



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



## RACE A1 LOUIS CHIRON – Prewar Grand Prix cars and Voiturettes

### 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 30                        |                   | BRADLEY, Richard             |                    | 2               | MASERATI 4CL 1939                          | 2:03.387      | 2           | 5             | -            | 97.4             |
| 2 42                        |                   | BLAKENEY-EDWARDS, Patrick    |                    | 2               | FRAZER-NASH MONOPLACE 1935                 | 2:05.912      | 6           | 10            | +2.525       | 95.4             |
| 3 24                        |                   | BAKER, Brad                  |                    | 1               | ERA R10B 1936                              | 2:09.346      | 7           | 11            | +5.959       | 92.9             |
| 4 14                        |                   | BAKER, Brad                  |                    | 1               | BUGATTI 51 1931                            | 2:14.209      | 7           | 10            | +10.822      | 89.5             |
| 5 28                        |                   | BURKARD, Fritz               |                    | 1               | ALFA-ROMEO 8C MONZA 1933                   | 2:15.841      | 3           | 9             | +12.454      | 88.4             |
| 6 48                        |                   | FREEMAN, David               |                    | 1               | ASTON MARTIN SPEED MODEL 1936              | 2:22.980      | 3           | 11            | +19.593      | 84.0             |
| 7 22                        |                   | STAPTS, Thierry              |                    | 1               | BUGATTI 35 1926                            | 2:27.223      | 8           | 8             | +23.836      | 81.6             |
| 8 10                        |                   | CUEREL, Jean-Pascal          |                    | 1               | BUGATTI 35B 1928                           | 2:29.611      | 8           | 10            | +26.224      | 80.3             |
| 9 20                        |                   | BERTOLERO, Simone            |                    | 1               | BUGATTI 35 1926                            | 2:33.243      | 5           | 10            | +29.856      | 78.4             |
| 10 46                       |                   | BUSST, Russell               |                    | 2               | ASTON MARTIN ULSTER 1935                   | 2:34.156      | 8           | 8             | +30.769      | 77.9             |
| 11 16                       |                   | POELS, Dominique             |                    | 1               | BUGATTI 51 1932                            | 2:35.383      | 8           | 10            | +31.996      | 77.3             |
| 12 38                       |                   | SLIJPEN, Lucas               |                    | 2               | AMILCAR C6 1928                            | 2:36.396      | 6           | 9             | +33.009      | 76.8             |
| 13 34                       |                   | PIANTELLI, Maurizio          |                    | 2               | BUGATTI 37A 1927                           | 2:36.673      | 7           | 9             | +33.286      | 76.7             |
| 14 32                       |                   | KOENIG, Jurg                 |                    | 2               | BUGATTI 37A 1926                           | 2:36.734      | 4           | 9             | +33.347      | 76.6             |
| 15 8                        |                   | DE BALDANZA, Julia           |                    | 1               | BUGATTI 35B 1928                           | 2:39.493      | 8           | 9             | +36.106      | 75.3             |
| ■ Max. qual. time: 2:40.403 |                   |                              |                    |                 |  |               |             |               |              |                  |
| 44                          |                   | GILLETT, John                |                    | 2               | MG K3 MAGNETTE 1934                        | 2:41.401      | 9           | 9             |              | 74.4             |
| 40                          |                   | BORDET, Emeric               |                    | 2               | AMILCAR C6 1927                            | 2:47.741      | 3           | 8             |              | 71.6             |
| 18                          |                   | FOUQUET-HATEVILAIN, Francois |                    | 1               | BUGATTI 35 1925                            |               |             | 1             |              |                  |
| 26                          |                   | DOWLING, Cian                |                    | 1               | ERA R5B 1936                               |               |             |               |              |                  |
| * 36                        |                   | BELOTTI, Matteo              |                    | 2               | BUGATTI 37A 1927                           |               |             |               |              |                  |

\* CAR #36 - Accepted to race in an "invitation" class - Art.12 - Supplementary Regulations and Bulletin N°1.1

CAR 24 - LAP 3 DELETED DUE TO TRACK LIMITS

CAR 20 - LAP 7 DELETED DUE TO TRACK LIMITS

CAR 38 - LAP 8 DELETED DUE TO TRACK LIMITS

Published at: 15:00

Track Status: **DRY**

Stewards:

A. VIVALDA - Chairman of the Stewards

C. CALEGARI - Steward

P. LONGONI - Steward

Timekeeper:

