



# 15<sup>e</sup> GRAND PRIX DE MONACO HISTORIQUE | 24-26 AVRIL 2026



## RACE E NIKI LAUDA - F1 Grand Prix cars 3L from 1973 to 1976

### Qualifying Practice Final Classification

| Num Pilote<br>No Driver     | Nat Pil<br>Dr Nat | Concurrent<br>Competitor | Nat Con<br>Com Nat | Classe<br>Class | Marque Modèle - Année<br>Type Model - Year | Temps<br>Time | Tour<br>Lap | Tours<br>Laps | Ecart<br>Gap | Vitesse<br>Speed |
|-----------------------------|-------------------|--------------------------|--------------------|-----------------|--|---------------|-------------|---------------|--------------|------------------|
| 1 33                        |                   | HALL Stuart              |                    |                 |  |               |             |               |              |                  |
| 2 *2                        |                   | GOETHE, Roald            |                    | 1               | MCLAREN M23 1973                           | 1:31.066      | 11          | 13            | -            | 131.9            |
| 3                           |                   | LYONS, Franck            |                    | 1               | MCLAREN M26 1976                           | 1:32.627      | 11          | 11            | +1.561       | 129.7            |
| 3 5                         |                   | CHROME CARS RACING       |                    | 1               | LOTUS 77 1976                              | 1:33.046      | 12          | 12            | +1.980       | 129.1            |
| 4 37                        |                   | Guillaume ROMAN          |                    | 1               | ENSIGN N175 1975                           | 1:37.547      | 13          | 13            | +6.481       | 123.2            |
| 5 19                        |                   | LAJOUX, Frédéric         |                    | 1               | SURTEES TS19 1976                          | 1:37.897      | 12          | 12            | +6.831       | 122.7            |
| 6 31                        |                   | POTOLICCHIO, Vicente     |                    | 1               | ENSIGN N174 1975                           | 1:38.832      | 7           | 10            | +7.766       | 121.6            |
| 7 17                        |                   | DRIVE VINTAGE            |                    | 1               | SHADOW DN3 1974                            | 1:39.629      | 8           | 13            | +8.563       | 120.6            |
| 8 15                        |                   | BENNETT, Kirt            |                    | 1               | SHADOW DN5 1975                            | 1:39.783      | 7           | 7             | +8.717       | 120.4            |
| 9 40                        |                   | GOETHE, Roald            |                    | 1               | TYRRELL 7 1974                             | 1:41.634      | 12          | 12            | +10.568      | 118.2            |
| 10 16                       |                   | CHEETAH RACING           |                    | 1               | SHADOW DN1 1973                            | 1:41.840      | 8           | 11            | +10.774      | 118.0            |
| 11 8                        |                   | HARTLEY JNR, Tom         |                    | 1               | MCLAREN M23 1973                           | 1:43.681      | 12          | 13            | +12.615      | 115.9            |
| 12 4                        |                   | WRIGLEY, Philip Mike     |                    | 1               | TYRRELL 7 1974                             | 1:44.461      | 3           | 4             | +13.395      | 115.0            |
| 13 12                       |                   | NOTARI, Fabrice          |                    | 1               | SHADOW DN1 1973                            | 1:44.541      | 10          | 10            | +13.475      | 114.9            |
| 14 34                       |                   | GRIOT GARAGE             |                    | 1               | MARCH 761 1976                             | 1:45.129      | 8           | 12            | +14.063      | 114.3            |
| 15 1                        |                   | MACALLISTER, Chris       |                    | 2               | FERRARI 312T2 1976                         | 1:46.136      | 11          | 12            | +15.070      | 113.2            |
| 16 18                       |                   | CHROME CARS RACING       |                    | 1               | SURTEES TS16 1974                          | 1:46.246      | 11          | 12            | +15.180      | 113.1            |
| 17 9                        |                   | GRIOT, Richard           |                    | 1               | MARCH 741 1974                             | 1:46.281      | 10          | 10            | +15.215      | 113.0            |
| 18 28                       |                   | MOCKETT, Douglas         |                    | 1               | PENSKE PC4 1976                            | 1:47.644      | 10          | 12            | +16.578      | 111.6            |
| 19 26                       |                   | FULTON, Stanley          |                    | 1               | PENSKE PC3 1975                            | 1:50.093      | 7           | 9             | +19.027      | 109.1            |
| 20 23                       |                   | BONNY, Philippe          |                    | 1               | TROJAN T103 1974                           | 1:50.542      | 12          | 12            | +19.476      | 108.7            |
| ■ Max. qual. time: 1:58.385 |                   |                          |                    |                 |  |               |             |               |              |                  |
| 3                           |                   | DRIVE VINTAGE            |                    | 1               | TYRRELL 7 1975                             |               |             |               |              |                  |
| 6                           |                   | INGLESSIS, John          |                    | 1               | LOTUS 72E 1974                             |               |             |               |              |                  |
| 20                          |                   | TORIBA, Yutaka           |                    | 1               | WILLIAMS FW05 1976                         |               |             |               |              |                  |
| 21                          |                   | KIRK, Christian          |                    | 1               | HILL GH1 1975                              |               |             |               |              |                  |
| 27                          |                   | HASSAN, Saif             |                    | 1               | LOLA T370 1974                             |               |             | 2             |              |                  |



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### Qualifying Practice Final Classification

| Num Pilote<br>No Driver | Nat Pil<br>Dr Nat | Concurrent<br>Competitor | Nat Con<br>Com Nat | Classe<br>Class | Marque Modèle - Année<br>Type Model - Year | Temps<br>Time | Tour<br>Lap | Tours<br>Laps | Ecart<br>Gap | Vitesse<br>Speed |
|-------------------------|-------------------|--------------------------|--------------------|-----------------|--|---------------|-------------|---------------|--------------|------------------|
|-------------------------|-------------------|--------------------------|--------------------|-----------------|--|---------------|-------------|---------------|--------------|------------------|

\* CAR #2 - Accepted to race in an "invitation" class - Art.12 - Supplementary Regulations and Bulletin N°1.1  
 CAR 37 - LAP 1 DELETED DUE TO TRACK LIMITS  
 CARS 19 AND 27 - LAP 2 DELETED DUE TO TRACK LIMITS  
 CAR 31 - LAP 3 DELETED DUE TO TRACK LIMITS  
 CAR 28 - LAP 7 DELETED DUE TO TRACK LIMITS  
 CAR 9 AND 34 - LAP 11 DELETED DUE TO TRACK LIMITS

Published at: ...13:00.....

