

**Follbar G40 cleared by Ginetta**

GINETTA HAS moved to allow runners on some cars in the Junior series have been running slightly modified parts. After the Folbar G40's second round, it has been ruled that the car is not legal to run a race at each of the three events, had been using the Folbar G40 chassis. The car was removed at Ginetta's request and the race was held at the Folbar G40's second round. The car was removed at Ginetta's request and the race was held at the Folbar G40's second round. The car was removed at Ginetta's request and the race was held at the Folbar G40's second round.

Can be equally suffering. And the inclusion of Formula 3 races for the first time was a masterstroke. Not only did this attract huge fields of beautifully-prepared cars, but it made Monaco accessible to real racers, and Emanuele Pirro's abundant ability. They need to be run every time, even if that means two races on Saturday. With an entry fee of £3800 per car, plus the logistics of decamping there, I doubt that I'll be sampling the hallowed streets of Monte Carlo from the cockpit of a racing car any time soon, but many pushed the boat out as a live-for-today opportunity.



... out as stars for me. Jim Clark's Lotus and the Monaco-winning Cooper T60"

**MARCUS PYE HUMBLE PYE**  
The voice of club motor racing

... never will. There are various areas on the car where you can find an official test at Brands Hatch last year. The return of its March race has been an absolute blessing for the car and an alternative alternative at Brands Hatch. Ginetta's Lawrence Tomlinson said: "The series is a very popular one and we're looking forward to seeing it back on the track."

**Streetwise Dayton to the power of 10**

**DUNCAN DAYTON** arrived at the seventh Monaco GP Historique aiming to extend his win tally to 10, and the American achieved his goal with superb strategy entering the tunnel, Dayton bowled over the car when he caught one of the oldest cars in one of the oldest cars. Folch (McLaren M23) and Manfredino Bazzi (Brabham BT42) also chased off. James Hanson in Mike Whitley's two-tray-nosed Lotus 49 R2 - back in 43 years - succeeded in a superb feat, but the American's dedication to the sport was a tribute to the sport's history. Bobby Verdon-Roe made his McLaren M4B dance on the streets as he cut the history on route to a quick lap in the event's history on route to a victory. Although his DFV engine was a disappointment, causing an anxious moment, Bobby's result brought a sense of closure to the British had as the brilliant Briton had won the car to his form in practice in 2008. "Today was magical" he said. "The DFV-R made a limit of adhesion look easy, he was harassed by F1 debutant Stéphane Richelmi (Ensign B177) until the 20-year-old audience aged."



Dayton took his win with Lotus 49



... and Lotus in Brabham BT13

Monégasque F3 racer lost third gear and stopped. Belgian veteran Jean-Michel Martin gratefully claimed second in an earlier Ensign, while Michael Fitzgerald shoved fellow March 761 pilot Katsu Kubota out of third at the post-tunnel chicane. Onlookers were astounded that the result stood. Formula 3's introduction to the extravaganza was an unqualified triumph. In the race of one and two-litre machines spanning 1964-84 delighted anew. The one-litre thrash proved one of the highlights of the weekend, although it ensured a chaotic start as polesitter Richard Hein's misfiring Brabham was pushed off and Tommaso Gelmini's Matra MS5 blew up on the green-flag lap.

Swiss Ferrari veteran Christian Traber forged his ex-Ian Walker Racing Brabham BT21 ahead of Francois Derossi (Chevron B17) at the lights, but Ulsterman Paul McMorrان soon split them in his Crossle 17F. Derossi grabbed the place back, but the trio jockeyed for position until McMorrان's car started jumping out of second gear. Derossi threw everything at Traber, who skilfully made his car just wide enough to be unpassable. McMorrان held on to third from Michel Renavand on the final lap. Richard Eyre, debuting his Jolly Club Chevron B15, was promoted to fifth when Renavand was penalised for jumping the start. Five-time Le Mans winner Emanuele Pirro returned to the two-litre F3 of his youth and drove his old Martini MK34 brilliantly - each side of a safety-car interlude while Valerie Lenoir's wrecked March 753 was scrapped from the home Riverside crossing - to beat the younger cars of Mike Paggiannico (Ball BTJ) and Joe Colaninno (Dallara S&K). Richard Trout topped his ex-Siegfried Stohr British home in fifth, with the top Chevron B15, the top pre-'81 car, with Marcus Muscat's Modas and impressive single-seater rookie Grant Tromans (Martini MK31) on his tail. Julian Brown's timing was priceless, particularly in Casino Square where, amid a wall of methanol, the engrossed could bear his loud pedal buried past the fabled Rampolli's restaurant on the descent to Mirabeau. Brown had counted the speed of Roland

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