Alberto ESTÉBANEZ



RACE A1 LOUIS CHIRON – Prewar Grand Prix cars and Voiturettes

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   | 30 R.BRADLEY            | 36.617        | 30 R.BRADLEY            | 52.264        | 30 R.BRADLEY            | 34.506        | 1   | 30 R.BRADLEY            | 2:03.387             | 2:03.387 (1)    |
| 2   | 42 P.BLAKENEY-EDWARDS   | 37.085        | 42 P.BLAKENEY-EDWARDS   | 52.581        | 42 P.BLAKENEY-EDWARDS   | 35.570        | 2   | 42 P.BLAKENEY-EDWARDS   | 2:05.236             | 2:05.912 (2)    |
| 3   | 24 B.BAKER              | 37.652        | 24 B.BAKER              | 53.679        | 24 B.BAKER              | 36.211        | 3   | 24 B.BAKER              | 2:07.542             | 2:09.346 (3)    |
| 4   | 28 F.BURKARD            | 40.379        | 14 A.READ               | 55.920        | 14 A.READ               | 37.137        | 4   | 14 A.READ               | 2:13.448             | 2:14.209 (4)    |
| 5   | 14 A.READ               | 40.391        | 28 F.BURKARD            | 56.806        | 28 F.BURKARD            | 37.732        | 5   | 28 F.BURKARD            | 2:14.917             | 2:15.841 (5)    |
| 6   | 48 D.FREEMAN            | 43.121        | 48 D.FREEMAN            | 59.195        | 48 D.FREEMAN            | 38.865        | 6   | 48 D.FREEMAN            | 2:21.181             | 2:22.980 (6)    |
| 7   | 10 J.CUEREL             | 45.020        | 22 T.STAPTS             | 1:00.358      | 22 T.STAPTS             | 41.254        | 7   | 22 T.STAPTS             | 2:26.670             | 2:27.223 (7)    |
| 8   | 22 T.STAPTS             | 45.058        | 10 J.CUEREL             | 1:01.739      | 10 J.CUEREL             | 42.260        | 8   | 10 J.CUEREL             | 2:29.019             | 2:29.611 (8)    |
| 9   | 20 S.BERTOLERO          | 46.165        | 20 S.BERTOLERO          | 1:03.327      | 20 S.BERTOLERO          | 42.766        | 9   | 20 S.BERTOLERO          | 2:32.258             | 2:33.243 (9)    |
| 10  | 16 D.POELS              | 46.797        | 46 R.BUSST              | 1:03.752      | 46 R.BUSST              | 42.892        | 10  | 46 R.BUSST              | 2:33.883             | 2:34.156 (10)   |
| 11  | 46 R.BUSST              | 47.239        | 32 J.KOENIG             | 1:04.025      | 16 D.POELS              | 42.958        | 11  | 16 D.POELS              | 2:34.732             | 2:35.383 (11)   |
| 12  | 38 L.SLIJPEN            | 47.642        | 38 L.SLIJPEN            | 1:04.650      | 32 J.KOENIG             | 43.705        | 12  | 32 J.KOENIG             | 2:36.096             | 2:36.734 (14)   |
| 13  | 34 M.PIANTELLI          | 47.799        | 8 J.DE BALDANZA         | 1:04.712      | 18 F.FOUQUET-HATEVILAIN | 43.891        | 13  | 38 L.SLIJPEN            | 2:36.285             | 2:36.396 (12)   |
| 14  | 8 J.DE BALDANZA         | 48.100        | 34 M.PIANTELLI          | 1:04.748      | 38 L.SLIJPEN            | 43.993        | 14  | 34 M.PIANTELLI          | 2:36.659             | 2:36.673 (13)   |
| 15  | 32 J.KOENIG             | 48.366        | 16 D.POELS              | 1:04.977      | 34 M.PIANTELLI          | 44.112        | 15  | 8 J.DE BALDANZA         | 2:38.084             | 2:39.493 (15)   |
| 16  | 44 J.GILLETT            | 48.416        | 18 F.FOUQUET-HATEVILAIN | 1:06.670      | 8 J.DE BALDANZA         | 45.272        | 16  | 18 F.FOUQUET-HATEVILAIN | 2:39.055             |                 |
| 17  | 18 F.FOUQUET-HATEVILAIN | 48.494        | 44 J.GILLETT            | 1:07.520      | 44 J.GILLETT            | 45.465        | 17  | 44 J.GILLETT            | 2:41.401             | 2:41.401 (16)   |
| 18  | 40 E.BORDET             | 51.138        | 40 E.BORDET             | 1:09.109      | 40 E.BORDET             | 46.372        | 18  | 40 E.BORDET             | 2:46.619             | 2:47.741 (17)   |



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## RACE A1 LOUIS CHIRON – Prewar Grand Prix cars and Voiturettes