Track Status: **DRY**

|   |  |
|---|--|
| <b>Stewards:</b><br><br><small>J.F. CALMES - Chairman of the Stewards</small><br><br><small>C.GEFFROY - Steward</small><br><br><small>D.MIGEON - Steward</small><br><br><small>C. PLASSERAUD - Steward</small> | <b>Timekeeper:</b><br>Alberto ESTÉBANEZ<br> |
|---|--|





RACE E NIKI LAUDA - F1 Grand Prix cars 3L from 1973 to 1976

Qualifying Practice Best Sector Times

| Pos | Secteur 1<br>Sector 1   |               | Secteur 2<br>Sector 2   |               | Secteur 3<br>Sector 3   |               | Pos | Num Pilote<br>No Driver | Tour Idéal-Ideal Lap | M.Tour-Best Lap |
|-----|-------------------------|---------------|-------------------------|---------------|-------------------------|---------------|-----|-------------------------|----------------------|-----------------|
|     | Num Pilote<br>No Driver | Temps<br>Time | Num Pilote<br>No Driver | Temps<br>Time | Num Pilote<br>No Driver | Temps<br>Time |     |                         |                      |                 |
| 1   | 33 S.HALL               | 26.955        | 33 S.HALL               | 38.455        | 33 S.HALL               | 25.512        | 1   | 33 S.HALL               | 1:30.922             | 1:31.066 (1)    |
| 2   | 2 M.LYONS               | 27.057        | 2 M.LYONS               | 39.184        | 5 N.PADMORE             | 26.007        | 2   | 2 M.LYONS               | 1:32.488             | 1:32.627 (2)    |
| 3   | 5 N.PADMORE             | 27.499        | 5 N.PADMORE             | 39.377        | 2 M.LYONS               | 26.247        | 3   | 5 N.PADMORE             | 1:32.883             | 1:33.046 (3)    |
| 4   | 31 V.POTOLICCHIO        | 28.661        | 19 F.LAJOUX             | 40.860        | 37 G.ROMAN              | 27.334        | 4   | 37 G.ROMAN              | 1:37.337             | 1:37.547 (4)    |
| 5   | 37 G.ROMAN              | 28.699        | 37 G.ROMAN              | 41.304        | 19 F.LAJOUX             | 27.622        | 5   | 19 F.LAJOUX             | 1:37.391             | 1:37.897 (5)    |
| 6   | 19 F.LAJOUX             | 28.909        | 31 V.POTOLICCHIO        | 41.433        | 17 J.DELETRAZ           | 27.996        | 6   | 31 V.POTOLICCHIO        | 1:38.169             | 1:38.832 (6)    |
| 7   | 17 J.DELETRAZ           | 29.285        | 17 J.DELETRAZ           | 42.129        | 31 V.POTOLICCHIO        | 28.075        | 7   | 17 J.DELETRAZ           | 1:39.410             | 1:39.629 (7)    |
| 8   | 15 K.BENNETT            | 29.304        | 15 K.BENNETT            | 42.313        | 15 K.BENNETT            | 28.166        | 8   | 15 K.BENNETT            | 1:39.783             | 1:39.783 (8)    |
| 9   | 40 R.GOETHE             | 30.190        | 16 T.SEILER             | 42.612        | 40 R.GOETHE             | 28.390        | 9   | 40 R.GOETHE             | 1:41.634             | 1:41.634 (9)    |
| 10  | 9 R.GRIOT               | 30.424        | 40 R.GOETHE             | 43.054        | 16 T.SEILER             | 28.558        | 10  | 16 T.SEILER             | 1:41.796             | 1:41.840 (10)   |
| 11  | 16 T.SEILER             | 30.626        | 12 F.NOTARI             | 43.520        | 8 T.HARTLEY JNR         | 29.004        | 11  | 8 T.HARTLEY JNR         | 1:43.210             | 1:43.681 (11)   |
| 12  | 8 T.HARTLEY JNR         | 30.634        | 34 N.GRIOT              | 43.530        | 4 M.GREEN               | 29.601        | 12  | 34 N.GRIOT              | 1:44.162             | 1:45.129 (14)   |
| 13  | 12 F.NOTARI             | 30.720        | 8 T.HARTLEY JNR         | 43.572        | 34 N.GRIOT              | 29.738        | 13  | 12 F.NOTARI             | 1:44.385             | 1:44.541 (13)   |
| 14  | 28 D.MOCKETT            | 30.752        | 4 M.GREEN               | 43.641        | 18 S.KRIKNOFF           | 29.910        | 14  | 4 M.GREEN               | 1:44.461             | 1:44.461 (12)   |
| 15  | 34 N.GRIOT              | 30.894        | 9 R.GRIOT               | 44.158        | 1 C.MACALLISTER         | 29.915        | 15  | 9 R.GRIOT               | 1:44.784             | 1:46.281 (17)   |
| 16  | 1 C.MACALLISTER         | 30.962        | 1 C.MACALLISTER         | 44.290        | 12 F.NOTARI             | 30.145        | 16  | 1 C.MACALLISTER         | 1:45.167             | 1:46.136 (15)   |
| 17  | 4 M.GREEN               | 31.219        | 18 S.KRIKNOFF           | 44.749        | 9 R.GRIOT               | 30.202        | 17  | 28 D.MOCKETT            | 1:46.154             | 1:47.644 (18)   |
| 18  | 18 S.KRIKNOFF           | 31.587        | 28 D.MOCKETT            | 45.140        | 28 D.MOCKETT            | 30.262        | 18  | 18 S.KRIKNOFF           | 1:46.246             | 1:46.246 (16)   |
| 19  | 26 S.FULTON             | 31.894        | 23 P.BONNY              | 46.097        | 23 P.BONNY              | 30.483        | 19  | 26 S.FULTON             | 1:50.093             | 1:50.093 (19)   |
| 20  | 23 P.BONNY              | 33.587        | 26 S.FULTON             | 47.271        | 26 S.FULTON             | 30.928        | 20  | 23 P.BONNY              | 1:50.167             | 1:50.542 (20)   |
| 21  | 27 S.HASSAN             | 35.151        | 27 S.HASSAN             | 54.427        | 27 S.HASSAN             | 33.444        | 21  | 27 S.HASSAN             | 2:03.022             |                 |



