced players:

At the start of the season, car selections are made based on the nationality of each player/driver. Alternatively, if not playing a campaign game, each player may distribute 20 WP between the six zones of his car at his own discretion. In the latter case, however, the following restrictions must be observed:

WP Tires (T):	Between 1 and 14.
WP Brakes (B):	Between 1 and 7.
WP Gearbox (G):	Between 1 and 7.
WP Car Body (C):	Between 1 and 7.
WP Engine (E):	Between 1 and 7.
WP Road Handling (H):	Between 1 and 7.

Note: Abbreviations are included for ease of reference – for instance, a car with the following values: WP Tires: 10; WP Brakes: 3; WP Gearbox: 2; WP Car Body: 1; WP Engine: 2; WP Road Handling: 2 – would be referred to as follows:

*WP: T10 B3 G2 C1 E2 H2*

Thereafter, based on sponsorships, prize winnings, or other awards, additional WPs may be accrued to the car. WPs can only be accrued before the start of each race and never during a race. Once accrued, they become permanent additions to the car for the duration of the rest of the racing season.

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## GAME PLAY

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Starting positions are determined by rolling a d10 and adding that number to the total number of WPs a car has prior to the start of the race. The highest number gains pole position. The other cars are positioned in decreasing order according to their respective total numbers. (In the case of a tie, all concerned players re-roll the die only, d10 and the highest number goes first.)

As an example, in a hypothetical two-car race, if player/driver A has a car with 27 total WPs and rolls a 2 on the die; and if player/driver B has a car with 22 WPs and rolls a 8 on the die; player/driver B would start on pole and player/driver A would start in second position.

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## START

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Every car begins the race in 1<sup>st</sup> Gear. Every player rolls the die (0-9) to see how successfully he can start and consults the following table:

Roll 1:	Engine stall. The player cannot engage 1 <sup>st</sup> Gear and so he has to wait till the next round. Then, he can start in 1 <sup>st</sup> Gear without having to roll again.
Roll 2-8	Normal start. The player can start normally. He rolls the die for 1 <sup>st</sup> Gear and moves his car forward according to the number rolled.
Roll 9	Good start. The player moves forward 3 spaces, although he is still in 1 <sup>st</sup> Gear and may change one or two lanes to avoid other cars. The driver may shift to 2 <sup>nd</sup> Gear in the next round.
Roll 10:	Excellent start. The player moves forward 4 spaces, although he is still in 1 <sup>st</sup> Gear and may change one or two lanes to avoid other cars. The driver may shift to 2 <sup>nd</sup> Gear in the next round.

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## Overshooting

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If a car passes through a corner at the end of its turn without making the required number of stops, it overshoots the corner. The number of spaces the car overshoot the corner by is deducted from the car's Tire WP as a penalty.

**Corner with 2 stops:** If the car has made no stops in the corner, it is automatically removed from play.

**Corner with 3 stops:** If the car has made no stops in the corner, or only one stop, it is automatically removed from play.

When a car loses his last tire WP by overshooting a corner (ending at -1 Tire WP), he spins round in a circle. The car is placed on the space where his move ended, pointing backwards.

The player must turn his car round again and drive off in 1<sup>st</sup> Gear when it is his next turn. If he overshoots a corner again, he will again spin round in a circle. If the car has ZERO (0) Tire WPs left and overshoots the corner by more than one space, he is out of the race.

When coming out of a corner (when overrunning), the car may not change lanes, but must stay in the same lane. If the move ends in another corner, this stop does not count for the new corner. If the car is blocked by another car, he cannot drive round it and has to brake.

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## Tire WPs and Spinouts – Exceeding Allocated Tire Points

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A car will also automatically spin out if a cornering penalty requires it to expend one more Tire WP than it has remaining (ending up minus 1 Tire WP). The car is then faced backwards in its final movement space. During the next movement round it is faced forward again and restarts movement in 1st Gear. A car crashes and is out of the race if it is required to expend *two or more* Tire WPs more than it has remaining (i.e., ending up -2 Tire WP remaining). Thus a car with ZERO (0) Tire WPs remaining is not automatically out of the race and may continue around the course if turns are taken carefully without overshooting more than one movement space.

If the car spins out, it is placed on the space where his move ended, pointing backwards. The player must turn his car round again and drive off in 1<sup>st</sup> Gear when it is his next turn.

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## Braking

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A player may use his Brake WP at any time to avoid having to advance the full number of spaces shown on the die. This can help to prevent losing Tire WP if he would otherwise overshoot a corner.

For instance, if the car must move forward 3 spaces and yet the player only wants to move one space (such as to move only one space to avoid overshooting a difficult corner or to avoid hitting another car ahead on the track), the driver can burn 2 Brake WP and only moves one space forward instead.

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## Blocked Track Rule

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When the track ahead is blocked by another car, a driver may:

Expend car Brake WP and Tire WPs to avoid collision, as follows:

- First, Braking WPs will be expended to slow the car (as usual, 1 point per space slowed) until no Braking WPs remain;
- Second, Tire WPs will be expended, which will serve as the equivalent of braking to slow the car (simulating skidding sideways, etc., to avoid the collision). These shall be expended at 1 point per space, until no Tire WPs remain.

If a car is still unable to avoid collision with a blocking car, having used up all its Braking WPs and Tire WPs (ZERO WPs remaining in each category):

- Both cars will lose one (1) point of Car Body WP (i.e., suffering damage from the collision)
- The offending car (the one that could not stop in time to avoid the collision) rolls a die (d20):
  - o The offending car is placed immediately behind the space of the car it collided with.
  - o A roll equal to or below their selected gear during the movement round when the collision occurred results in the offending car losing one additional Car Body WP – i.e., losing two (2) total Car Body WPs as a result of the collision; in the latter case, where the offending car loses two (2) Car Body WPs, both cars will “spin out”, in accordance with the “spin out” rules, summarized as follows:
    - Both cars are faced backwards in their respective final movement spaces.
    - During the next movement round, both cars are faced forward again and restart movement in 1st Gear.

*If any car involved in a collision uses up its last remaining Car Body WP, it is eliminated from the race and is left on the track, blocking the track at that space for all succeeding cars for 10+d10 movement rounds.*



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## Gearing Down

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A car can decrease one Gear per round, except as follows. If the player/driver wishes to decrease more than one Gear in a single round, the car then loses a certain number of Brake WP, Engine WP and Gearbox WP. The table below lists the corresponding wear. Note: It is not possible to skip four gears (from 6th to 1st gear).

Gears Skipped	Gearbox WP	Brake WP	Engine WP
1 gear	1	0	0
2 gears	1	1	0
3 gears	1	1	1

Note: The amount of Gearbox WPs lost is not cumulative – whether a driver skips 1 gear or 3 gears when downshifting, he will only lose 1 Gearbox WP. He will also lose other WPs – Brake WPs and Engine WPs.

*If a car has no Gearbox WP left, the driver can only change down one gear at a time until the race is over. When a driver expends his last Engine WP, he suffers an engine failure (see below).*

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## Collision

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Any time two cars are in adjacent spaces on the track, there is a risk of collision. Each pair of cars that are adjacent to each other must roll a single d20 to determine whether there a collision occurs. If he rolls a 1, a collision has occurred; both cars lose 1 Car Body WP.

*If a car loses its last Car Body WP, it is eliminated from the race.* This is considered a crash:

- The car advances 3 spaces on the driver's next turn.
- The car remains on track at its final stopping point for the remainder of the race or, for multi lap races, for 10+d10 movement rounds.