### Qualifying Practice Sector Analysis

Amended

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>8</b>  |            | <b>Julia DE BALDANZA</b>  | BUGATTI 35B 1928   |                    |               |               |
|           |            | DE BALDANZA, Julia        |                    |                    |               |               |
| 1         | 3:48.953   | 1:49.004                  | 1:11.780           | 48.169             | 52.5          | 3:48.953      |
| 2         | 2:48.007   | 50.277                    | 1:10.598           | 47.132             | 71.5          | 6:36.960      |
| 3         | 2:47.933   | 50.437                    | 1:10.661           | 46.835             | 71.5          | 9:24.893      |
| 4         | 3:20.121   | 1:24.026                  | 1:10.823           | 45.272             | 60.0          | 12:45.014     |
| 5         | 2:41.117   | 48.767                    | 1:06.663           | 45.687             | 74.6          | 15:26.131     |
| 6         | 2:51.313   | 50.252                    | 1:12.951           | 48.110             | 70.1          | 18:17.444     |
| 7         | 2:40.673   | 48.100                    | 1:05.753           | 46.820             | 74.8          | 20:58.117     |
| 8         | 2:39.493   | 48.647                    | 1:04.712           | 46.134             | 75.3          | 23:37.610     |
| 9         | 2:46.442   | 49.828                    | 1:11.319           | 45.295             | 72.2          | 26:24.052     |
| <b>10</b> |            | <b>Jean-Pascal CUEREL</b> | BUGATTI 35B 1928   |                    |               |               |
|           |            | CUEREL, Jean-Pascal       |                    |                    |               |               |
| 1         | 2:57.675   | 1:09.639                  | 1:04.459           | 43.577             | 67.6          | 2:57.675      |
| 2         | 2:35.564   | 46.339                    | 1:03.460           | 45.765             | 77.2          | 5:33.239      |
| 3         | 2:31.850   | 46.313                    | 1:02.412           | 43.125             | 79.1          | 8:05.089      |
| 4         | 2:33.039   | 47.872                    | 1:02.282           | 42.885             | 78.5          | 10:38.128     |
| 5         | 2:30.059   | 45.020                    | 1:01.851           | 43.188             | 80.1          | 13:08.187     |
| 6         | 2:31.816   | 46.127                    | 1:03.146           | 42.543             | 79.1          | 15:40.003     |
| 7         | 2:33.634   | 45.189                    | 1:05.129           | 43.316             | 78.2          | 18:13.637     |
| 8         | 2:29.611   | 45.612                    | 1:01.739           | 42.260             | 80.3          | 20:43.248     |
| 9         | 2:32.004   | 46.295                    | 1:03.317           | 42.392             | 79.0          | 23:15.252     |
| 10        | 2:34.340   | 46.365                    | 1:03.134           | 44.841             | 77.8          | 25:49.592     |
| <b>14</b> |            | <b>Alex READ</b>          | BUGATTI 51 1931    |                    |               |               |
|           |            | BAKER, Brad               |                    |                    |               |               |
| 1         | 2:40.996   | 1:01.521                  | 1:00.304           | 39.171             | 74.6          | 2:40.996      |
| 2         | 2:15.800   | 40.391                    | 57.310             | 38.099             | 88.5          | 4:56.796      |
| 3         | 2:16.195   | 40.881                    | 56.816             | 38.498             | 88.2          | 7:12.991      |
| 4         | 2:16.123   | 40.511                    | 56.979             | 38.633             | 88.3          | 9:29.114      |
| 5         | 2:18.953   | 41.285                    | 57.730             | 39.938             | 86.5          | 11:48.067     |

|           |            |                                    |                 |          |      |           |
|-----------|------------|------------------------------------|-----------------|----------|------|-----------|
| 6         | 2:22.689   | 44.050                             | 59.704          | 38.935   | 84.2 | 14:10.756 |
| 7         | 2:14.209   | 41.152                             | 55.920          | 37.137   | 89.5 | 16:24.965 |
| 8         | 4:29.641 B | 52.770                             | 1:01.284        | 2:35.587 | 44.6 | 20:54.606 |
| 9         | 2:28.845   | 46.847                             | 58.181          | 43.817   | 80.7 | 23:23.451 |
| 10        | 2:23.049   | 44.320                             | 57.657          | 41.072   | 84.0 | 25:46.500 |
| <b>16</b> |            | <b>Dominique POELS</b>             | BUGATTI 51 1932 |          |      |           |
|           |            | POELS, Dominique                   |                 |          |      |           |
| 1         | 3:34.171   | 1:38.880                           | 1:09.441        | 45.850   | 56.1 | 3:34.171  |
| 2         | 2:41.491   | 48.835                             | 1:07.940        | 44.716   | 74.4 | 6:15.662  |
| 3         | 2:38.841   | 48.346                             | 1:06.864        | 43.631   | 75.6 | 8:54.503  |
| 4         | 2:41.103   | 48.897                             | 1:07.365        | 44.841   | 74.6 | 11:35.606 |
| 5         | 2:40.603   | 48.720                             | 1:07.357        | 44.526   | 74.8 | 14:16.209 |
| 6         | 2:36.411   | 46.853                             | 1:05.229        | 44.329   | 76.8 | 16:52.620 |
| 7         | 2:36.835   | 48.731                             | 1:05.146        | 42.958   | 76.6 | 19:29.455 |
| 8         | 2:35.383   | 47.155                             | 1:04.977        | 43.251   | 77.3 | 22:04.838 |
| 9         | 2:38.151   | 49.055                             | 1:05.804        | 43.292   | 76.0 | 24:42.989 |
| 10        | 2:41.137   | 46.797                             | 1:05.781        | 48.559   | 74.6 | 27:24.126 |
| <b>18</b> |            | <b>Francois FOUQUET-HATEVILAIN</b> | BUGATTI 35 1925 |          |      |           |
|           |            | FOUQUET-HATEVILAIN, Francois       |                 |          |      |           |
| 1         | 3:18.168   | 1:27.607                           | 1:06.670        | 43.891   | 60.6 | 3:18.168  |
| <b>20</b> |            | <b>Simone BERTOLERO</b>            | BUGATTI 35 1926 |          |      |           |
|           |            | BERTOLERO, Simone                  |                 |          |      |           |
| 1         | 3:45.071   | 1:35.706                           | 1:21.419        | 47.946   | 53.4 | 3:45.071  |
| 2         | 2:43.231   | 48.084                             | 1:10.124        | 45.023   | 73.6 | 6:28.302  |
| 3         | 2:41.882   | 47.643                             | 1:06.246        | 47.993   | 74.2 | 9:10.184  |
| 4         | 2:37.426   | 48.896                             | 1:03.966        | 44.564   | 76.3 | 11:47.610 |
| 5         | 2:33.243   | 47.150                             | 1:03.327        | 42.766   | 78.4 | 14:20.853 |
| 6         | 2:42.641   | 46.800                             | 1:06.374        | 49.467   | 73.9 | 17:03.494 |
| 7         | 2:35.822   | 46.165                             | 1:05.987        | 43.670   | 77.1 | 19:39.316 |
| 8         | 2:33.955   | 46.291                             | 1:04.701        | 42.963   | 78.0 | 22:13.271 |