**RACE E NIKI LAUDA - F1 Grand Prix cars 3L from 1973 to 1976**

**Qualifying Practice Sector Analysis**

Lap under Red Flag

— Invalidated Lap

■ Personal Best

■ Session Best

B Crossing the pit lane

| Tour Lap | Temps Time        | Secteur 1 Sector 1   | Secteur 2 Sector 2 | Secteur 3 Sector 3 | Vitesse Speed | Heure Elapsed |
|----------|-------------------|--|--------------------|--------------------|---------------|---------------|
| <b>1</b> |                   | <b>Chris MACALLISTER</b>   |                    |                    |               |               |
|          |                   | MACALLISTER, Chris <span style="float:right">FERRARI 312T2 1976</span> |                    |                    |               |               |
| 1        | 2:57.280          | 1:27.523   | 54.162             | 35.595             | 67.8          | 2:57.280      |
| 2        | 1:53.220          | 35.353   | 46.448             | 31.419             | 106.1         | 4:50.500      |
| 3        | 1:48.264          | 32.000   | 45.207             | 31.057             | 111.0         | 6:38.764      |
| 4        | 2:19.135          | 45.947   | 1:00.964           | 32.224             | 86.3          | 8:57.899      |
| 5        | 2:19.257          | 31.947   | 52.877             | 54.433             | 86.3          | 11:17.156     |
| 6        | 2:26.899          | 1:05.818   | 50.473             | 30.608             | 81.8          | 13:44.055     |
| 7        | 1:48.296          | 32.736   | 45.056             | 30.504             | 110.9         | 15:32.351     |
| 8        | 3:36.529 <b>B</b> | <b>30.962</b>  | 46.544             | 2:19.023           | 55.5          | 19:08.880     |
| 9        | 1:59.737          | 43.400   | 45.200             | 31.137             | 100.3         | 21:08.617     |
| 10       | 2:00.053          | 33.730   | <b>44.290</b>      | 42.033             | 100.1         | 23:08.670     |
| 11       | <b>1:46.136</b>   | 31.912   | 44.309             | <b>29.915</b>      | 113.2         | 24:54.806     |
| 12       | 1:48.583          | 30.990   | 45.483             | 32.110             | 110.6         | 26:43.389     |
| <b>2</b> |                   | <b>Michael LYONS</b>   |                    |                    |               |               |
|          |                   | LYONS, Franck <span style="float:right">MCLAREN M26 1976</span>        |                    |                    |               |               |
| 1        | 2:27.521          | 55.581   | 1:00.958           | 30.982             | 81.4          | 2:27.521      |
| 2        | 1:34.285          | 27.624   | 40.165             | 26.496             | 127.4         | 4:01.806      |
| 3        | 1:46.954          | 28.252   | 46.939             | 31.763             | 112.3         | 5:48.760      |
| 4        | 2:11.528          | 27.092   | 45.799             | 58.637             | 91.3          | 8:00.288      |
| 5        | 1:59.040          | 35.344   | 49.217             | 34.479             | 100.9         | 9:59.328      |
| 6        | 2:58.907          | 1:01.104   | 1:21.930           | 35.873             | 67.1          | 12:58.235     |
| 7        | 1:33.939          | 28.262   | 39.430             | <b>26.247</b>      | 127.9         | 14:32.174     |
| 8        | 1:35.397          | <b>27.057</b>  | 41.229             | 27.111             | 125.9         | 16:07.571     |
| 9        | 1:55.040          | 28.023   | 39.250             | 47.767             | 104.4         | 18:02.611     |
| 10       | 2:30.018          | 55.640   | 59.690             | 34.688             | 80.1          | 20:32.629     |
| 11       | <b>1:32.627</b>   | 27.130   | <b>39.184</b>      | 26.313             | 129.7         | 22:05.256     |
| <b>4</b> |                   | <b>Mitchell GREEN</b>  |                    |                    |               |               |
|          |                   | WRIGLEY, Philip Mike <span style="float:right">TYRRELL 7 1974</span>   |                    |                    |               |               |
| 1        | 3:05.782          | 1:41.758   | 51.846             | 32.178             | 64.7          | 3:05.782      |

| Tour Lap | Temps Time      | Secteur 1 Sector 1   | Secteur 2 Sector 2 | Secteur 3 Sector 3 | Vitesse Speed | Heure Elapsed |
|----------|-----------------|--|--------------------|--------------------|---------------|---------------|
| 2        | 1:53.985        | 32.801   | 48.195             | 32.989             | 105.4         | 4:59.767      |
| 3        | <b>1:44.461</b> | <b>31.219</b>  | <b>43.641</b>      | <b>29.601</b>      | 115.0         | 6:44.228      |
| 4        | 2:19.163        | 41.412   | 1:02.142           | 35.609             | 86.3          | 9:03.391      |
| <b>5</b> |                 | <b>Nicholas PADMORE</b>  |                    |                    |               |               |
|          |                 | CHROMECARS RACING <span style="float:right">LOTUS 77 1976</span>   |                    |                    |               |               |
| 1        | 4:01.512        | 2:46.554   | 44.755             | 30.203             | 49.7          | 4:01.512      |
| 2        | 1:48.803        | 28.197   | 48.563             | 32.043             | 110.4         | 5:50.315      |
| 3        | 2:14.208        | 27.862   | 50.002             | 56.344             | 89.5          | 8:04.523      |
| 4        | 2:01.279        | 33.018   | 52.558             | 35.703             | 99.1          | 10:05.802     |
| 5        | 2:59.117        | 1:02.388   | 1:18.530           | 38.199             | 67.1          | 13:04.919     |
| 6        | 1:37.096        | 28.410   | 41.776             | 26.910             | 123.7         | 14:42.015     |
| 7        | 1:33.074        | <b>27.499</b>  | <b>39.377</b>      | 26.198             | 129.1         | 16:15.089     |
| 8        | 2:13.824        | 32.563   | 49.685             | 51.576             | 89.8          | 18:28.913     |
| 9        | 2:26.319        | 1:00.858   | 47.847             | 37.614             | 82.1          | 20:55.232     |
| 10       | 1:33.928        | 27.726   | 39.862             | 26.340             | 127.9         | 22:29.160     |
| 11       | 1:44.128        | 28.526   | 44.974             | 30.628             | 115.4         | 24:13.288     |
| 12       | <b>1:33.046</b> | 27.599   | 39.440             | <b>26.007</b>      | 129.1         | 25:46.334     |
| <b>8</b> |                 | <b>Tom HARTLEY JNR</b>   |                    |                    |               |               |
|          |                 | HARTLEY JNR, Tom <span style="float:right">MCLAREN M23 1973</span> |                    |                    |               |               |
| 1        | 2:38.139        | 1:08.546   | 53.119             | 36.474             | 76.0          | 2:38.139      |
| 2        | 1:50.898        | 33.274   | 45.761             | 31.863             | 108.3         | 4:29.037      |
| 3        | 1:47.978        | 32.102   | 45.289             | 30.587             | 111.3         | 6:17.015      |
| 4        | 2:31.648        | 35.779   | 1:21.704           | 34.165             | 79.2          | 8:48.663      |
| 5        | 2:06.241        | 31.763   | 45.798             | 48.680             | 95.2          | 10:54.904     |
| 6        | 2:36.817        | 1:11.574   | 53.979             | 31.264             | 76.6          | 13:31.721     |
| 7        | 1:45.034        | 31.190   | 44.025             | 29.819             | 114.4         | 15:16.755     |
| 8        | 1:44.174        | 30.936   | <b>43.572</b>      | 29.666             | 115.3         | 17:00.929     |
| 9        | 2:35.366        | 37.953   | 1:00.881           | 56.532             | 77.3          | 19:36.295     |
| 10       | 1:50.925        | 35.485   | 44.950             | 30.490             | 108.3         | 21:27.220     |
| 11       | 1:45.616        | <b>30.634</b>  | 44.450             | 30.532             | 113.7         | 23:12.836     |
| 12       | <b>1:43.681</b> | 30.857   | 43.820             | <b>29.004</b>      | 115.9         | 24:56.517     |