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## Motor Damage

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If a player rolls to move 19 or 20 spaces in 5th Gear or 29 or 30 spaces in 6<sup>th</sup> Gear, this puts a strain on his engine by “redlining the RPM”. After his car has finished moving, he must therefore roll a d20 to determine if his engine has withstood the strain of “redlining” the engine. If a number of 1 to 5 is rolled (on a d20), the car loses one (1) Engine WP.

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## Engine Failure

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When a driver is required to expend one more Engine WP than he has remaining, his engine explodes.

Upon suffering an engine explosion:

- The car advances 3 spaces on the driver's next turn.
- The car remains on track at its final stopping point for the remainder of the race or, for multi lap races, for 10+d10 movement rounds.

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## Damage and Road Handling

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Each time a car loses a Car Body WP or an Engine WP, a damage marker is placed on the space where the move ended. The same applies whenever a car is eliminated from the race for whatever reason. These spaces are judged to be "dangerous" from then on and are marked with the damage marker on the race course accordingly for all to see, remaining on the race course until the end of the race.

When any car travels over a space littered with debris, a (d20) roll for chassis damage will occur. The dangerous spaces can be avoided by changing lanes. Refer the value of the d20 roll *minus the selected gear of the car*, to this table:

- Dry weather: 1-2 (d20) results in the loss of one (1) Road Handling WP
- Wet weather: 1-3 (d20) results in the loss of one (1) Road Handling WP

*If a car loses its last Road Handling WP, it is eliminated from the race* (Road Handling WP Remaining = 0). This is considered a crash:

- The car advances 3 spaces on the driver's next turn.
- The car remains on track at its final stopping point for the remainder of the race or, for multi lap races, for 10+d10 movement rounds.

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## Slipstreaming

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If a car drives in the wake of another car, this is called slipstreaming. For the two concerned drivers, slipstreaming is possible from the 4th gear on. To slipstream, the car must be driving as fast or faster than the car in front.

If a player wants to profit from slipstreaming after moving, it has to stop directly behind another car. From this position, he can then add 3 spaces onto his last move. He can move forward 3 spaces in the following way:

- Change a lane, overtake the car in front and return to the original lane.
- Change a lane and move two spaces in a straight line.
- Change two lanes and move one space in a straight line.

The player must move a total of three spaces in any case. (However, the driver may use Brake WP in order to reduce this number of spaces.) If slipstreaming brings a car up immediately behind another car, he may not carry on slipstreaming – only one slipstreaming add-on can be accomplished in the course of a single move. If a car is carried into a corner by slipstreaming, he loses a Brake WP (without the number of spaces being reduced).

In a corner, a slipstreaming car must follow normal driving code (e.g. following the arrows). Braking in order to take advantage of slipstreaming, i.e., to place the car in the wake of another player's car at the end of the normal move, is not allowed. Drivers do not have to slipstream!

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## **Weather and Driving in Weather**

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A weather chart may be published for each racing circuit, which is available to all players before the game so that they can inform themselves about weather conditions during the race and qualifying laps.

If the weather rules are used, it is strongly recommended that the tire selection rules be used as well.

### *When Qualifying*

Before the qualifying laps begin, a d20 is rolled and the weather chart for that circuit is consulted:

- **Good weather:** No problems for drivers.
- **Changeable:** The clouds look ominous, but have no effect on the qualifying.
- **Rain:** The qualifying laps for all players take place in rain (see below).

### *During the Race*

Before the actual race begins, a d20 is rolled again and the weather chart consulted:

- **Good weather:** No problem.
- **Changeable:** The sky is overcast at the beginning of the race, but it does not rain. However, this can change during the course of the race. Whenever a player in 5<sup>th</sup> Gear throws a 20 or a 30 in 6<sup>th</sup> Gear, he has to roll the black die and consult the weather chart:

- If “good weather” comes up, the weather conditions are shifted one line upwards.
- If “rain” is the result, the weather conditions are shifted one line downwards.
- If the result is “changeable”, the weather stays the same.

Weather	Effect on Race
Good	None (Invariable)
Changeable	None
Rain, Changeable	Rain
Rain	Rain (Invariable)

- **Rain:** The entire race takes place in rain.

### **Effect of Rain**

**Collision:** A result of 1 or 2 (instead of just a 1, as in good weather) means a collision occurs.

**Engine Damage:** Occurs when result is between 1 and 3 (instead of between 1 and 4, as in good weather).

**Road Handling:** The car loses one road handling WP for a result between 1 and 5 (instead of between 1 and 4, as in good weather).

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### **Selection of Tires**

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The choice of tires is crucial not just for qualifying lap, but for the race itself. When weather conditions have been determined, each player can fit his car with special tires (see below). It is also possible to change tires between qualifying lap and the race.

**Hard tires:** They are recommended on a dry track and inefficient on a wet track.

- The game rules apply unchanged if the weather is good or changeable.
- If it is raining, the car moves three additional spaces, provided at least one space included in the move lies within the limits of a corner.



**Soft tires:** They are recommended on a dry track and inefficient – if not handicapping – on a wet track.

- If the weather is changeable or good, the car can move one additional space during each move in the qualifying or race laps. This additional move is not compulsory. But if a car overshoots a corner, the penalty is doubled (loss of tire WP). If a driver does not change his tires during a pit stop after the first lap, he loses the bonus. If a driver does not change his tires during a pit stop after the second lap, the penalties for overshooting a corner are trebled.
- If it is raining, the car travels three spaces further every move during qualifying and the first two race laps, provided at least one space of the move lies within the limits of a corner. If a driver does not change his tires during a pit stop before beginning the third lap, the penalties for overshooting a corner are trebled.

If the driver decides to use soft tires, one damage marker is placed on the score card, with the “sun” side face up.

**Rain tires:** They are highly recommended if it is raining, but are otherwise very sensitive.

- If the weather is changeable or good, the penalties for overshooting a corner are doubled (loss of tire WP) for qualifying and the first two laps of the race. If a driver does not change his tires before the third race lap, the penalties are trebled.
- If it is raining, the car travels one space further every move, providing at least one space of the move lies within the confines of a corner.

If the driver decides to use rain tires, one damage marker is placed on the score card, with the “rain” side face up.

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## **Pit Stops**

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At the end of the first lap, a player may decide to make a pit stop. There is no speed limit in the pit lanes. It is also not necessary to roll the exact number needed to reach one’s own pit. The car moves in the pit lane until it rolls the minimum number required or higher using the die corresponding to the selected gear to enter his assigned pit stop area (flag of nationality). The car must move off the pit lane onto its assigned pit garage itself (i.e., on top of the flag of nationality) to commence a pit stop.

The rules for gearing down, collision, braking and engine damage do not apply in the pit lane. Overtaking in the pit lane is not possible as it is a single lane – cars in pit garages are assumed to have left the pit lane and therefore may be overtaken.

Drivers blocked by another car in the pit lane cannot move into or past the space occupied by that car, no matter what they rolled on the die, regardless of selected gear – instead, they will be moved up to and no farther than the space behind the car ahead. Blocking and collision rules do not apply and collisions cannot occur during pit stops.

### Pit Options

Once in the pit stop, the player must declare whether he wants to: a) attempt a *Quick Pit Stop*; or b) execute either a *Technical Pit Stop* or *Tire Pit Stop*.

#### Option 1. Attempting a Quick Pit Stop

In a Quick Pit Stop, the car may only recover/receive all its Tire WP back. The player rolls a d20 to determine how fast his mechanics work.