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### Qualifying Practice Sector Analysis

Amended

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 |
|----------|------------|--------------------|--------------------|--------------------|---------------|---------------|
| 9        | 2:34.584   | 47.250             | 1:03.443           | 43.891             | 77.7          | 24:47.855     |
| 10       | 2:47.821   | 46.641             | 1:04.318           | 56.862             | 71.6          | 27:35.676     |

| 22 <b>Thierry STAPTS</b>   |                   |               |                 |               |      |           |
|--|-------------------|---------------|-----------------|---------------|------|-----------|
| STAPTS, Thierry <span style="float:right">BUGATTI 35 1926</span> |                   |               |                 |               |      |           |
| 1  | 3:13.971          | 1:25.515      | 1:04.324        | 44.132        | 61.9 | 3:13.971  |
| 2  | 2:29.683          | 45.941        | 1:01.553        | 42.189        | 80.3 | 5:43.654  |
| 3  | 5:12.999 <b>B</b> | 45.434        | 1:01.969        | 3:25.596      | 38.4 | 10:56.653 |
| 4  | 2:34.809          | 50.777        | 1:01.536        | 42.496        | 77.6 | 13:31.462 |
| 5  | 2:27.258          | 45.325        | 1:00.679        | <b>41.254</b> | 81.6 | 15:58.720 |
| 6  | 4:20.097 <b>B</b> | <b>45.058</b> | 1:20.699        | 2:14.340      | 46.2 | 20:18.817 |
| 7  | 2:29.991          | 48.022        | <b>1:00.358</b> | 41.611        | 80.1 | 22:48.808 |
| 8  | <b>2:27.223</b>   | 45.100        | 1:00.847        | 41.276        | 81.6 | 25:16.031 |

| 24 <b>Brad BAKER</b>                                       |                   |               |               |               |      |           |
|--|-------------------|---------------|---------------|---------------|------|-----------|
| BAKER, Brad <span style="float:right">ERA R10B 1936</span> |                   |               |               |               |      |           |
| 1  | 2:57.469          | 1:21.399      | 55.583        | 40.487        | 67.7 | 2:57.469  |
| 2  | 2:10.659          | 39.578        | 54.842        | 36.239        | 91.9 | 5:08.128  |
| 3  | <b>2:09.642</b>   | 38.707        | 53.966        | 36.969        | 92.7 | 7:17.770  |
| 4  | 2:11.499          | 38.002        | 55.117        | 38.380        | 91.4 | 9:29.269  |
| 5  | 2:14.014          | 39.210        | 56.228        | 38.576        | 89.6 | 11:43.283 |
| 6  | 2:12.864          | 39.858        | 56.377        | 36.629        | 90.4 | 13:56.147 |
| 7  | <b>2:09.346</b>   | <b>37.652</b> | 54.680        | 37.014        | 92.9 | 16:05.493 |
| 8  | 3:57.875 <b>B</b> | 39.328        | 1:21.370      | 1:57.177      | 50.5 | 20:03.368 |
| 9  | 2:16.869          | 44.990        | 55.344        | 36.535        | 87.8 | 22:20.237 |
| 10   | 2:14.287          | 39.368        | 58.708        | <b>36.211</b> | 89.5 | 24:34.524 |
| 11   | 2:14.488          | 37.987        | <b>53.679</b> | 42.822        | 89.3 | 26:49.012 |