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### Qualifying Practice Sector Analysis

Lap under Red Flag

— Invalidated Lap

■ Personal Best

■ Session Best

B Crossing the pit lane

| Tour Lap  | Temps Time      | Secteur 1 Sector 1    | Secteur 2 Sector 2 | Secteur 3 Sector 3 | Vitesse Speed | Heure Elapsed | Tour Lap  | Temps Time      | Secteur 1 Sector 1         | Secteur 2 Sector 2 | Secteur 3 Sector 3 | Vitesse Speed | Heure Elapsed |           |
|-----------|-----------------|-----------------------|--------------------|--------------------|---------------|---------------|-----------|-----------------|----------------------------|--------------------|--------------------|---------------|---------------|-----------|
| 13        | 1:49.242        | 32.667                | 45.557             | 31.018             | 110.0         | 26:45.759     | 4         | 3:36.083 B      | 30.620                     | 55.659             | 2:09.804           | 55.6          | 9:41.657      |           |
| <b>9</b>  |                 | <b>Richard GRIOT</b>  |                    |                    |               |               |           | 5               | 2:47.317                   | 47.206             | 1:02.007           | 58.104        | 71.8          | 12:28.974 |
|           |                 | GRIOT, Richard        | MARCH 741 1974     |                    |               |               |           | 6               | 1:50.337                   | 37.648             | 43.803             | 28.886        | 108.9         | 14:19.311 |
| 1         | 2:56.038        | 1:24.969              | 56.017             | 35.052             | 68.2          | 2:56.038      | 7         | <b>1:39.783</b> | <b>29.304</b>              | <b>42.313</b>      | <b>28.166</b>      | 120.4         | 15:59.094     |           |
| 2         | 1:53.800        | 33.852                | 48.214             | 31.734             | 105.6         | 4:49.838      | <b>16</b> |                 | <b>Toni SEILER</b>         |                    |                    |               |               |           |
| 3         | 1:47.944        | 31.867                | 45.039             | 31.038             | 111.3         | 6:37.782      |           |                 | CHEETAH RACING             | SHADOW DN1 1973    |                    |               |               |           |
| 4         | 2:19.478        | 44.892                | 1:02.352           | 32.234             | 86.1          | 8:57.260      | 1         | 2:38.669        | 1:09.177                   | 53.789             | 35.703             | 75.7          | 2:38.669      |           |
| 5         | 2:18.559        | 31.982                | 52.234             | 54.343             | 86.7          | 11:15.819     | 2         | 1:55.603        | 33.380                     | 47.835             | 34.388             | 103.9         | 4:34.272      |           |
| 6         | 2:27.151        | 1:05.482              | 50.299             | 31.370             | 81.6          | 13:42.970     | 3         | 1:55.676        | 34.292                     | 49.641             | 31.743             | 103.9         | 6:29.948      |           |
| 7         | 1:48.169        | 32.813                | 44.776             | 30.580             | 111.1         | 15:31.139     | 4         | 2:24.762        | 38.804                     | 1:10.064           | 35.894             | 83.0          | 8:54.710      |           |
| 8         | 1:47.146        | 31.083                | 44.408             | 31.655             | 112.1         | 17:18.285     | 5         | 2:18.346        | 31.702                     | 49.963             | 56.681             | 86.8          | 11:13.056     |           |
| 9         | 2:43.150        | 51.875                | 1:10.794           | 40.481             | 73.6          | 20:01.435     | 6         | 2:28.321        | 1:05.207                   | 50.825             | 32.289             | 81.0          | 13:41.377     |           |
| 10        | <b>1:46.281</b> | 31.921                | <b>44.158</b>      | <b>30.202</b>      | 113.0         | 21:47.716     | 7         | 1:43.865        | 31.985                     | 43.022             | 28.858             | 115.7         | 15:25.242     |           |
| <b>12</b> |                 | <b>Fabrice NOTARI</b> |                    |                    |               |               |           | 8               | <b>1:41.840</b>            | 30.670             | <b>42.612</b>      | <b>28.558</b> | 118.0         | 17:07.082 |
|           |                 | NOTARI, Fabrice       | SHADOW DN1 1973    |                    |               |               |           | 9               | 4:23.752 B                 | 56.361             | 1:13.568           | 2:13.823      | 45.5          | 21:30.834 |
| 1         | 2:46.815        | 1:19.276              | 54.830             | 32.709             | 72.0          | 2:46.815      | 10        | 1:59.994        | 41.612                     | 48.424             | 29.958             | 100.1         | 23:30.828     |           |
| 2         | 1:45.623        | <b>30.720</b>         | 44.458             | 30.445             | 113.7         | 4:32.438      | 11        | 1:42.660        | <b>30.626</b>              | 42.764             | 29.270             | 117.0         | 25:13.488     |           |
| 3         | 4:37.255 B      | 30.999                | 54.969             | 3:11.287           | 43.3          | 9:09.693      | <b>17</b> |                 | <b>Jean-Denis DELETRAZ</b> |                    |                    |               |               |           |
| 4         | 4:37.582 B      | 42.073                | 1:07.069           | 2:48.440           | 43.3          | 13:47.275     |           |                 | DRIVE VINTAGE              | SHADOW DN3 1974    |                    |               |               |           |
| 5         | 2:06.972        | 42.501                | 51.830             | 32.641             | 94.6          | 15:54.247     | 1         | 2:33.217        | 1:06.900                   | 53.588             | 32.729             | 78.4          | 2:33.217      |           |
| 6         | 2:05.198        | 31.912                | 45.098             | 48.188             | 96.0          | 17:59.445     | 2         | 1:50.962        | 32.688                     | 46.309             | 31.965             | 108.3         | 4:24.179      |           |
| 7         | 2:37.169        | 55.163                | 1:05.706           | 36.300             | 76.4          | 20:36.614     | 3         | 1:44.203        | 29.967                     | 44.266             | 29.970             | 115.3         | 6:08.382      |           |
| 8         | 1:47.207        | 31.386                | 45.171             | 30.650             | 112.1         | 22:23.821     | 4         | 2:11.988        | 30.792                     | 1:02.759           | 38.437             | 91.0          | 8:20.370      |           |
| 9         | 1:51.125        | 31.398                | 48.223             | 31.504             | 108.1         | 24:14.946     | 5         | 1:42.135        | 30.206                     | <b>42.129</b>      | 29.800             | 117.6         | 10:02.505     |           |
| 10        | <b>1:44.541</b> | 30.876                | <b>43.520</b>      | <b>30.145</b>      | 114.9         | 25:59.487     | 6         | 3:00.112        | 1:04.174                   | 1:17.723           | 38.215             | 66.7          | 13:02.617     |           |
| <b>15</b> |                 | <b>Kirt BENNETT</b>   |                    |                    |               |               |           | 7               | 1:41.259                   | <b>29.285</b>      | 43.710             | 28.264        | 118.6         | 14:43.876 |
|           |                 | BENNETT, Kirt         | SHADOW DN5 1975    |                    |               |               |           | 8               | <b>1:39.629</b>            | 29.342             | 42.164             | 28.123        | 120.6         | 16:23.505 |
| 1         | 2:35.922        | 1:10.298              | 51.906             | 33.718             | 77.0          | 2:35.922      | 9         | 2:27.507        | 32.884                     | 1:00.221           | 54.402             | 81.4          | 18:51.012     |           |
| 2         | 1:47.035        | 31.045                | 45.920             | 30.070             | 112.2         | 4:22.957      | 10        | 2:15.710        | 53.785                     | 50.224             | 31.701             | 88.5          | 21:06.722     |           |
| 3         | 1:42.617        | 30.202                | 43.719             | 28.696             | 117.1         | 6:05.574      | 11        | 1:46.193        | 32.100                     | 43.236             | 30.857             | 113.1         | 22:52.915     |           |
|           |                 |                       |                    |                    |               |               | 12        | 1:40.111        | 29.865                     | 42.250             | <b>27.996</b>      | 120.0         | 24:33.026     |           |