**Result between 1 and 10:** *Quick Pit Stop*. The player rolls a d10. The result is the number of spaces the car is allowed to move when the car leaves the pit in 4<sup>th</sup> Gear.

**Result between 11 and 20:** *Slow Pit Stop*. The car remains in the pit until the next round. Then the car moves on in 4<sup>th</sup> Gear (or a lower gear).

#### Option 2. Technical Pit Stops and Tire Pit Stops

If a driver declares a *Technical Pit Stop* or *Tire Pit Stop*, in addition to recovering all of his car's Tire WPs used/lost during the race to that point, the driver may also either execute one of the following two options:

- a) *Technical Pit Stop*: Recover up to two (2) WP during the race in any the following categories: Brake, Gearbox, Car Body, Engine or Road Handling; or b) change type of tires. During the course of a race, no more than two (2) WPs can be recovered, even if multiple pit stops are made (two pit stops may be made with one WP recovered in each).
- b) *Tire Pit Stop*: The driver may change the type of tire whenever he changes tires.

If executing either a *Technical Pit Stop* or *Tire Pit Stop*, the car remains in the pit until the next round. Then the car moves on in 4<sup>th</sup> Gear (or a lower gear).

A car with Soft Tires does not profit from the bonus of an additional space when leaving the pits.

*Movement Order:* Cars in the pit lane must wait for their turn until the cars on the circuit between pit exit and entry have had their turn. Cars within the pit lane are moved in the order starting with the car that is farthest ahead, then the second farthest ahead, and so forth.

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### Finishing the Race

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The player whose car passes the finishing line first (after one or two laps, which is defined before the race begins) has won the race. The race ends when all cars have crossed the finishing line, in order to enable ranking.

If two or more players/drivers cross the finish line in the same round, the driver who travels furthest beyond the finish line is declared the winner. Ties are resolved by who moved first. Players/Drivers should note that this is a modification to the original Formula D rules.

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### Season Winner by Points

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Each player/driver/team receives a certain number of winning points based on how they placed in a race. As historically done in the 1930s, the driver/team with the lowest number of total points at the end of the season wins.

As explanation, only 1 point is *imposed* for a first place finish, 3 points for second place, 5 points for third place, and then one point more for each of the remaining positions up to ninth place.

Ranking in Each Race	No. of Points Imposed
1	1
2	3
3	5
4	6
5	7
6	8
7	9
8	10
9+	11

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Since many cars do not finish races at all (as happened frequently as well in the 1930s given the fragile nature of the cars themselves and rough tracks), points are also imposed based on how much of the course a car/driver completes before ending up as a “Did Not Finish” (DNF). So if a car finishes only 25% of the course or less, it receives the most points possible based on the following additional chart.

<b>Percentage of Circuit Completed before DNF</b>	<b>No. of Points Imposed</b>
> 75%	12
50% - 75%	13
25% - 50%	14
< 25%	15



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## **VARIATIONS FOR PBEM GAMING**

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As it is very apparent that the rules of the basic Formula D game are designed for play in person, on a board, moving sequentially, a number of adaptations are required to make the game suitable for email-based play (PBEM).

### **GAME START ONLY: MAP DISTRIBUTION AT GAME START**

The PBEM GM distributes the first map of the race course with all of the cars marked upon it in their relative positions at the starting points on the grid.

### **Sequence of Moves**

#### **PART 1: PLAYER MOVE SUBMISSION**

Reviewing their position on the board, players secretly select and submit to the gamemaster their gear for the upcoming turn – 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup> or 6<sup>th</sup> Gear.

The proper format to use for players/drivers to submit their moves is as follows:

**TO:** gamemaster@emailaddress.com  
**FROM:** player@whatever.com  
**SUBJECT:** La Grande Epreuve -- Move 04

Driver: Antonio Saracino, Italy

Selected Gear        3

Possible Movement Results [and End Space Number in Brackets]

4: 1R2

5: 1R3

6: 1R4

7: 1R5

8: 1R5K or 1R5R (if first option cannot be achieved)

Turn Submission Example Notes:

- An R or an L indicates a movement ahead and to the left and right – counts as one movement space expended.
- A “K” stands for the use of one Brake WP to reduce movement by 1 space.

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## **PART 2: GM RESPONSE**

The GM rolls the d20 for each car in the race and publishes a Movement Table that states each car's required movement points that they will advance ahead.

At times, the GM will be forced to best interpret each player's intentions and will make every effort to comply with player instructions. Not all blockages and issues can be foreseen and, as such, the GM, when resolving a PBEM turn, will make decisions on the intended course of the player.

Unless a straightforward error is made (i.e., the GM moves the car right instead of left in a lane change by accident), to smooth game play the GM's judgment in this regard *cannot be challenged, unless a clear error is made*.

An email is then sent out to all players in the following format to convey the number of spaces they have moved and their new location. This email not only restates each car's position on the racetrack, but also restates the player's/driver's selected gear and WPs, as well as conveying the number of spaces each player/driver is to advance in the current round and more.

The following is an actual example from the trial run of the PBEM system which pitted two cars – Italy and Germany – in a race against each other on a short track through Valencia (note that it does not pertain to the Part 1 player submitted sample move shown in the example above).

**TO:** player1@whatever.com; player2@whatever.com;  
player3@whatever.com... etc.  
**FROM:** gamemaster@emailaddress.com  
**SUBJECT:** RE: La Grande Epreuve -- Move 05



## **RADIO COMMENTARY**

Germany's Godeschalk comes skidding out of the final chicane with tire smoke and bits of burnt rubber flying into the air as he puts the hammer down and shifts into 4<sup>th</sup> Gear in an all-out attempt to streak to the finish line – at all costs, regardless of the risk involved. Behind him, in his red Maserati, the Italian driver, Sebi, taps the brakes as he skids to the inside lane of the curve, then

February 28, 2009

shifts up to 4<sup>th</sup> Gear in an attempt to race to the finish line, gunning the engine as he extends through the last portion of the chicane. To Sebi's disappointment, the car slides out from under him as the last of his tire treads can't hold the turn as he attempts to negotiate the last leftward jog of the chicane.

Both drivers desperately seek to retain control and avoid spinning out. And both seem to have thrown all caution to the wind in an attempt to defeat the other. Yet despite all of their driving skill, neither driver can hold onto their car as it skids around and, ultimately both spin out deep into the straightaway beyond the chicane. In a bizarre turn of events, both cars suddenly end up stopped on the track just yards short of the checkered flag at the finish line.

For Godeschalk, he can see that he is still in the lead, less than a car length from victory – without pause, he slams the little white Bugatti into 1<sup>st</sup> Gear and guns the engine.... For Sebi, victory is clearly now virtually out of reach – had he held control of his Maserati through his skidding exit from the chicane, he would be assured of victory – but now, several car lengths behind Godeschalk, he is nearly certainly doomed to lose the race.... He must try to win, but is it still possible? He shifts adroitly into 1<sup>st</sup> Gear and presses the gas pedal, at least intending to finish the race.

Indeed, is there anything that can stand in the way of Godeschalk's imminent victory?

### **CAR STATS & LEADER BOARD**

Driver	Car Color	Car Type	GEAR	ROLL:	POINTS	MOVE	END SPACE	T	B	G	C	E	H
Godeschalk Hegkman	White - Germany	Bugatti T51A	4	15	11	1R9 SPINOUT	28/Center	0	3	2	2	3	2
Eusebius "Sebi" Orsi	Red - Italy	Maserati 4CM 2.0 L S-4	4	14	11	KR9 SPINOUT	27/Inside	0	1	4	2	2	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.

