

The Historic Paul Ricard 4-hours

Losing six cars from the grid in the final week before the race certainly reduced the ferocity of the combat, but some great cars were still in attendance, including the Porsche 910 driven by Erik Maris, racing in the two-hour race-within-a-race. The four-hours went to the superb Chevron B36 of American Benton Bryan co-piloted by Brit Nigel Greensall, serving up a prolonged battle with the Lola T70 Spyder of David Ferrer and Mister John of B.

V de V FFSA Series



Practice gave us the chance to see Erik Maris' Porsche 935 on track, prepared by Sébastien Crublié. Maris is also the owner of the Porsche 910 that gave so much pleasure in the 2-hour race, finishing just off the podium.

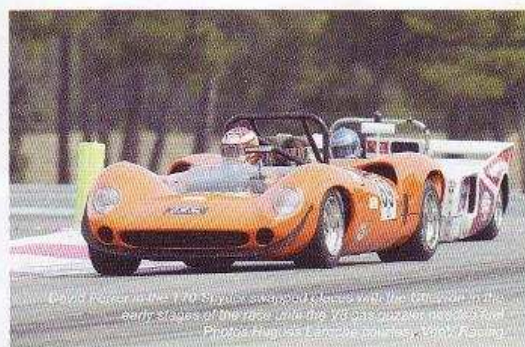
Serge Kriknoff won the shorter race in his usual manner, driving his 2.8-litre Porsche 911 RSR. He finished ahead – not without difficulty – of the impressive Ford Falcon run by the Allemang family. They had a whale of a time at the wheel of their 330-horsepower Ford V8-powered Muscle Car. A car that nonetheless proved itself nimble and quick, since Denis, the son, was not only able to remain in the lead of the two hour race until the mandatory pitstop twenty minutes from the end, but also to lead overall in the first lap, ahead of some state of the art prototypes.

But it didn't take these same prototypes, entered in the four-hour event, too long to breeze past in a pack. Nigel Greensall's Chevron B36 and the Lola T70 Spyder of David Ferrer swapped the lead in the first quarter of an hour, before the British driver found his rhythm and was able to outpace the American gas-guzzler by around ten seconds. Indeed, Ferrer was forced in for fuel after an hour, saying "à bientôt" to the lead. Greensall continued on his merry way, handing over to Benton Bryan after just over ninety minutes.

Meanwhile, the little Elva Mk8s from Meca Moteur were missing one of their favourite running mates – car no. five, whose engine blew in practice, and which would have been driven by Pierre-François Rousselot and his friend Serge Saulnier, making a crew of former pro contenders. This meant just two were left; Yann Le Calvez and Philippe Tissandier's, which had its moment in the sun before being swallowed up by the Chevron and the Lola, finally finishing third overall; and no. four, driven by Sylvain Guanzini and Marc Alloend-Bessand, that came in fifth, scoring important points towards the French Championship.

Worthy of note was Bernard Moreau and Miguel Langin's "quiet" race at the wheel of a 3.0-litre Porsche RSR fitted with an old engine that they didn't want to push too hard. They finished fourth.

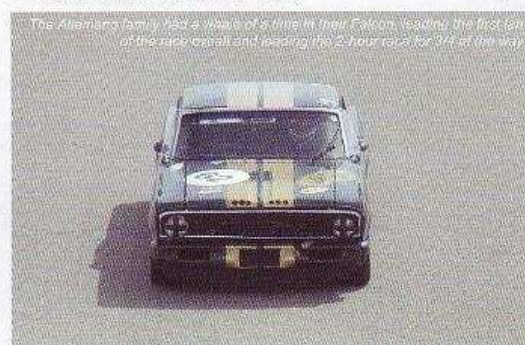
Jean-Claude Barthe and Pierre Arraou, driving a 3.0-litre Porsche RS from LD Racing finished sixth, ahead of the sole 2.0-litre 911 driven by Henrique Gemperle and Jean-François Weber.



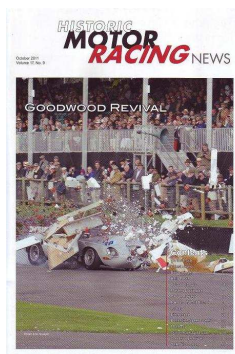
David Ferrer in the Lola T70 Spyder swapped places with the Chevron in the early stages of the race, but the V8 gas guzzler never found a rhythm. Photos: Hugues Lecomte for Historic Motor Racing.

At the sharp end, things weren't as simple as they seemed. Greensall - after a good stint by Bryan - put the hammer down and kept the lead. On the penultimate lap and with a two-lap lead, his engine blew. He managed to get the car to the pits, but missed out on the chequered flag. He nevertheless finished in first place because of the number of laps completed, ahead of David Ferrer's Lola T70.

Another happy memory of the race was the third place in the two-hour race scored by the 3.0-litre Porsche RS driven by Alain Gadal, alongside the boss of Porsche Lorient Racing, Frédéric Ance! A nice first for them.



The Allemang family had a whale of a time at the wheel of their Falcon, leading the first half of the race overall and leading the 2-hour race for 3/4 of the way.





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