**15<sup>e</sup> GRAND PRIX DE MONACO HISTORIQUE | 24-26 AVRIL 2026**



**RACE E NIKI LAUDA - F1 Grand Prix cars 3L from 1973 to 1976**

**Qualifying Practice Sector Analysis**

Lap under Red Flag    — Invalidated Lap    ■ Personal Best    ■ Session Best    B Crossing the pit lane

| Tour Lap  | Temps Time                                 | Secteur 1 Sector 1 | Secteur 2 Sector 2 | Secteur 3 Sector 3 | Vitesse Speed | Heure Elapsed |
|-----------|--|--------------------|--------------------|--------------------|---------------|---------------|
| 13        | 1:40.109                                   | 29.627             | 42.344             | 28.138             | 120.0         | 26:13.135     |
| <b>18</b> | <b>+</b> Serge KRIKNOFF                    |                    |                    |                    |               |               |
|           | <b>CHROMECARS RACING</b> SURTEES TS16 1974 |                    |                    |                    |               |               |
| 1         | 3:07.941                                   | 1:38.781           | 52.753             | 36.407             | 63.9          | 3:07.941      |
| 2         | 1:56.219                                   | 34.743             | 49.805             | 31.671             | 103.4         | 5:04.160      |
| 3         | 2:02.807                                   | 33.597             | 51.310             | 37.900             | 97.8          | 7:06.967      |
| 4         | 2:15.062                                   | 51.111             | 52.674             | 31.277             | 88.9          | 9:22.029      |
| 5         | 3:24.278 <b>B</b>                          | 33.365             | 1:06.832           | 1:44.081           | 58.8          | 12:46.307     |
| 6         | 2:04.096                                   | 43.989             | 48.873             | 31.234             | 96.8          | 14:50.403     |
| 7         | 1:46.977                                   | 31.978             | 44.762             | 30.237             | 112.3         | 16:37.380     |
| 8         | 2:32.521                                   | 32.878             | 1:13.847           | 45.796             | 78.8          | 19:09.901     |
| 9         | 2:06.410                                   | 48.053             | 47.105             | 31.252             | 95.0          | 21:16.311     |
| 10        | 1:49.996                                   | 33.416             | 45.146             | 31.434             | 109.2         | 23:06.307     |
| 11        | <b>1:46.246</b>                            | <b>31.587</b>      | <b>44.749</b>      | <b>29.910</b>      | 113.1         | 24:52.553     |
| 12        | 1:49.030                                   | 32.606             | 45.720             | 30.704             | 110.2         | 26:41.583     |
| <b>19</b> | <b>-</b> Frédéric LAJOUX                   |                    |                    |                    |               |               |
|           | <b>LAJOUX, Frédéric</b> SURTEES TS19 1976  |                    |                    |                    |               |               |
| 1         | 2:34.126                                   | 1:09.774           | 52.221             | 32.131             | 77.9          | 2:34.126      |
| 2         | <b>1:53.711</b>                            | 32.146             | 47.472             | 34.093             | 105.6         | 4:27.837      |
| 3         | 1:40.851                                   | 30.105             | 42.135             | 28.611             | 119.1         | 6:08.688      |
| 4         | 2:32.246                                   | 37.467             | 1:13.014           | 41.765             | 78.9          | 8:40.934      |
| 5         | 2:00.312                                   | 29.490             | 41.842             | 48.980             | 99.9          | 10:41.246     |
| 6         | 2:40.221                                   | 1:07.529           | 1:03.392           | 29.300             | 75.0          | 13:21.467     |
| 7         | 1:38.233                                   | 29.247             | 41.364             | <b>27.622</b>      | 122.3         | 14:59.700     |
| 8         | 1:39.951                                   | 29.163             | 41.210             | 29.578             | 120.2         | 16:39.651     |
| 9         | 2:31.159                                   | 33.551             | 1:11.528           | 46.080             | 79.5          | 19:10.810     |
| 10        | 1:57.846                                   | 45.945             | 42.411             | 29.490             | 101.9         | 21:08.656     |
| 11        | 3:18.841                                   | 41.870             | 2:03.282           | 33.689             | 60.4          | 24:27.497     |
| 12        | <b>1:37.897</b>                            | <b>28.909</b>      | <b>40.860</b>      | 28.128             | 122.7         | 26:05.394     |