**NEXT TURN DUE: Sunday, November 2**

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### **END OF MOVEMENT ROUND**

The players use the game map provided with the results of the previous move and, by the deadline, send in their next Part 1 movement submission. The gamemaster then moves the cars on the digital map, publishes a new map and distributes it as Part 2 of Turn 05 – and so forth, and the next move begins similarly.

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## **MULTI-ROUND MOVEMENT**

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There are times when, to smooth, speed and enhance game play, the gamemaster will call for multiple turn submissions of no more than four rounds ahead. This could result, for instance, when all players are running down a long straightaway, starting in a low gear, and the following turns would be, as a result, probably without issue or conflict.

For multi-round movement to come into effect, the gamemaster will ask players to submit multiple moves at one time – projecting ahead on their plan of action. These moves will then be executed one per day in rapid succession, giving the players the opportunity to submit amendments between each round. If any player submits an amendment, play will be halted for an additional 24 hours to give other players the opportunity to submit amendments as well.

In the event of a collision or other issue that might require player interaction, the multi-round movement period will end and players will be asked to submit turns normally continuing the game from that point forward. All subsequent submitted multi-round movement orders from players will be discarded as normal play resumes.



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## **SERIES DESCRIPTION**

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### **Countries, Race Cars and Circuits**

The series is set in the early 1930s in Europe with races spanning the international circuits. The game is not meant to be historically accurate but rather fun, so liberties are taken with regard to teams, countries and circuits to be raced.

Overall, the PBEM game series is called, "*La Grande Épreuve 1934*", (pronounced roughly as follows, "La Graun-Day-Pruvh", which translates to "*The Great Trial 1934*").

### **Countries and Race Cars**

Players/Drivers at the outset of the season select or are selected (randomly or by draw or in the order in which they joined the game) to represent the following countries (see car and country tables below). Alternatively, the drivers may dice off to see who selects first, second, etc. The countries represented each have different cars available from which a player/driver may choose. WP factors are published for each car, giving player/drivers the option at the commencement of the season to select their car for the entire season. Readers should note that these represented below are all of the classic cars of the 1933 and 1934 season.

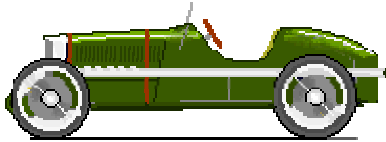
The following reference table defines Wear Point (WP) abbreviations for ease of reference:

T = WP Tires  
B = WP Brakes  
G = WP Gearbox  
C = WP Car Body  
E = WP Engine  
H = WP Road Handling

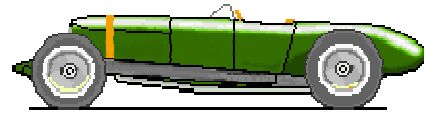
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GREAT BRITAIN

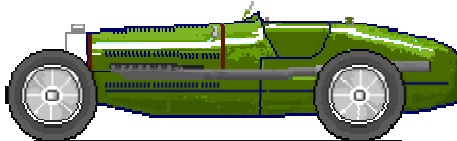
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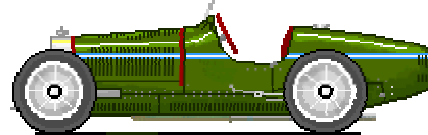
*MG K3 Magnette 1.1L S-6*  
*WP: T6 B2 G4 C2 E3 H3*



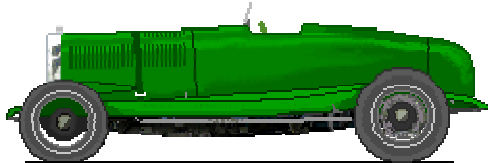
*Riley 2000/6 1.8L*  
*WP: T4 B6 G4 C2 E2 H2*



*Bugatti T54 5.0L S-8*  
*WP: T10 B2 G2 C3 E2 H1*



*Bugatti T51 2.3L S-8*  
*WP: T7 B3 G2 C2 E3 H3*



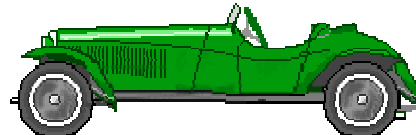
*Panhard 8C 8.0L S-8*  
*WP: T8 B2 G3 C4 E2 H1*



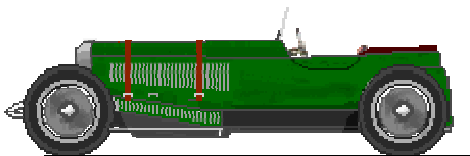
*Amilcar C6 1.1L S-4*  
*WP: T6 B3 G4 C3 E2 H2*



*ERA A-Type R1A 6C*  
*WP: T8 B2 G2 C4 E2 H2*



*Triumph Dolomite S-8*  
*WP: T6 B3 G4 C3 E2 H2*



*Invicta-Meadows 4.5L S-6*  
*WP: T7 B3 G3 C3 E2 H2*

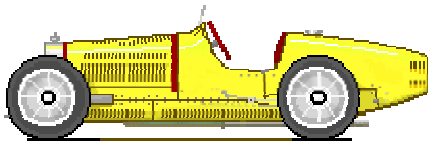


*Sunbeam Tiger 4.0L V-12*  
*WP: T9 B2 G2 C3 E2 H2*

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**BELGIUM**

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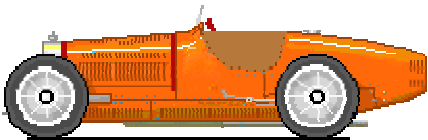


*Bugatti T35B 2.3L S-8*  
*WP: T7 B2 G3 C2 E3 H3*

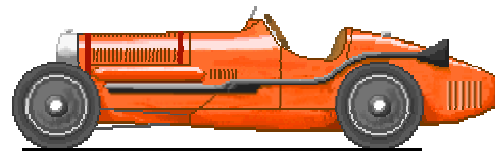
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**CZECHOSLOVAKIA**

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*Bugatti T51A 1.5L*  
*WP: T7 B4 G2 C2 E2 H3*

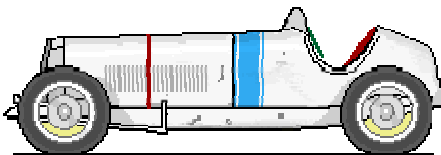


*Sunbeam Tiger 4.0L V-12*  
*WP: T9 B2 G2 C3 E2 H2*

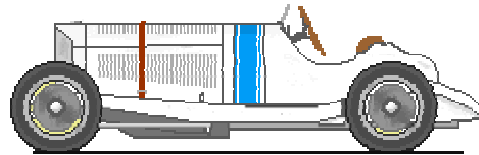
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**FINLAND**

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*Chrysler Special 6.3L*  
*WP: T6 B3 G3 C2 E4 H2*

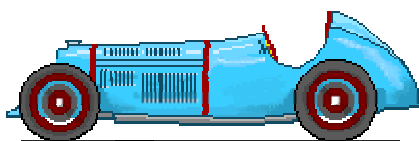


*Mercedes Benz SSK 7.1L*  
*WP: T6 B3 G3 C3 E3 H2*

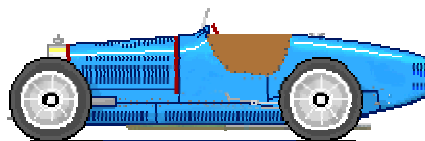
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FRANCE

