

10<sup>th</sup>

  
**MONACO**  
**GRANDPRIX**  
**HISTORIQUE**

**Overview :**

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# Le QUOTIDIEN

After two and a half days and six breathless races fought today on the legendary circuit of the Principality of Monaco, the curtains falls on the 10th edition of Grand Prix de Monaco Historique with the Price Giving Gala Ceremony in Salle des Etoiles du Sporting Monte-Carlo.

We would like to remind you that this Quotidien will be published every evening on the official website of Automobile Club de Monaco ([www.acm.mc](http://www.acm.mc)) and on Twitter (@ACM\_Media).



## Race A – Pre War Grand Prix Cars

This year, the cars from this category did not compete in a race but drove for two parades on the Monegasque circuit.

Bugattis, Aston-Martins, Rileys, MGs, Mercedes and Alfa-Romeos delighted the eyes and ears of the many spectators attending the event this weekend.

The presence of Julia Baldanza behind the wheel of a Bugatti 35 B must be noted. She is also engaged in race B with an Alta 1.5 GP.

## Race B – Pre-1961 front-engined F1 Grand Prix and F2

The spectacular Tony Wood started in pole position with his Tec-Mec, followed by Julian Bronson and Robert Wills. Klaus Lehr remained stuck on the grid, the Safety Car had to make a lap while the commissioners of the Automobile Club de Monaco cleaned the tracks of the Talbot-Lago



During the re-start, the first five cars kept the same positions as during the qualifications. Runners-up to the untouchable leader, Bronson and Willis fought for the second place and finished respectively 2nd and 3rd. Therefore, three British drivers popped the bottles of Veuve Clicquot champagne on the podium.

## Race C – Sports Racing Cars raced from 1952 to 1955

Chris Ward started in pole position and widened the gap with the other competitors throughout the race despite the short intervention of the Safety Car due to the retirement of Jurgen Boden after the Rascasse. Behind the Type C Jaguar, the fight lasted until the very last lap during which Frederic Wakeman (Cooper Jaguar T38) took the 2nd position from Till Bechtolsheimer (Allard J2).





### Race D – front-engined Formula Junior – (1958 - 1960)

During the first lap, the American Joseph Colasacco kept his first place whereas the 5th, Christopher Drake, hit the chicane. The leader made a spin in the Virage du Mirabeau during the 2nd lap and fell at the 8th position, leaving the lead to the British Jonathon Hughes (Lola Mk2) who kept it until the chequered flag. This race was also marked by Justin Fleming's off-road up the Montée d'Ostende leading to a Safety Car intervention.

All in all, Christian Traber (Lola Mk2) finishes 2nd and the surprising U2 Mk2 driven by Ray Mallock completes the podium. Colasacco, who had managed to get back to the 3rd position, finishes 7th because of a small hit with another car after the swimming pool in the penultimate lap. HSH the Prince Joaquim of Denmark finishes at the 10th position.

### Race E – 1500 F1 Grand Prix Cars (1961 - 1965)

Joseph Colasacco's Ferrari started off really fast and was the first to pass through Sainte Dévôte. He was in front of Andy Middlehurst's Lotus and James King's Brabham. Third on the grid, Tommasa Gelmini abdicated in the very first lap. The owner of the pole position managed to take back the lead during the second lap in the Mirabeau and kept it until the end, celebrating his third victory in the Principality. King, third until mid-race had to retire in the Portier after a hit with another car on Place du Casino. Dan Collins therefore took the third step of the podium. It should be noted that the Niçois Michel Gendre finishes 4th.

### Race F – F1 Grand Prix Cars (1966 to 1972)

This race was marked by many retirements. "God Save the Queen" played for the fifth time in five races on the Port Hercule ! Stuart Hall's McLaren controlled this race and finished 40 seconds ahead of Max Smith-Hilliard's Surtees and Charles Nearburg's Brabham.

Anthony Beltoise, Mister John of B, Paolo Barilla and the only woman, Judith Lyons, amongst others, had to retire.



### Race G – F1 Grand Prix Cars (1973 to 1976)

The licence holder from Automobile Club de Monaco, Alex Caffi, who ended fourth of Grand Prix de Monaco in 1989 behind the wheel of a Dallara, started today in pole position with his Ensign N176. He put an end to the British hegemony by beating the Japanese Katsuaki Kubota and Joe Twyan who fought an intense battle for the 2nd place. This race was quite complicated, with many off-roads and a lot of interventions from the Safety Car.



## Tickets of the day ...

### Race C winner makes the golden Jaguar shine !

He was chief instructor and track Director in Silverstone before becoming workshop manager of JD Classics, very famous for its vintage cars.

Especially for Jaguar Classics owners.

In his youth, he had brilliant results in motocross, then in Formula Ford and GT...

Today, he wins Race C with a Type C Jaguar from 1952 of the team JD Classics.

Restored, maintained and piloted by ... ?

Congratulations to Chris Ward.

### No luck for the Matras

Anthony Beltoise started off rather well with his MS 120 in Race F.

13th on the grid, he managed to climb up to the 7th position, obviously more comfortable than the previous day, his driving seemed full of promises.

But engineering can sometimes be unpredictable! An oil leak in the cabin ended the adventure. Maybe another time!

For its sister-car driven by Mr John of B, the end was more drastic: after 3 laps the V12 broke and muted Chris Amon's ex F1.

However, for Stuart Hall, winner, the race was a long calm river (almost). Leaving in pole position with his McLaren M19A from 1971 with Denny Hulme's colours, he crossed the finish line without any problems.

### A tumultuous Race G, well handled by Alex Caffi

Alex Caffi likes round accounts.

He wins the Grand Prix de Monaco Historique for Race G in 2016.

Behind the wheel of an Ensign N176 from 1976, it's 40 years old.

After his early years in Formula 1 with team Osella, in 1986, 30 years ago.

Starting in pole position, his driving is very constant, he finishes the 18 laps 5 seconds ahead of his runner-up the Japanese Katsuaki Kubota driving a March 761 from 1976.

Zen master, but always ready to respond to Joe Twyman's attacks, Kubota won this 2nd place after a good fight.

Wonderful attack, throughout the race for Twyman and his Shadow DN8. Kubota did not seem out of reach but the samurai in him woke up.

A great podium completed by Emanuele Pirro behind the wheel of a Ferrari 312 B3 from 1974, first Ferrari with an aluminium-welded chassis.



Innovation Alzheimer (IA) is a French association. Its purpose is to offer advanced therapies to patients suffering from neuropsychiatric syndromes or Alzheimer. IA regroups doctors, psychologists, engineers and scientists.

The Association Monégasque pour la recherche sur la maladie d'Alzheimer (AMPA = Monegasque association for Alzheimer's disease research) provides support to the research projects and field action of the IA led by Professor Philippe Robert who runs the Centre de la Mémoire of the CHU de Nice (Memory Centre).

This support enabled the funding of a "Serious Game" research project, an interactive game of the Rallye de Monte Carlo Historique, intending to stimulate the patients' autobiographical memory using a virtual reality and video games.

This free online game, MeMo (Memory Motivation) has to develop constantly to adapt to the patients' needs. The game was presented during the Grand Prix de Monaco Historique 2016, ideal showcase to demonstrate its therapeutic benefit and appeal to the generosity of a great number of people to keep on developing this project.