|           |   |               |               |               |       |           |
|-----------|---|---------------|---------------|---------------|-------|-----------|
| <b>23</b> | <b>Philippe BONNY</b>                   |               |               |               |       |           |
|           | <b>BONNY, Philippe</b> TROJAN T103 1974 |               |               |               |       |           |
| 1         | 2:59.453                                | 1:29.289      | 54.226        | 35.938        | 66.9  | 2:59.453  |
| 2         | 2:00.715                                | 36.607        | 50.325        | 33.783        | 99.5  | 5:00.168  |
| 3         | 2:08.570                                | 37.155        | 52.522        | 38.893        | 93.4  | 7:08.738  |
| 4         | 2:18.362                                | 52.160        | 53.350        | 32.852        | 86.8  | 9:27.100  |
| 5         | 2:49.786                                | 41.928        | 1:10.642      | 57.216        | 70.8  | 12:16.886 |
| 6         | 2:03.688                                | 43.473        | 48.466        | 31.749        | 97.1  | 14:20.574 |
| 7         | 1:52.111                                | 33.765        | 47.426        | 30.920        | 107.2 | 16:12.685 |
| 8         | 2:25.479                                | 35.170        | 59.209        | 51.100        | 82.6  | 18:38.164 |
| 9         | 2:26.840                                | 1:01.269      | 51.477        | 34.094        | 81.8  | 21:05.004 |
| 10        | 1:53.694                                | 34.541        | 46.587        | 32.566        | 105.7 | 22:58.698 |
| 11        | 1:51.293                                | 34.699        | 46.111        | <b>30.483</b> | 107.9 | 24:49.991 |
| 12        | <b>1:50.542</b>                         | <b>33.587</b> | <b>46.097</b> | 30.858        | 108.7 | 26:40.533 |
| <b>26</b> | <b>Stanley FULTON</b>                   |               |               |               |       |           |
|           | <b>FULTON, Stanley</b> PENSKE PC3 1975  |               |               |               |       |           |
| 1         | 2:59.584                                | 1:28.314      | 54.037        | 37.233        | 66.9  | 2:59.584  |
| 2         | 2:01.801                                | 37.958        | 51.753        | 32.090        | 98.6  | 5:01.385  |
| 3         | 2:03.564                                | 35.425        | 51.475        | 36.664        | 97.2  | 7:04.949  |
| 4         | 2:25.925                                | 51.324        | 1:01.810      | 32.791        | 82.3  | 9:30.874  |
| 5         | 2:48.589                                | 41.127        | 1:11.743      | 55.719        | 71.3  | 12:19.463 |
| 6         | 2:05.334                                | 43.208        | 50.076        | 32.050        | 95.8  | 14:24.797 |
| 7         | <b>1:50.093</b>                         | <b>31.894</b> | <b>47.271</b> | <b>30.928</b> | 109.1 | 16:14.890 |
| 8         | 2:27.941                                | 33.464        | 1:00.290      | 54.187        | 81.2  | 18:42.831 |
| 9         | 2:25.548                                | 57.879        | 53.706        | 33.963        | 82.5  | 21:08.379 |
| <b>27</b> | <b>Saif HASSAN</b>                      |               |               |               |       |           |
|           | <b>HASSAN, Saif</b> LOLA T370 1974      |               |               |               |       |           |
| 1         | 2:56.039                                | 1:17.011      | 1:01.628      | 37.400        | 68.2  | 2:56.039  |
| 2         | <b>2:11.414</b>                         | 43.543        | <b>54.427</b> | <b>33.444</b> | 91.4  | 5:07.453  |



# 15<sup>e</sup> GRAND PRIX DE MONACO HISTORIQUE | 24-26 AVRIL 2026



## RACE E NIKI LAUDA - F1 Grand Prix cars 3L from 1973 to 1976

### Qualifying Practice Sector Analysis

Lap under Red Flag    — Invalidated Lap    ■ Personal Best    ■ Session Best    B Crossing the pit lane

| Tour Lap  | Temps Time                 | Secteur 1 Sector 1 | Secteur 2 Sector 2 | Secteur 3 Sector 3 | Vitesse Speed | Heure Elapsed |
|-----------|----------------------------|--------------------|--------------------|--------------------|---------------|---------------|
| <b>28</b> | <b>Douglas MOCKETT</b>     | PENSKE PC4 1976    |                    |                    |               |               |
|           | MOCKETT, Douglas           |                    |                    |                    |               |               |
| 1         | 2:49.547                   | 1:21.391           | 55.038             | 33.118             | 70.9          | 2:49.547      |
| 2         | 1:48.933                   | 32.370             | 46.015             | 30.548             | 110.3         | 4:38.480      |
| 3         | 1:47.976                   | 30.829             | 46.885             | <b>30.262</b>      | 111.3         | 6:26.456      |
| 4         | 2:18.873                   | 31.751             | 1:14.791           | 32.331             | 86.5          | 8:45.329      |
| 5         | 2:07.959                   | 31.541             | <b>45.140</b>      | 51.278             | 93.9          | 10:53.288     |
| 6         | 2:35.187                   | 1:11.484           | 52.995             | 30.708             | 77.4          | 13:28.475     |
| 7         | <u>2:40.988</u>            | <b>30.752</b>      | 1:38.042           | 32.194             | 74.6          | 16:09.463     |
| 8         | 2:04.558                   | 32.278             | 50.110             | 42.170             | 96.4          | 18:14.021     |
| 9         | 2:20.199                   | 46.184             | 59.345             | 34.670             | 85.7          | 20:34.220     |
| 10        | <b>1:47.644</b>            | 31.421             | 45.599             | 30.624             | 111.6         | 22:21.864     |
| 11        | 1:53.719                   | 33.095             | 49.336             | 31.288             | 105.6         | 24:15.583     |
| 12        | 1:50.661                   | 31.403             | 46.552             | 32.706             | 108.6         | 26:06.244     |
| <b>31</b> | <b>Vicente POTOLICCHIO</b> | ENSIGN N174 1975   |                    |                    |               |               |
|           | POTOLICCHIO, Vicente       |                    |                    |                    |               |               |
| 1         | 2:47.919                   | 1:20.707           | 53.864             | 33.348             | 71.5          | 2:47.919      |
| 2         | 1:45.613                   | 30.468             | 45.726             | 29.419             | 113.7         | 4:33.532      |
| 3         | <u>1:43.919</u>            | 30.482             | 44.455             | 28.982             | 115.6         | 6:17.451      |
| 4         | 2:28.114                   | 33.487             | 1:22.646           | 31.981             | 81.1          | 8:45.565      |
| 5         | 2:06.705                   | 29.982             | 42.472             | 54.251             | 94.8          | 10:52.270     |
| 6         | 2:35.128                   | 1:11.611           | 50.532             | 32.985             | 77.4          | 13:27.398     |
| 7         | <b>1:38.832</b>            | 29.324             | <b>41.433</b>      | <b>28.075</b>      | 121.6         | 15:06.230     |
| 8         | 1:39.581                   | <b>28.661</b>      | 42.365             | 28.555             | 120.6         | 16:45.811     |
| 9         | 2:48.906                   | 32.387             | 1:19.803           | 56.716             | 71.1          | 19:34.717     |
| 10        | 1:47.649                   | 34.369             | 44.798             | 28.482             | 111.6         | 21:22.366     |
| <b>33</b> | <b>Stuart HALL</b>         | MCLAREN M23 1973   |                    |                    |               |               |
|           | GOETHE, Roald              |                    |                    |                    |               |               |
| 1         | 2:31.337                   | 1:04.874           | 53.834             | 32.629             | 79.4          | 2:31.337      |
| 2         | 1:49.947                   | 32.993             | 46.470             | 30.484             | 109.3         | 4:21.284      |

