



### **ROUND 45: RADIO CÔTE D'AZUR BROADCAST**

Orsi slides smoothly into the Place Masséna curve, smiling as he waves to the crowd of cheering Italians, his red silk scarf snapping in the breeze behind. Yet the fickle attention of the crowd shifts. Yet all turn to look behind the Maserati. Ignoring the track ahead, Orsi twists to glance back at an astonishing sight! Immediately behind, skidding through the curve at Avenue de la Victoire, Britain's John Milk fights to control his Amilcar C6 – holding on at the edge of now certain disaster! Afterward, the great blue Salmson of France's Aristide La Fontaine maneuvers into the curve, closely hounded by both Bugattis of Belgium and Switzerland. Yet what's this? Through the mix, in a flash of black and in perfect command of his racer, Spain's Teide Sorolla explodes into the corner from behind. It is the Volcán's moment!! As one, the crowd roars, joined even by the Italians in admiration of such an extraordinary attack on the lead! Moments before, Italy had seemed nearly assured of victory, but now it is once again an all-out race for the lead as both cars come within a few lengths of one another. And Spain has come up from the back of the pack! Still, Orsi remains in a commanding position, but the gauntlet has been thrown! It is a moment of driving brilliance every bit like Orsi's own stunning dash down the straight to Avenue de la Victoire, setting up the Spaniard for a clear challenge of the lead.

## 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   | 9     | Eusebius "Sebi" Orsi   | Mike Visser          | Red – Italy          | Maserati 4CM 2.0 L    | 2    | 16   | 4   | 4 *       | 123/Left      | 1  | 1 | 0 | 1 | 1 | 2 |
| 2   | 8     | John Milk              | Ben Turner           | Green – Britain      | Amilcar C6 1.1L S-4   | 3    | 13   | 7   | LL5 *     | 120/Left      | 0  | 0 | 0 | 2 | 1 | 1 |
| 3   | 11    | Teide "Volcán" Sorolla | Stig Morten Breiland | Black – Spain        | Bugatti T35B 2.3L     | 6    | 10   | 25  | R9LL9R3 * | 118/Center    | 7  | 2 | 2 | 2 | 3 | 2 |
| 4   | 7     | Aristide La Fontaine   | Eric Van De Bor      | Blue – France        | Salmson 8C 1.1L       | 3    | 16   | 8   | 8 *       | 117/Left      | 6  | 1 | 1 | 3 | 2 | 1 |
| 5   | 3     | Victor Hugo Stéphane   | Thomas Felder        | Yellow - Belgium     | Bugatti T35B 2.3L     | 4    | 11   | 10  | LL8       | 116/Left      | 5  | 0 | 0 | 1 | 3 | 3 |
| 6   | 10    | Petrus de Salvion      | Michael Hasenstab    | Red/White - Suisse   | Bugatti T51 2.3L S-8  | 4    | 8    | 9   | 9         | 108/Center    | 2  | 1 | 0 | 2 | 3 | 2 |
| 7   | 5     | Vitez Rychly           | John Carlton         | Orange – Czech       | Bugatti T51A 1.5L     | 4    | 12   | 10  | 10        | 107/Right     | 6  | 2 | 0 | 1 | 2 | 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 Häggglund       | 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: Sunday 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