| 28 <b>Fritz BURKARD</b>  |                 |          |        |               |      |          |
|--|-----------------|----------|--------|---------------|------|----------|
| BURKARD, Fritz <span style="float:right">ALFA-ROMEO 8C MONZA 1933</span> |                 |          |        |               |      |          |
| 1  | 2:41.829        | 1:03.102 | 59.521 | 39.206        | 74.2 | 2:41.829 |
| 2  | 2:16.530        | 41.697   | 57.101 | <b>37.732</b> | 88.0 | 4:58.359 |
| 3  | <b>2:15.841</b> | 41.031   | 56.831 | 37.979        | 88.4 | 7:14.200 |

| Tour Lap | Temps Time        | Secteur 1 Sector 1 | Secteur 2 Sector 2 | Secteur 3 Sector 3 | Vitesse Speed | Heure Elapsed |
|----------|-------------------|--------------------|--------------------|--------------------|---------------|---------------|
| 4        | 2:16.714          | <b>40.379</b>      | 57.722             | 38.613             | 87.9          | 9:30.914      |
| 5        | 2:19.577          | 41.461             | <b>56.806</b>      | 41.310             | 86.1          | 11:50.491     |
| 6        | 6:58.049 <b>B</b> | 44.473             | 1:04.287           | 5:09.289           | 28.7          | 18:48.540     |
| 7        | 2:27.819          | 47.847             | 59.569             | 40.403             | 81.3          | 21:16.359     |
| 8        | 2:21.239          | 43.594             | 58.975             | 38.670             | 85.1          | 23:37.598     |
| 9        | 2:21.527          | 41.785             | 58.436             | 41.306             | 84.9          | 25:59.125     |

| 30 <b>Richard BRADLEY</b>   |                    |               |               |               |      |           |
|---|--------------------|---------------|---------------|---------------|------|-----------|
| BRADLEY, Richard <span style="float:right">MASERATI 4CL 1939</span> |                    |               |               |               |      |           |
| 1   | 2:29.401           | 58.617        | 54.877        | 35.907        | 80.4 | 2:29.401  |
| 2   | <b>2:03.387</b>    | <b>36.617</b> | <b>52.264</b> | <b>34.506</b> | 97.4 | 4:32.788  |
| 3   | 12:11.488 <b>B</b> | 1:22.811      | 59.533        | 9:49.144      | 16.4 | 16:44.276 |
| 4   | 2:21.810           | 45.971        | 58.195        | 37.644        | 84.7 | 19:06.086 |
| 5   | 2:13.657           | 39.806        | 55.532        | 38.319        | 89.9 | 21:19.743 |

| 32 <b>Jurg KOENIG</b>  |                 |               |                 |               |      |           |
|--|-----------------|---------------|-----------------|---------------|------|-----------|
| KOENIG, Jurg <span style="float:right">BUGATTI 37A 1926</span> |                 |               |                 |               |      |           |
| 1  | 3:32.892        | 1:32.788      | 1:11.182        | 48.922        | 56.4 | 3:32.892  |
| 2  | 2:50.044        | 52.358        | 1:09.709        | 47.977        | 70.6 | 6:22.936  |
| 3  | 2:44.152        | 49.160        | 1:08.199        | 46.793        | 73.2 | 9:07.088  |
| 4  | <b>2:36.734</b> | 49.004        | <b>1:04.025</b> | <b>43.705</b> | 76.6 | 11:43.822 |
| 5  | 2:47.897        | 49.404        | 1:10.562        | 47.931        | 71.6 | 14:31.719 |
| 6  | 2:38.212        | <b>48.366</b> | 1:04.722        | 45.124        | 75.9 | 17:09.931 |
| 7  | 2:55.009        | 53.254        | 1:11.563        | 50.192        | 68.6 | 20:04.940 |
| 8  | 3:01.273        | 57.047        | 1:13.474        | 50.752        | 66.3 | 23:06.213 |
| 9  | 3:05.800        | 55.753        | 1:18.238        | 51.809        | 64.7 | 26:12.013 |

| 34 <b>Maurizio PIANTELLI</b>  |          |          |          |        |      |           |
|---|----------|----------|----------|--------|------|-----------|
| PIANTELLI, Maurizio <span style="float:right">BUGATTI 37A 1927</span> |          |          |          |        |      |           |
| 1   | 3:38.027 | 1:41.610 | 1:08.639 | 47.778 | 55.1 | 3:38.027  |
| 2   | 2:51.097 | 50.083   | 1:13.675 | 47.339 | 70.2 | 6:29.124  |
| 3   | 3:01.749 | 52.454   | 1:15.632 | 53.663 | 66.1 | 9:30.873  |
| 4   | 2:45.849 | 51.394   | 1:09.183 | 45.272 | 72.4 | 12:16.722 |