| Tour Lap  | Temps Time             | Secteur 1 Sector 1 | Secteur 2 Sector 2 | Secteur 3 Sector 3 | Vitesse Speed | Heure Elapsed |
|-----------|------------------------|--------------------|--------------------|--------------------|---------------|---------------|
| 3         | 1:31.715               | 27.404             | 38.696             | 25.615             | 131.0         | 5:52.999      |
| 4         | 2:19.376               | 31.505             | 1:04.480           | 43.391             | 86.2          | 8:12.375      |
| 5         | 1:49.039               | 27.352             | 48.775             | 32.912             | 110.2         | 10:01.414     |
| 6         | 2:59.417               | 1:02.467           | 1:19.042           | 37.908             | 67.0          | 13:00.831     |
| 7         | 1:40.576               | 28.514             | 44.018             | 28.044             | 119.4         | 14:41.407     |
| 8         | 1:31.946               | <b>26.955</b>      | 38.708             | 26.283             | 130.7         | 16:13.353     |
| 9         | 2:12.256               | 29.679             | 50.403             | 52.174             | 90.8          | 18:25.609     |
| 10        | 2:26.739               | 59.214             | 51.288             | 36.237             | 81.9          | 20:52.348     |
| 11        | <b>1:31.066</b>        | 27.099             | <b>38.455</b>      | <b>25.512</b>      | 131.9         | 22:23.414     |
| 12        | 1:47.294               | 30.275             | 47.530             | 29.489             | 112.0         | 24:10.708     |
| 13        | 1:31.773               | 27.016             | 38.601             | 26.156             | 130.9         | 25:42.481     |
| <b>34</b> | <b>Nicky GRIOT</b>     | MARCH 761 1976     |                    |                    |               |               |
|           | GRIOT GARAGE           |                    |                    |                    |               |               |
| 1         | 2:55.135               | 1:23.642           | 55.667             | 35.826             | 68.6          | 2:55.135      |
| 2         | 1:51.844               | 33.413             | 47.038             | 31.393             | 107.4         | 4:46.979      |
| 3         | 1:50.093               | 32.156             | 45.701             | 32.236             | 109.1         | 6:37.072      |
| 4         | 2:19.149               | 42.369             | 1:04.812           | 31.968             | 86.3          | 8:56.221      |
| 5         | 2:17.887               | 32.354             | 49.325             | 56.208             | 87.1          | 11:14.108     |
| 6         | 2:28.172               | 1:05.323           | 50.988             | 31.861             | 81.1          | 13:42.280     |
| 7         | 1:47.665               | 32.584             | 44.867             | 30.214             | 111.6         | 15:29.945     |
| 8         | <b>1:45.129</b>        | 30.978             | 44.077             | 30.074             | 114.3         | 17:15.074     |
| 9         | 2:44.991               | 49.522             | 1:14.207           | 41.262             | 72.8          | 20:00.065     |
| 10        | 1:45.499               | 31.867             | 43.894             | <b>29.738</b>      | 113.9         | 21:45.564     |
| 11        | <u>1:48.671</u>        | <b>30.894</b>      | 47.115             | 30.662             | 110.5         | 23:34.235     |
| 12        | 1:45.372               | 30.907             | <b>43.530</b>      | 30.935             | 114.0         | 25:19.607     |
| <b>37</b> | <b>Guillaume ROMAN</b> | ENSIGN N175 1975   |                    |                    |               |               |
|           | Guillaume ROMAN        |                    |                    |                    |               |               |
| 1         | <u>2:48.658</u>        | 1:22.418           | 52.723             | 33.517             | 71.2          | 2:48.658      |
| 2         | 1:46.823               | 32.215             | 45.702             | 28.906             | 112.5         | 4:35.481      |
| 3         | 1:42.066               | 30.657             | 43.295             | 28.114             | 117.7         | 6:17.547      |
| 4         | 2:23.834               | 32.946             | 1:21.418           | 29.470             | 83.5          | 8:41.381      |



**15<sup>e</sup> GRAND PRIX DE MONACO HISTORIQUE | 24-26 AVRIL 2026**



**RACE E NIKI LAUDA - F1 Grand Prix cars 3L from 1973 to 1976**

**Qualifying Practice Sector Analysis**

Lap under Red Flag    — Invalidated Lap    ■ Personal Best    ■ Session Best    B Crossing the pit lane

| Tour Lap | Temps Time      | Secteur 1 Sector 1 | Secteur 2 Sector 2 | Secteur 3 Sector 3 | Vitesse Speed | Heure Elapsed | Tour Lap | Temps Time | Secteur 1 Sector 1 | Secteur 2 Sector 2 | Secteur 3 Sector 3 | Vitesse Speed | Heure Elapsed |
|----------|-----------------|--------------------|--------------------|--------------------|---------------|---------------|----------|------------|--------------------|--------------------|--------------------|---------------|---------------|
| 5        | 2:04.644        | 29.563             | 41.866             | 53.215             | 96.4          | 10:46.025     |          |            |                    |                    |                    |               |               |
| 6        | 2:36.646        | 1:11.683           | 55.255             | 29.708             | 76.7          | 13:22.671     |          |            |                    |                    |                    |               |               |
| 7        | 1:38.288        | <b>28.699</b>      | 41.986             | 27.603             | 122.2         | 15:00.959     |          |            |                    |                    |                    |               |               |
| 8        | 1:40.508        | 29.335             | 41.597             | 29.576             | 119.5         | 16:41.467     |          |            |                    |                    |                    |               |               |
| 9        | 2:44.471        | 32.879             | 1:16.764           | 54.828             | 73.0          | 19:25.938     |          |            |                    |                    |                    |               |               |
| 10       | 1:51.513        | 39.888             | 43.320             | 28.305             | 107.7         | 21:17.451     |          |            |                    |                    |                    |               |               |
| 11       | 1:42.988        | 29.526             | 43.418             | 30.044             | 116.6         | 23:00.439     |          |            |                    |                    |                    |               |               |
| 12       | 1:42.363        | 31.708             | 42.307             | 28.348             | 117.4         | 24:42.802     |          |            |                    |                    |                    |               |               |
| 13       | <b>1:37.547</b> | 28.909             | <b>41.304</b>      | <b>27.334</b>      | 123.2         | 26:20.349     |          |            |                    |                    |                    |               |               |

