

The sixth Dix Mille Tours took place this weekend on the Paul Ricard circuit. Despite the uncertain weather, which turned out fine on Sunday, 10 000 spectators came to meet the drivers and collectors to share their common passion.

10 000 spectators at the Dix Mille Tours. A mathematical nod and a wink to this meeting which has become a not-to-be-missed rendezvous on the historic racing calendar. But there was more than just races. Almost 600 collectors cars of all kinds from all eras, luxury and sports cars and popular vehicles, turned the event into an open-air museum. On Sunday the sky cleared and the weather was fine, but on Friday and Saturday it had a few surprises in store for the drivers. This added spice to practice and the opening races with several spins, wobbles etc. On the inside of the circuit everything was free and the spectators could play 'boules' or do a few laps of the Circuit 24. At this game the best were not necessarily those who had driving licences! There were around 20 exhibitors in the village with brands as prestigious and varied as Zenith watches, Alain Figaret clothing and la Boutique Auto Moto scale models. The event could also count on its faithful partners EFG Bank and Motul.

RACES

Seven grids ensured the on-track action with more than 280 cars. In the eagerly-awaited **Classic Endurance Racing** events there were no fewer than 88 entries including some exceptional machines like a longtailed Porsche (1968), two Alfa Romeo T33/3s (1969), a Ferrari 512 M (1971) and the only Ligier JS 3 built (1971) – a marvellous homage to Guy Ligier who died in August. Among the drivers were several Le Mans 24-Hours winners: Gérard Larrousse (1973, 1974), Jürgen Barth (1977), Emanuele Pirro (2000, 2001, 2002, 2006 and 2007) as well as French GP2 hope, Norman Nato. Endurance was also present in force with the **Sixties'**, the **Trofeo Nastro Rosso** and **Group C Racing**, three grids that included a large number of prototypes and grand touring cars retracing the history of this branch of motor sport over four decades from 1951 (Aston Martin DB2) to 1991 (Jaguar XJR14). Finally, saloons and coupes were entered for the **Heritage Touring Cup** (BMW 3.0 CSL, Ford Capri, Rover Vitesse, etc.) and **U2TC** (BMW 1800 Ti, Lotus Cortina, Austin Mini, etc.) grids.

FORTHCOMING EVENTS

The Dix Mille Tours meeting closed the 2015 season of events organised by *Peter Auto*. With the exception of the entrants in Classic Endurance Racing who are asked to extend their season in three weeks time at the Algarve Classic Festival (Portugal), historic racing aficionados will rendezvous again in six months at the Tour Auto Optic 2000 whose 25th anniversary event is already looking pretty special! In the meantime, Peter Auto will be present at Rétromobile from 3 to 7 February in Paris (Porte de Versailles) as is the case every year.



RACES RESULTS



CER 1 – duration 1 hour – start Sunday at 17h15

Legendary cars and famous drivers took part in the last race of the weekend including Giovanni Lavaggi (Ferrari 512 M), Jürgen Barth (Porsche 917), Gérard Larrousse (Porsche 908 LH) and Emanuele Pirro (Alfa Romeo 33/3). Ex F1 driver Giovanni Lavaggi took the lead on lap 1 and dominated the first half of the race. Richard Tromans took advantage of the pit stops to go into first place where he stayed till the finish. Michel Lecourt and Raymond Narac clinched victory in GT1 with their Porsche 911 RSR.

CER 2 – duration 1 hour – start Sunday at 10h55

Paul Knapfield who set the fastest time in practice fluffed his start and fell back to the middle of the pack. He began a comeback continued by his team-mate Jamie Campbell Walter until an accelerator cable snapped on his March 76S. Up front Philippe Scemama's (Lola T290) retirement handed Dominique Guenat the lead. He was followed by Patrice Lafargue who had fought his way up from 12th to second place. There a ding-dong scrap between Frederic da Rocha and Philipp Brunn for the third step on the podium, which went to the latter. Mr John of B. won the GT2 class in his Ferrari 512 BB LM.