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



## RACE A1 LOUIS CHIRON – Prewar Grand Prix cars and Voiturettes

### Qualifying Practice Sector Analysis

Amended

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 |
|----------|------------|--------------------|--------------------|--------------------|---------------|---------------|
| 5        | 2:43.359   | 47.799             | 1:05.825           | 49.735             | 73.5          | 15:00.081     |
| 6        | 3:06.738   | 52.773             | 1:17.746           | 56.219             | 64.3          | 18:06.819     |
| 7        | 2:36.673   | 47.813             | 1:04.748           | 44.112             | 76.7          | 20:43.492     |
| 8        | 2:39.697   | 48.529             | 1:05.755           | 45.413             | 75.2          | 23:23.189     |
| 9        | 2:49.943   | 48.890             | 1:09.489           | 51.564             | 70.7          | 26:13.132     |

**38** **Lucas SLIJPEN**  
 SLIJPEN, Lucas AMILCAR C6 1928

|   |            |          |          |          |      |           |
|---|------------|----------|----------|----------|------|-----------|
| 1 | 3:49.696   | 1:49.923 | 1:12.237 | 47.536   | 52.3 | 3:49.696  |
| 2 | 2:40.893   | 50.182   | 1:06.576 | 44.135   | 74.7 | 6:30.589  |
| 3 | 2:41.012   | 48.681   | 1:05.590 | 46.741   | 74.6 | 9:11.601  |
| 4 | 3:40.975 B | 49.502   | 1:05.013 | 1:46.460 | 54.4 | 12:52.576 |
| 5 | 2:50.530   | 57.393   | 1:09.055 | 44.082   | 70.4 | 15:43.106 |
| 6 | 2:36.396   | 47.642   | 1:04.761 | 43.993   | 76.8 | 18:19.502 |
| 7 | 2:37.811   | 47.969   | 1:04.786 | 45.056   | 76.1 | 20:57.313 |
| 8 | 3:54.182 B | 48.387   | 1:04.650 | 2:01.145 | 51.3 | 24:51.495 |
| 9 | 2:47.277   | 54.162   | 1:07.045 | 46.070   | 71.8 | 27:38.772 |

**40** **Emeric BORDET**  
 BORDET, Emeric AMILCAR C6 1927

|   |            |          |          |          |      |           |
|---|------------|----------|----------|----------|------|-----------|
| 1 | 3:40.494   | 1:42.756 | 1:09.709 | 48.029   | 54.5 | 3:40.494  |
| 2 | 2:50.261   | 51.608   | 1:12.023 | 46.630   | 70.6 | 6:30.755  |
| 3 | 2:47.741   | 51.702   | 1:09.667 | 46.372   | 71.6 | 9:18.496  |
| 4 | 2:50.968   | 55.032   | 1:09.222 | 46.714   | 70.3 | 12:09.464 |
| 5 | 2:49.953   | 52.879   | 1:09.109 | 47.965   | 70.7 | 14:59.417 |
| 6 | 4:56.922 B | 51.138   | 1:11.678 | 2:54.106 | 40.5 | 19:56.339 |
| 7 | 2:56.677   | 58.839   | 1:10.129 | 47.709   | 68.0 | 22:53.016 |
| 8 | 2:53.012   | 52.998   | 1:09.930 | 50.084   | 69.4 | 25:46.028 |

**42** **Patrick BLAKENEY-EDWARDS**  
 BLAKENEY-EDWARDS, Patrick FRAZER-NASH MONOPLACE 1935

|   |          |          |        |        |      |          |
|---|----------|----------|--------|--------|------|----------|
| 1 | 2:36.753 | 1:00.655 | 58.122 | 37.976 | 76.6 | 2:36.753 |
| 2 | 2:05.946 | 37.354   | 52.685 | 35.907 | 95.4 | 4:42.699 |

|    |            |        |          |          |      |           |
|----|------------|--------|----------|----------|------|-----------|
| 3  | 2:06.740   | 37.958 | 52.978   | 35.804   | 94.8 | 6:49.439  |
| 4  | 2:18.566   | 37.968 | 58.773   | 41.825   | 86.7 | 9:08.005  |
| 5  | 2:14.697   | 40.996 | 56.485   | 37.216   | 89.2 | 11:22.702 |
| 6  | 2:05.912   | 37.624 | 52.718   | 35.570   | 95.4 | 13:28.614 |
| 7  | 6:40.454 B | 37.085 | 1:04.905 | 4:58.464 | 30.0 | 20:09.068 |
| 8  | 2:16.968   | 45.548 | 54.979   | 36.441   | 87.7 | 22:26.036 |
| 9  | 2:13.448   | 37.711 | 55.082   | 40.655   | 90.0 | 24:39.484 |
| 10 | 2:05.927   | 37.484 | 52.581   | 35.862   | 95.4 | 26:45.411 |