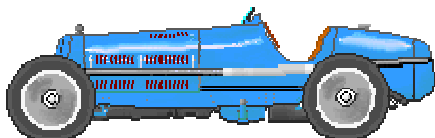
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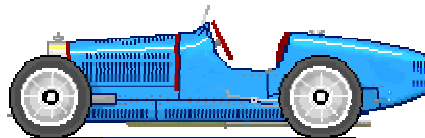
*Salmson 8C 1.1L*  
WP: T5 B5 G4 C2 E2 H2



*Bugatti T51A 1.5L*  
WP: T7 B4 G2 C2 E2 H3



*Alfa Romeo Monza 2.6L S-8*  
WP: T8 B3 G3 C2 E2 H2



*Bugatti T51 2.3L S-8*  
WP: T7 B3 G2 C2 E3 H3



*Maserati 8CM 3.0L S-8*  
WP: T7 B3 G3 C2 E3 H2



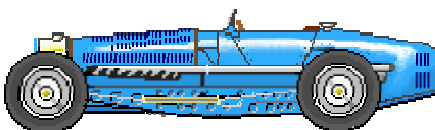
*Bugatti T54 5.0L S-8*  
WP: T10 B2 G2 C3 E2 H1



*Amilcar C6 1.1L S-4*  
WP: T6 B3 G4 C3 E2 H2



*Delage 15 S8 1.5L*  
WP: T7 B2 G3 C4 E2 H2

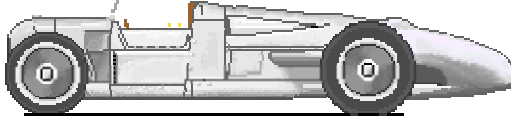


*Bugatti T59 2.9L 8C*  
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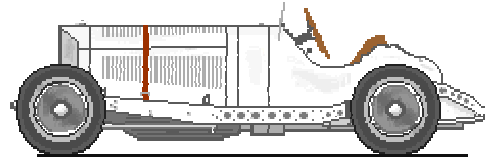
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DEUTSCHLAND / GERMANY

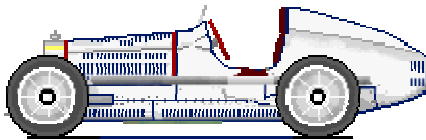
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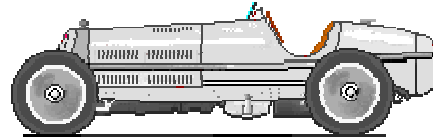
*Auto Union Type A 4.4L*  
*WP: T5 B3 G5 C2 E2 H3*



*Mercedes-Benz SSKLI*  
*WP: T6 B3 G3 C3 E3 H2*



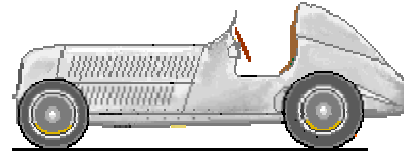
*Bugatti T51A*  
*WP: T8 B3 G2 C2 E3 H2*



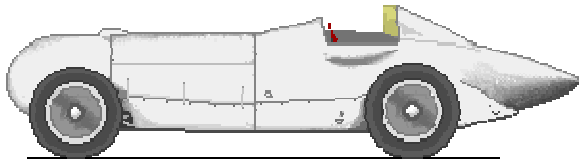
*Alfa Romeo Monza 2.3L S-8*  
*WP: T7 B3 G3 C2 E3 H2*



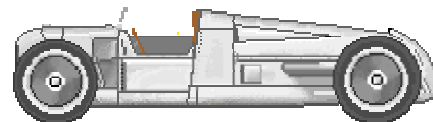
*Mercedes-Benz W25 8C*  
*WP: T6 B3 G3 C3 E3 H2*



*Zoller 12C*  
*WP: T6 B3 G4 C3 E2 H2*



*Mercedes-Benz SSKL 7.6L S-6*  
*WP: T6 B4 G4 C2 E2 H2*

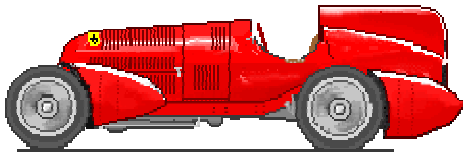


*Auto Union Type A 4.4L (Short)*  
*WP: T5 B3 G5 C3 E2 H2*

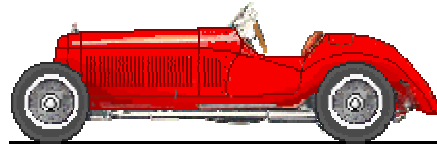
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ITALIA / ITALY

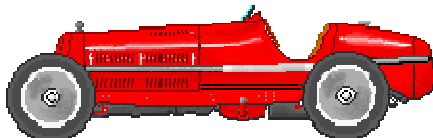
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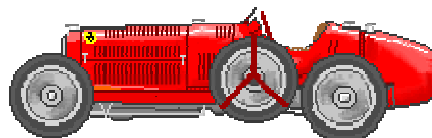
*Alfa Romeo 3.2L*  
*WP: T5 B4 G4 C2 E3 H2*



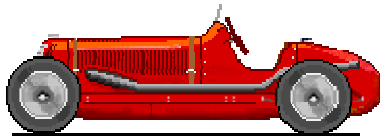
*Alfa Romeo 8C*  
*WP: T10 B2 G2 C2 E2 H2*



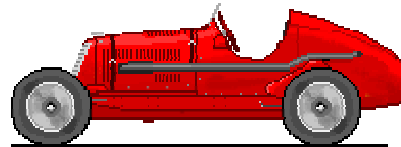
*Alfa Romeo Monza 2.6L S-8*  
*WP: T8 B3 G3 C2 E2 H2*



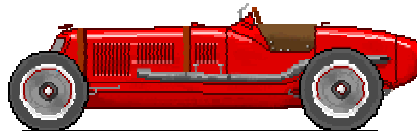
*Alfa Romeo Tipo B 2.9L*  
*WP: T7 B3 G3 C3 E2 H2*



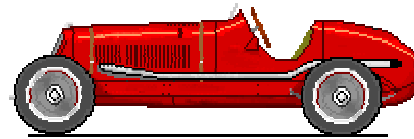
*Maserati 4CM 2.0L S-4*  
*WP: T6 B4 G4 C2 E2 H2*



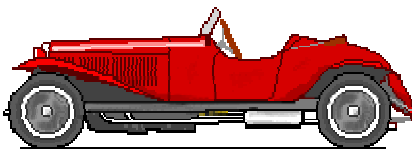
*Maserati 4CM*  
*WP: T5 B5 G4 C2 E2 H2*



*Maserati 8C 3.0L*  
*WP: T8 B3 G2 C2 E3 H2*



*Maserati 8CM 3.0L S-8*  
*WP: T7 B3 G3 C2 E3 H2*

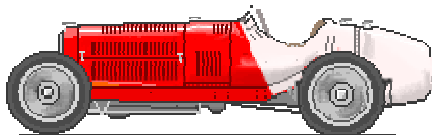


*Alfa Romeo 6C 1.5L*  
*WP: T6 B3 G3 C4 E2 H2*

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MONACO

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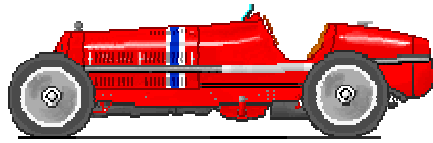
*Alfa Romeo Tipo B P3 2.7L S-8*  
*WP: T7 B4 G3 C2 E2 H2*



