

The curtain has just been closed on the 9th edition of Grand Prix de Monaco Historique 2014. Five out of the seven races were won by British pilots, the two others by a Japanese and an Italian. This ninth biennial edition delighted the numerous spectators in the Principality of Monaco.

This Daily News will be available every evening until Monday, 12th May.

On the beginning of this second Sunday of May, Monaco vibrated to the sound of **Alfa-Romeo**, **ERA**, **Bugatti** and **Riley** engines from eighty years ago. The **pre-1940 Voitures and Grand Prix cars** had just started their last race of this edition on the Monegasque circuit. The Armistice was celebrated on the eve of the event. After two days of practice sessions which established a hierarchy between the 230 pilots, the start was given for this day full of emotions.



Matthew Grist - Alfa-Romeo Tipo B

Matthew Grist was committed to end the domination of **ERA** in the Principality and reached his goal with style. The mano-a-mano between his **Alfa-Romeo** and **Paddins Dowling's ERA** was intense until the finish. Both protagonists crossed the finish line very close to each other: the beautiful Italian car, driven at that time by **Louis Chiron**, managed to overcome the **ERA** by only two tenths of a second.

An hour later, **pre-1961 F1 & F2 Grand Prix cars** claimed the urban circuit. **Tony Wood (Tec-Mec 250 F-F1)** was in pole position but **Roger Wills (Cooper Climax T51)** overtook him, seized the lead of the race and hold it until the finish.



During lunch break, 1500 c.c F1 Grand Prix cars (1961 to 1965 inclusive) were ready to compete. Paul Drayson (Lotus BRM 24) who registered for the second best time yesterday before hitting the security rails, had to withdraw. Andy Middlehurst's Lotus Climax 25, which led Jim Clark to the first position in 1963, dominated his race and finished with almost forty seconds ahead of Sidney Hoole's Cooper Climax T66.

His Serene Highness Albert II, Sovereign Prince of Monaco gave the Cup to the British pilot, in the presence of **Automobile Club de Monaco** President **Michel Boéri** and **Michel Ferry**, General Commissioner of **ACM** and Race Director.



The **parade « Flèches d'Argent –AUTO UNION »** by **Chopard**, official partner of Grand Prix de Monaco Historique marked the end of the first half of the Monegasque event, followed by **Jean-Pierre Jabouille** who made a few laps behind the wheel of **Renault F1 Turbo** and delighted a great number of fans.



For the second half of the day, the forty **Sports Racing cars** raced from 1952 to 1955 inclusive entered the circuit. As in 2012, **Alex Buncombe (Jaguar Type C)** from New Zealand won the race and finished eleven seconds ahead of **John Ure (Cooper Bristol T24)** who enchanted the spectators with his amazing driving skills.



Alex Buncombe - Jaguar Type C



Katsuaki Kubota - Lotus 72

The next race (**F1 Grand Prix cars from 1966 to 1972 inclusive**) celebrated the victory of the Japanese pilot **Katsuaki Kubota (Lotus 72 ex Emerson Fittipaldi)** ahead of the American **Duncan Dayton (Brabham BT33)** and The British **Robert Hall's Matra MS120B**, and its extraordinary sound.

*Le Quotidien
du Grand Prix de Monaco Historique*

F3 cars (**2-litre, from 1974 to 1978 inclusive**) assured the second-last race of this Sunday. The highest step of the podium is won by **Chevron B34** belonging to **Paolo Barilla**, heir of the Italian family famous for its pasta and winner of Le Mans 24 hours race in 1985. Barilla was followed by another Italian **Valerio Leone (March 783)**. The Monegasques **Marc Faggionato, Frédéric Lajoux and Marcus Mussa** did not complete this race. **Fabrice Notari** finishes 8th.



Paolo Barilla - Chevron B34

This three day sporting event was ended by **F1 cars, from 1973 to 1978 inclusive**. 2012 winner **Michael Lyons (Hesketh 308E)** started the race, followed by **Sam Hancock's Fittipaldi F5A**. The latter had to face some difficulties on the grid and finished at the seventh position. **Katsuaki Kubota**, race E winner, hit the rails two laps before the finish line at the entry of Massenet. The Safety Car, driven by **Sylvain Polo**, had to come over. **Lyons** won the race and **Charles Nearburg's March 761B** ended second.

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Michael Lyons - Hesketh 308E