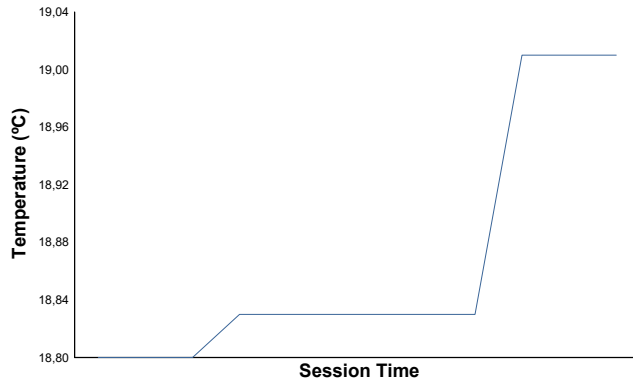
| 40 |                 | Roald GOETHE  |               |               |       |           | TYRRELL 7 1974 |  |
|----|-----------------|---------------|---------------|---------------|-------|-----------|----------------|--|
|    |                 | GOETHE, Roald |               |               |       |           |                |  |
| 1  | 2:32.722        | 1:05.601      | 53.924        | 33.197        | 78.7  | 2:32.722  |                |  |
| 2  | 1:49.586        | 32.584        | 46.230        | 30.772        | 109.6 | 4:22.308  |                |  |
| 3  | 1:42.833        | 30.515        | 43.725        | 28.593        | 116.8 | 6:05.141  |                |  |
| 4  | 2:09.670        | 31.451        | 57.474        | 40.745        | 92.6  | 8:14.811  |                |  |
| 5  | 1:53.036        | 31.755        | 45.563        | 35.718        | 106.3 | 10:07.847 |                |  |
| 6  | 2:59.291        | 1:01.537      | 1:18.622      | 39.132        | 67.0  | 13:07.138 |                |  |
| 7  | 1:43.952        | 31.256        | 43.818        | 28.878        | 115.6 | 14:51.090 |                |  |
| 8  | 3:49.987 B      | 32.134        | 46.013        | 2:31.840      | 52.2  | 18:41.077 |                |  |
| 9  | 2:22.533        | 1:01.538      | 49.269        | 31.726        | 84.3  | 21:03.610 |                |  |
| 10 | 1:43.320        | 30.988        | 43.619        | 28.713        | 116.3 | 22:46.930 |                |  |
| 11 | 1:42.791        | 30.900        | 43.148        | 28.743        | 116.9 | 24:29.721 |                |  |
| 12 | <b>1:41.634</b> | <b>30.190</b> | <b>43.054</b> | <b>28.390</b> | 118.2 | 26:11.355 |                |  |



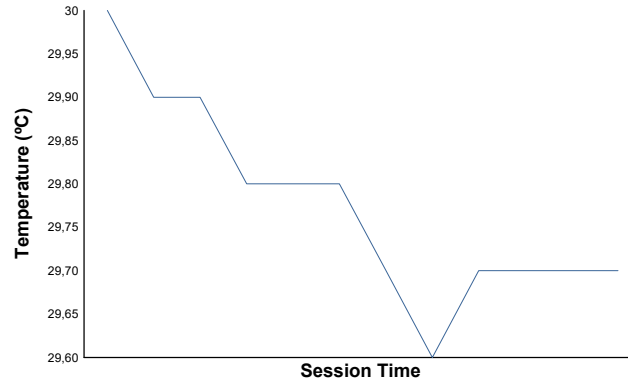
RACE E NIKI LAUDA - F1 Grand Prix cars 3L from 1973 to 1976

Qualifying Practice Weather Report

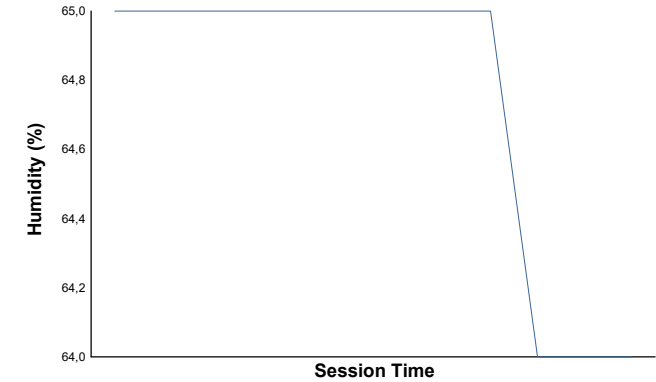
Air Temperature



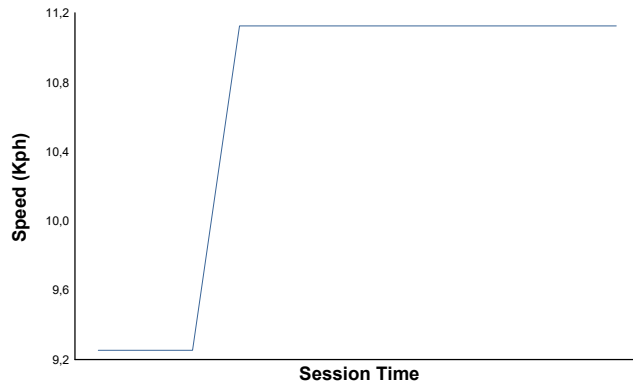
Track Temperature



Humidity

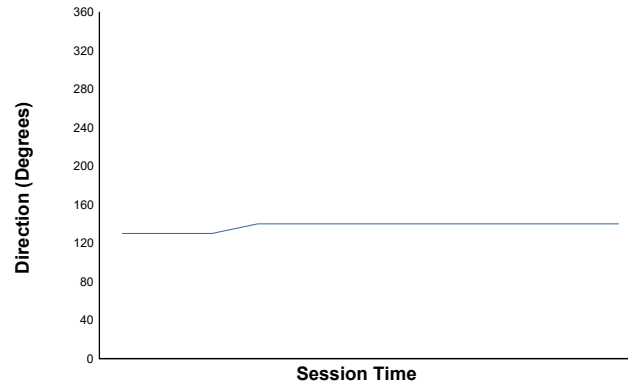


Wind Speed

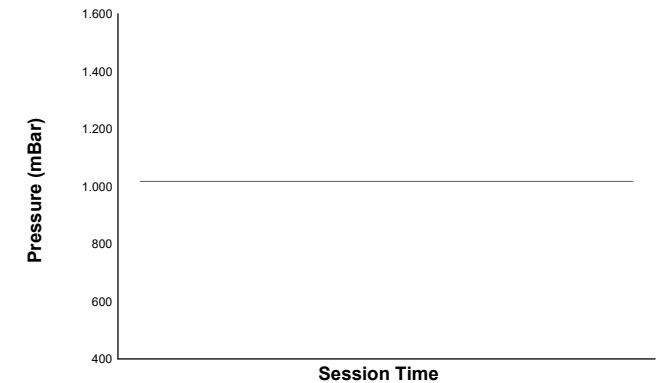


Wind Direction

North=0°/360° East=90° South=180° West=270°



Pressure



Track Status: **DRY**