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**NORGE / NORWAY**

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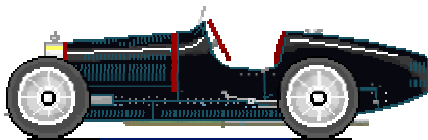


*Alfa Romeo Monza 2.3L S-8*  
*WP: T7 B3 G3 C2 E3 H2*

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**ESPANA / SPAIN**

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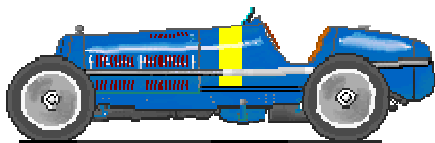


*Bugatti T35B 2.3L S-8*  
*WP: T7 B2 G3 C2 E3 H3*

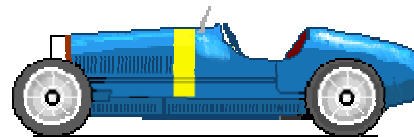
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**SVERIGE / SWEDEN**

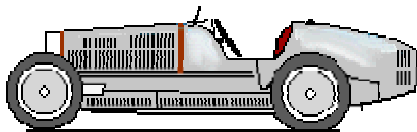
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*Alfa Romeo Monza 2.3L S-8*  
*WP: T7 B3 G3 C2 E3 H2*



*Bugatti T43 2.3L*  
*WP: T6 B2 G3 C2 E3 H4*

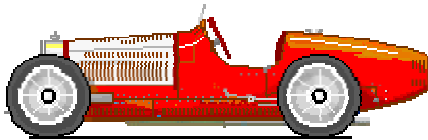


*Bugatti T35B 2.3L S-8*  
*WP: T7 B2 G3 C2 E3 H3*

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**SUISSE / SWITZERLAND**

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*Bugatti T51 2.3L S-8*  
*WP: T7 B3 G2 C2 E3 H3*

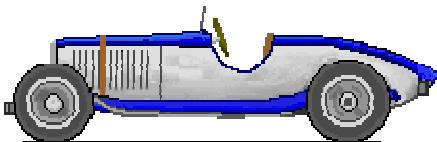


*Maserati 8CM 3.0L S-8*  
*WP: T7 B3 G3 C2 E3 H2*

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**UNITED STATES OF AMERICA**

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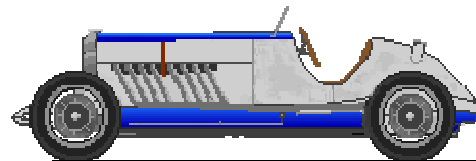
*Ford Special 3.6 V-8*  
*WP: T4 B2 G4 C3 E3 H4*



*Maserati 26M 2.5L S-8*  
*WP: T7 B3 G3 C2 E2 H3*



*Chrysler Special V-8*  
*WP: T6 B3 G3 C3 E3 H2*



*Buick 4.5L S-8*  
*WP: T8 B3 G3 C2 E2 H2*

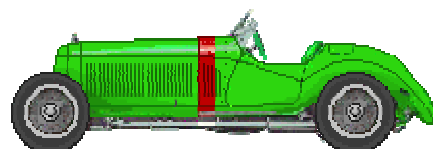
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**ALGERIA**

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*Alfa Romeo 6C 1.5L*  
*WP: T6 B3 G3 C4 E2 H2*



*Alfa Romeo 8C*  
*WP: T10 B2 G2 C2 E2 H2*

*NOTE: Profile racecar views were drawn from Leif Snellman's wonderful Grand Prix website, specifically from pages located at:*

- <http://www.kolumbus.fi/leif.snellman/gp341.htm>
- <http://www.kolumbus.fi/leif.snellman/gp342.htm>

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## RACE TRACKS FOR THE SERIES

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Race track illustrative graphics are largely in comparative scales and are extraordinarily diverse, with great interest and unique features. Almost all track designs are drawn from Leif Snellman's website, at the following address:

- <http://www.kolumbus.fi/leif.snellman/t.htm>

*NOTES: It is not expected that all 15 circuits published in outline form below would be run in a PBEM series – therefore, for streamlined and shortened (more reasonable) PBEM play, at the outset, players/drivers may vote on selecting five (5) circuits from this list only (or another agreed upon number for the season). The gamemaster may select, at his/her sole discretion the first race of the series, or the players may vote to select circuits for the campaign series. Special rules apply for some of the tracks and may be modified at the gamemaster's option.*

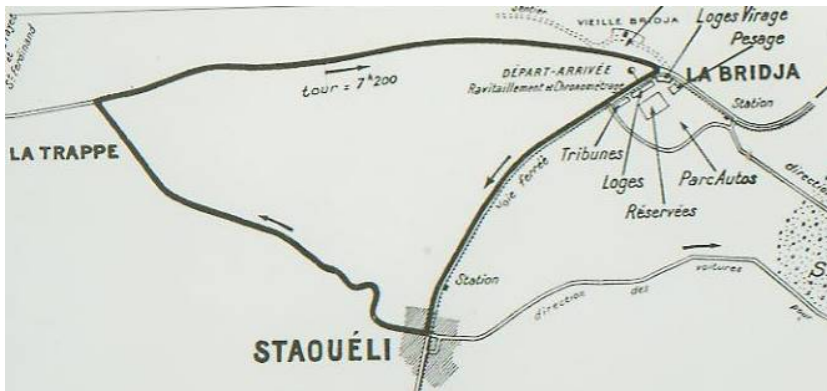
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### RACE OPTION 01

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ALGERIA – Grand Prix d'Algiers Stauouéli

*Notes: North African heat, palm trees; a good beginner race course to learn the game. Very long straights with tight turns at the end of each, plus a few chicanes. A huge track, nearly 300 movement spaces long – multi-round PBEM will be introduced for the straights to streamline play.*



### SPECIAL CIRCUIT RULES

At some point on the track, away from the town, the gamemaster may insert a wandering herd of goats crossing the track in front of the racers. The rules for the movement of the goat herd are as follows:

#### Each Movement Round, Roll a D20 to Determine Goat Movement:

- 1-2 Move one space toward the inside lane or off the track (permanently)
- 3-7 Move one space toward the outside lane or off the track (permanently)
- 8-12 Split the goat herd into two separate groups, roll once for each to move
- 13-16 Move one space counterclockwise on the track (direction of the race)

February 28, 2009

17-20 Move one space clockwise on the track (opposite direction of the race)

If any car hits a goat, it loses one or two Road Handling WP (d10 – 1-5 lose 1 WP; 6-10 lose 2 WPs).

When a group of goats are hit, they panic and run – roll twice times and consult the table, above for the movement of that group.

If the herd splits, both groups are then moved based on different dice rolls. If the dice rolls results in movement that places the goats back in the same square, the herd rejoins into a single group again and, in subsequent rounds, they move as one group, based on a single dice roll.

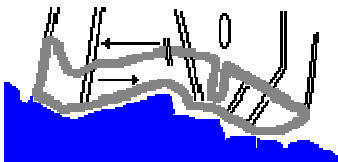
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### RACE OPTION 02

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ITALY – *Circuito Della Superba (Genoa)*

Notes: A little known course within the city limits of Genoa itself.