**44** **John GILLETT**  
 GILLETT, John MG K3 MAGNETTE 1934

|   |          |          |          |        |      |           |
|---|----------|----------|----------|--------|------|-----------|
| 1 | 3:31.046 | 1:24.706 | 1:17.172 | 49.168 | 56.9 | 3:31.046  |
| 2 | 2:48.432 | 49.868   | 1:12.142 | 46.422 | 71.3 | 6:19.478  |
| 3 | 2:49.529 | 51.199   | 1:11.019 | 47.311 | 70.9 | 9:09.007  |
| 4 | 2:53.536 | 50.930   | 1:14.108 | 48.498 | 69.2 | 12:02.543 |
| 5 | 2:53.905 | 54.549   | 1:12.885 | 46.471 | 69.1 | 14:56.448 |
| 6 | 2:45.723 | 50.423   | 1:08.962 | 46.338 | 72.5 | 17:42.171 |
| 7 | 2:50.674 | 52.082   | 1:11.242 | 47.350 | 70.4 | 20:32.845 |
| 8 | 2:50.301 | 53.620   | 1:09.266 | 47.415 | 70.5 | 23:23.146 |
| 9 | 2:41.401 | 48.416   | 1:07.520 | 45.465 | 74.4 | 26:04.547 |

**46** **Rusell BUSST**  
 BUSST, Russell ASTON MARTIN ULSTER 1935

|   |          |          |          |        |      |           |
|---|----------|----------|----------|--------|------|-----------|
| 1 | 3:27.616 | 1:30.684 | 1:10.029 | 46.903 | 57.9 | 3:27.616  |
| 2 | 2:42.356 | 51.622   | 1:05.742 | 44.992 | 74.0 | 6:09.972  |
| 3 | 2:39.418 | 49.955   | 1:05.178 | 44.285 | 75.4 | 8:49.390  |
| 4 | 2:38.667 | 48.736   | 1:05.077 | 44.854 | 75.7 | 11:28.057 |
| 5 | 2:35.805 | 49.161   | 1:03.752 | 42.892 | 77.1 | 14:03.862 |
| 6 | 2:37.401 | 50.120   | 1:03.999 | 43.282 | 76.3 | 16:41.263 |
| 7 | 2:40.876 | 51.541   | 1:05.422 | 43.913 | 74.7 | 19:22.139 |
| 8 | 2:34.156 | 47.239   | 1:03.767 | 43.150 | 77.9 | 21:56.295 |





RACE A1 LOUIS CHIRON – Prewar Grand Prix cars and Voiturettes

Qualifying Practice Sector Analysis

Amended

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

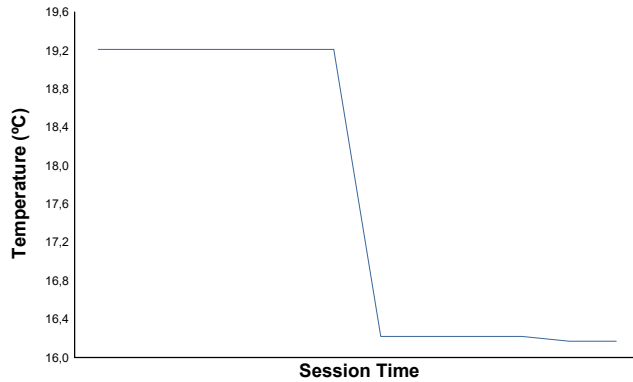
| Tour Lap  | Temps Time  | Secteur 1 Sector 1 | Secteur 2 Sector 2 | Secteur 3 Sector 3 | Vitesse Speed | Heure Elapsed | Tour Lap | Temps Time | Secteur 1 Sector 1 | Secteur 2 Sector 2 | Secteur 3 Sector 3 | Vitesse Speed | Heure Elapsed |
|-----------|---|--------------------|--------------------|--------------------|---------------|---------------|----------|------------|--------------------|--------------------|--------------------|---------------|---------------|
| <b>48</b> |  <b>David FREEMAN</b><br> FREEMAN, David    ASTON MARTIN SPEED MODEL 1936 |                    |                    |                    |               |               |          |            |                    |                    |                    |               |               |
| 1         | 2:59.708  | 1:10.652           | 1:04.184           | 44.872             | 66.8          | 2:59.708      |          |            |                    |                    |                    |               |               |
| 2         | 2:24.774  | 45.259             | 1:00.650           | <b>38.865</b>      | 83.0          | 5:24.482      |          |            |                    |                    |                    |               |               |
| 3         | <b>2:22.980</b>   | <b>43.121</b>      | <b>59.195</b>      | 40.664             | 84.0          | 7:47.462      |          |            |                    |                    |                    |               |               |
| 4         | 2:23.566  | 43.277             | 1:00.271           | 40.018             | 83.7          | 10:11.028     |          |            |                    |                    |                    |               |               |
| 5         | 2:24.335  | 43.510             | 1:00.656           | 40.169             | 83.2          | 12:35.363     |          |            |                    |                    |                    |               |               |
| 6         | 2:24.247  | 44.176             | 59.413             | 40.658             | 83.3          | 14:59.610     |          |            |                    |                    |                    |               |               |
| 7         | 2:38.023  | 46.470             | 1:04.501           | 47.052             | 76.0          | 17:37.633     |          |            |                    |                    |                    |               |               |
| 8         | 2:25.674  | 44.459             | 1:00.312           | 40.903             | 82.5          | 20:03.307     |          |            |                    |                    |                    |               |               |
| 9         | 2:27.769  | 44.233             | 1:03.251           | 40.285             | 81.3          | 22:31.076     |          |            |                    |                    |                    |               |               |
| 10        | 2:24.704  | 44.428             | 59.548             | 40.728             | 83.0          | 24:55.780     |          |            |                    |                    |                    |               |               |
| 11        | 2:35.991  | 45.910             | 1:02.031           | 48.050             | 77.0          | 27:31.771     |          |            |                    |                    |                    |               |               |