CER 1	CER 2
1. TROMANS-MEADEN (LOLA T70 Mk III B 1969)	1. GUENAT (LOLA T286 DFV 1979)
2. FERRER (LANCIA Beta Gr. V 1979)	2. LAFARGUE (LOLA T298 BMW 1979)
3. MR JOHN OF B (LIGIER JS 3 DFV 1971)	3. BRUNN (TOJSC 206 1978)



Race – duration 1 hour – start Sunday at 15h55

In the opening laps the battle for first place was an all-Jaguar affair as Richard Eyre's XJR16 took the lead from Christophe d'Ansembourg's XJR14 on the Mistral straight. Then the two English cars had to pit leaving Aaron Scott's Porsche 956 alone in first place. The obligatory pit stop didn't lead to any changes until shortly after half distance when Scott lost several laps because of a suspension problem. A few minutes later Henrik Lindberg's Lancia LC2 caught fire bringing out the safety car. In the end victory went to Steve Tandy's Spice SE90 GTP.

1. TANDY (SPICE SE90 GTP)
2. LYONS (GEBHARDT C91)
3. BRUNN (SPICE/TIGA)



Race – duration 1 heure – start Sunday at 13h30

Pole sitter Andrew Smith's Ford Capri RS Broadspeed ran into a problem at the end of the first lap. Tim Summers' Rover Vitesse took over first place before suffering a mechanical issue. The battle for victory raged between the Ford Capris driven by Mr John of B and Steve Dance, who got the better of his rival on the second-last lap. The Scemama brothers had a family scrap for fourth place for several laps until Philippe (BMW 3.0 CSL) had to retire.

1. DANCE (FORD Capri 2600 RS)
2. FERRER-MR JOHN OF B (FORD CAPRI RS 3100 COLOGNE 1974)
3. MESTDAGH-THIBAUT (BMW 3.0 CSL 1975)



Race – cancelled – start Saturday at 17h05

A storm broke over the circuit at the start. Several cars spun at the entry to the Mistral straight including Michel Lecourt's Shelby Cobra which started in fourth place. Race control interrupted the event before the end of the first lap and the execrable weather conditions led to its cancellation.



Race 1 – duration 45 minutes – start Saturday at 15h15

Paul Knapfield on pole in his Ferrari 275 GTB was unable to take his place on the grid due to a mechanical problem. Carlos Monteverde, second fastest in practice, made the most of this to go into the lead and draw away from his rivals on a wet track. Lukas Halusa who was in sixth place at the start fought his way up to third at the end of lap 1, and then made a mistake falling back to sixth again! He began another thrilling comeback picking off Christian Dumolin's Ferrari 250 GT Berlinetta, Jean Brandenburg's Bizzarrini and Olivier de Siebenthal's ISO Griffio to finish in third place. Vincent Gaye was in his element as the rain intensified in the closing laps and he ate into the gap separating him from the leader. They took the flag covered by a second!

Race 2 – duration 45 minutes – start Sunday at 14h50

The previous day's winning Ferrari 250 LM was not on the grid. Olivier de Siebenthal shot into the lead, but had to pit at the end of lap 1 due to an exhaust problem on his ISO Grifo. He wasn't the only one in trouble as both the Ferrari Breadvan and then the Maserati Tipo 63 retired in quick succession when in third place. Vincent Gaye scored a flag to flag victory in his Ferrari 275 GTB/C.

Race 1	Race 2
1. MONTEVERDE (FERRARI 250 LM 1964)	1. GAYE (FERRARI 275 GTB/C 1966)
2. GAYE (FERRARI 275 GTB/C 1966)	2. BRANDENBURG-FAVARO (BIZZARRINI 5300 GT 1965)
3. HALUSA (FERRARI 250 GT Breadvan 1962)	3. JOY-LECOURT (FERRARI 250 LM 1964)



Race – duration 1 hour – start Sunday at 09h00

The start of the first race on Sunday was given on a track that was still wet from the previous day's rain. Dion Kremer failed to take advantage of his pole position and fell back two places. Richard Meaden went into the lead and pulled away improving the fastest lap each time round. He lost first place when he handed over to Grant Tromans, but the latter quickly got past Gary Pearson and saw the chequered flag in first place.

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| 1. MEADEN-TROMANS (FORD Lotus Cortina Mk1 1964) |
| 2. SHAW (BMW 1800 TiSA 1965) |
| 3. KREMER (FORD Lotus Cortina 1965) |

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