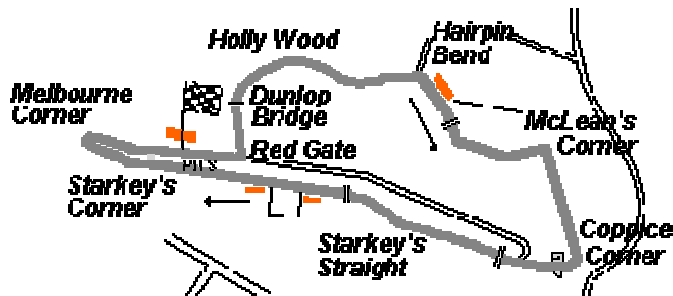
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### RACE OPTION 03

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GREAT BRITAIN – *Donington Park*

Notes: A classic English raceway with a risky hairpin turn just before the finish.

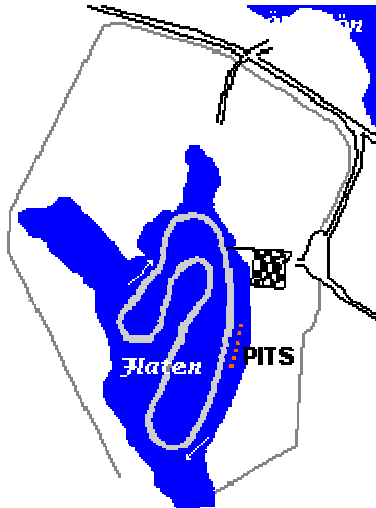


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**RACE OPTION 04**

*SWEDEN – Lake Flaten (Stockholm)*

Notes: Ice racing on a temporary course laid out on a frozen lake – beware, it will be slippery, resulting in a “1” turn, becoming a “2” and so forth.

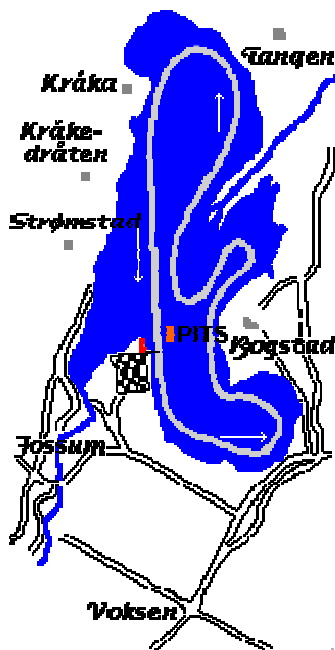


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**RACE OPTION 05**

*NORWAY – Bogstad (Oslo)*

Notes: Another temporary ice course laid out on the frozen lake of Bogstad, to the northwest of Oslo.



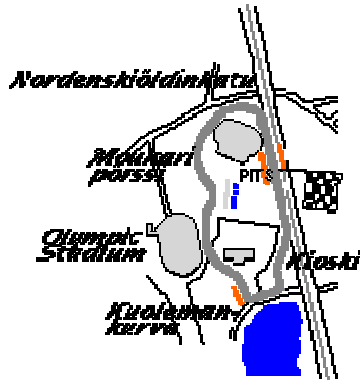
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### RACE OPTION 06

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FINLAND – Eläintarharata

Notes: One of Finland's most famous race courses of the era.



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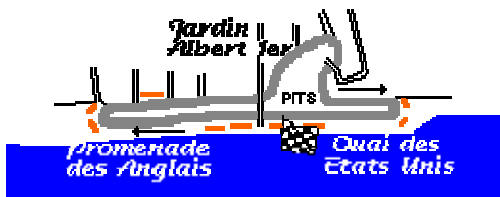
### RACE OPTION 07

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FRANCE – Nice

Notes: Beautiful warm Nice, along the Cote d'Azur, welcoming the race teams to the warmth of the Mediterranean; palm trees, water, and casinos.

This race also utilizes a Le Mans start, with the drivers running to their cars, which are lined up in a row, no spaces between along the southernmost lane of the long straight.



### SPECIAL CIRCUIT RULES

The GP Nice will use a Le Mans start, where the drivers must first run to their racecars, then jump in, start up and drive onto the circuit.

All of the race cars start lined up at a 45 degree angle to the track, along the southernmost lane of the long straight that runs along the beach. Drivers start directly across from their respective cars, off of the track to the north side.

Based on a dice roll each, drivers move either one or two spaces across the track toward their car by rolling a d20 and consulting the following table in each movement round:



February 28, 2009

Dice Roll	Movement Points
1-10	1
11-19	2
20	3

Once a driver reaches the space containing his/her car, they are considered to have jumped into their car. Therefore, the next movement round, the player rolls a regular start roll (stall, normal or fast start) and then rolls your 1<sup>st</sup> Gear roll to drive onto the track as necessary.

Based on the start roll, if the car moves one space, it must move diagonally to the center lane. If the car moves 2 or more spaces, if at all possible given traffic, it must first move to the inside lane (the lane farthest from the row of starting cars, i.e., diagonally across two lanes before heading down the track toward the first curve, at Hôtel Negresco.

During a Le Mans start, collisions may not occur if either of the two cars involved is in 1<sup>st</sup> Gear.

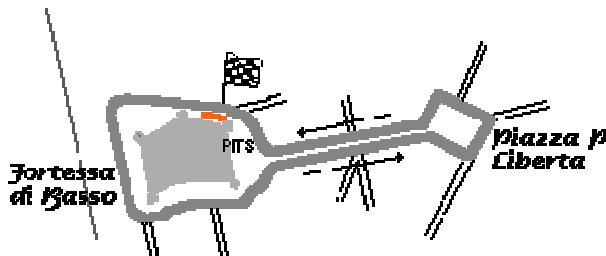
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### RACE OPTION 08

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*ITALY – Firenze*

Notes: In downtown Firenze, racing through the streets with a crazy set of 90 degree turns around at the Piazza della Libertà, with its imposing arch.

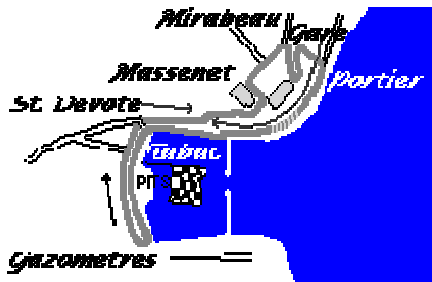


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**RACE OPTION 09**

*MONTE CARLO – Circuit de Monaco*

Notes: Arguably the most famous of race circuits, even in the 1930s. Watch out for the crazy lefthand hairpin turn downhill at the northern edge!

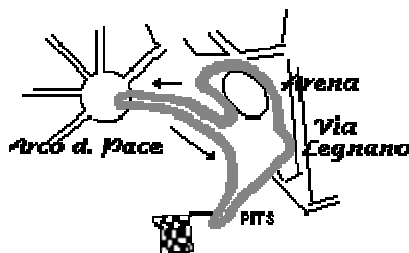


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**RACE OPTION 10**

*ITALY – Parco Sempione (Milan)*

Notes: Even Milan had a race course downtown, in a 1930s version of street racing, with a hairpin at the edge of the gardens and triumphal arch at Arco della Pace and a long turn around the ancient Roman Arena.

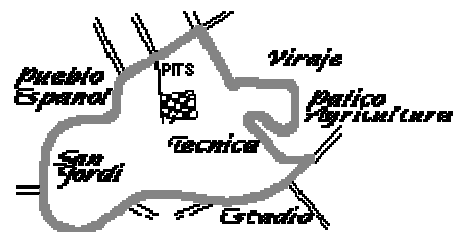


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**RACE OPTION 11**

*SPAIN – Montjuïc (Barcelona)*

Notes: A street race course through the very heart of Barcelona.