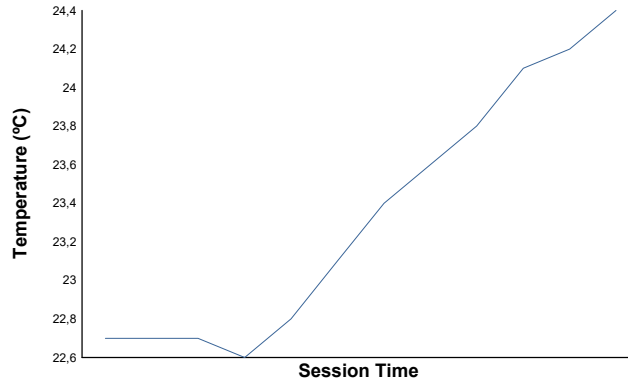
RACE A1 LOUIS CHIRON – Prewar Grand Prix cars and Voiturettes

Qualifying Practice Weather Report

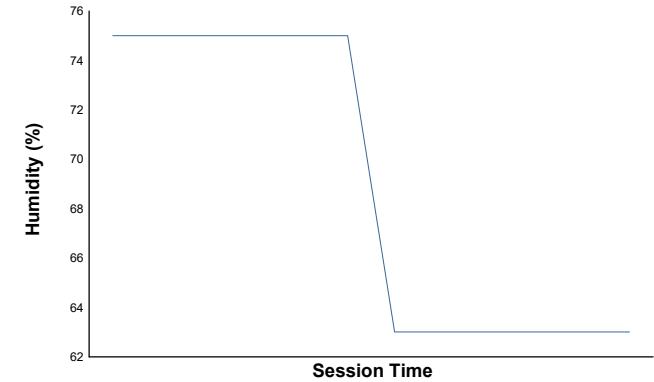
Air Temperature



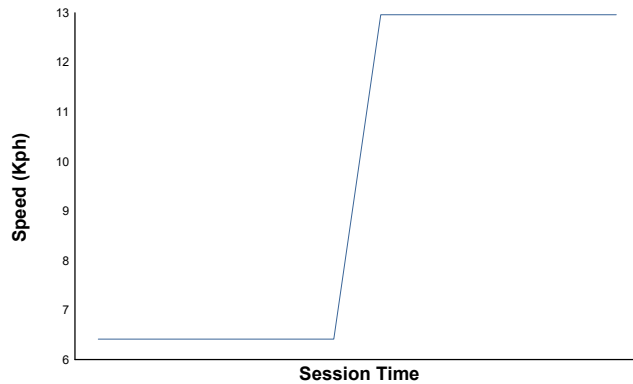
Track Temperature



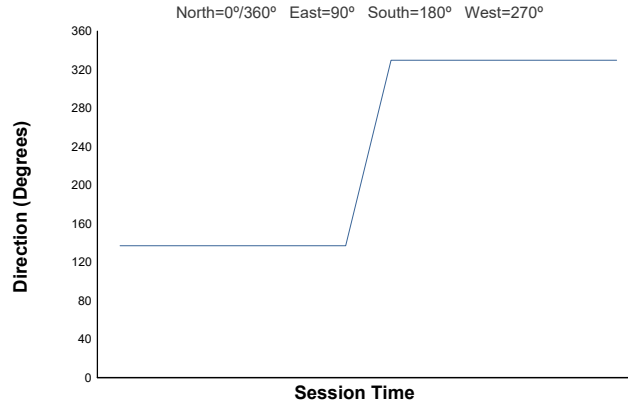
Humidity



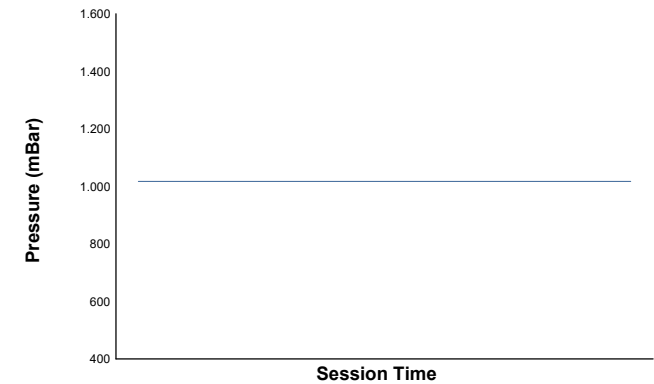
Wind Speed



Wind Direction



Pressure



Track Status: **DRY**