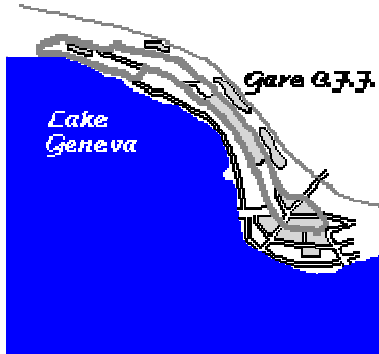


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**RACE OPTION 12**

*SWITZERLAND – Montreaux*

Notes: Along the beautiful waters of Lake Geneva, through the streets of the beautiful Swiss town.

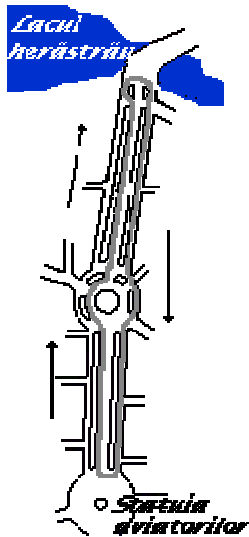


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**RACE OPTION 13**

*ROMANIA – Bucharesti*

Notes: Deceptively simple, right through the main street of downtown Bucharest (as we write it in English).



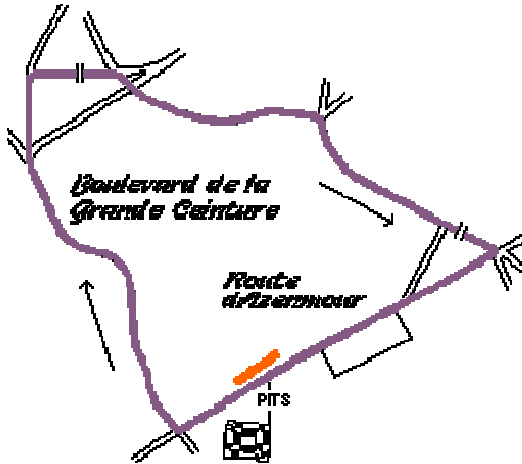
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**RACE OPTION 14**

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*MOROCCO – Anfa Casablanca*

Notes: A circuit in the heat of Morocco, at Casablanca – and how can we resist saying it if you make it through this race: “Play it again, Sam!” This course contains some hills, which affect movement.



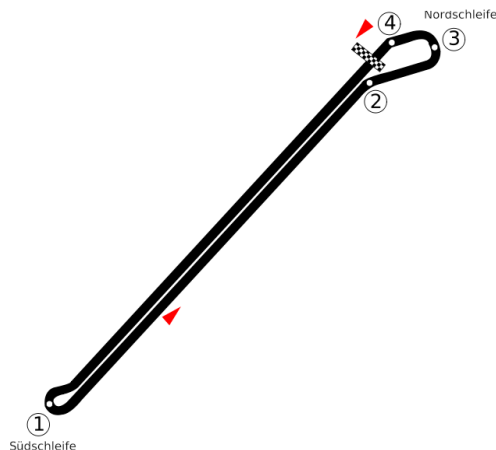
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**RACE OPTION 15**

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*GERMANY – AVUS*

Notes: The Automobil-Verkehrs- und Übungs-Straße, better known as AVUS, was a motor racing circuit on the southwestern outskirts of Berlin between Charlottenburg and Nikolassee (at the southern end). The circuit ran through the Grunewald forest and was devised by the Automobilclub von Deutschland (AvD) in 1907 as both a motor-sport venue and a testing track for the motor industry. AVUS was 19½ km (12 miles) around with each straight being approximately half that length, and joined at each end by flat large radius curves; the circuit was driven counter-clockwise.



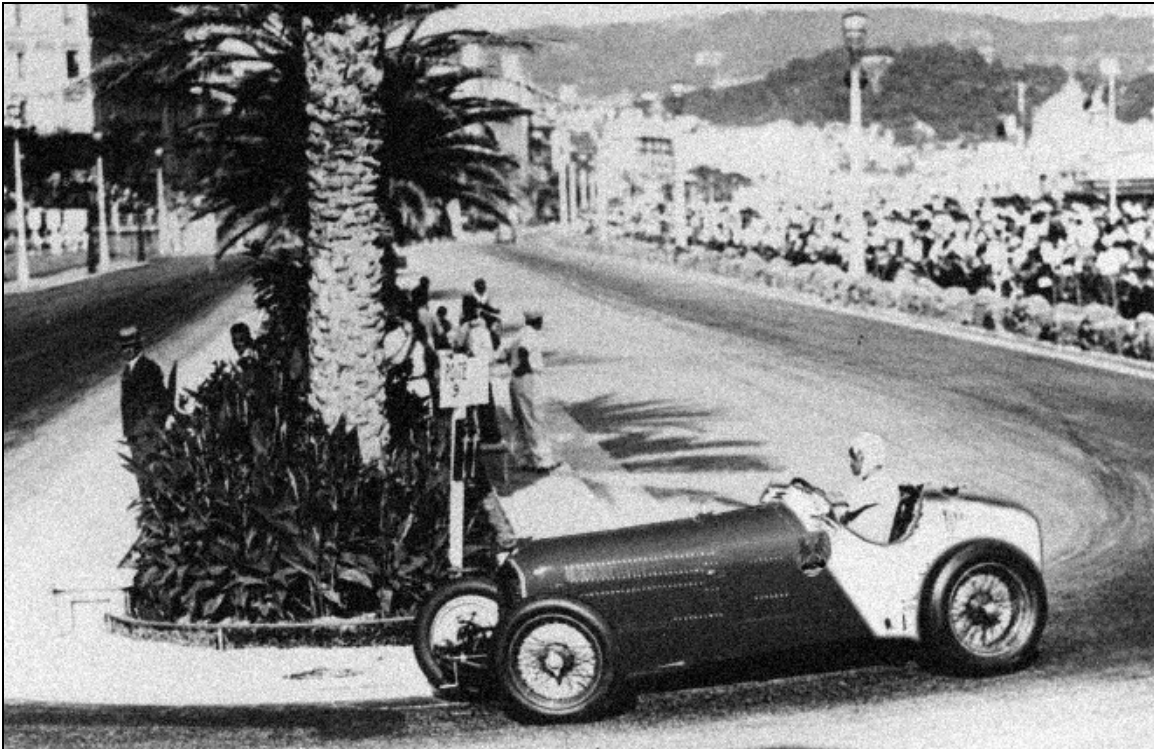
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## RULE BOOK COVER ARTWORK

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Front Cover Artwork is derived from the oil painting entitled, “Beau Rivage” by Alfredo de la Maria.

*Scuderia Ferrari Alfa Romeo 8C Monza is depicted at the hands of Tazio Nuvolari as he leads Varzi's Bugatti T51 and other's past Beau Rivage. Ultimately, Varzi wins in the Bugatti – that was Monaco in 1933.*



*In this illustrative image of the PBEM game races, shown at the Grand Prix de Nice, on April 13, 1934, an Alfa Romeo Tipo B takes the curve at the Hôtel Negresco on the Promenade des Anglais. The car is shown in Monaco's red and white livery, bearing the Arms of the Principality, as driven by the Monegasque PBEM player, Ludovic Russo.*

For more race images see: <http://www.historicwings.com/grandprix1934/>