

# TOUR AUTO 2010 Optic 2000

## 19<sup>th</sup> TOUR AUTO OPTIC 2000 from 19 to 24 April 2010

Since its creation in 1992, the Tour Auto Optic 2000 formula hasn't changed, or nearly: gather 220 collection cars for five days and blending charming country roads and circuits, unwind some 2000 kilometres in front of them. Proof of its success, the "Tour" is more and more popular and welcoming the public in the best conditions have become one of the priorities. In 2010, all the circuits will be open as will the "Parcs Fermés" in Paris and the stop-over towns. Because the show is worth the detour, in particular thanks to the seventeen Ferrari 250 GT SWBs which will come to celebrate the fiftieth anniversary of their first victory in the *Tour de France Automobile*. A not to be missed appointment: from Paris to Beaulieu-sur-Mer, via Vichy, Lyon, Megève and Aix-en-Provence.



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## The crews

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What do a 1958 OSCA 750 S and a Lancia Stratos Group IV have in common? Or a Citroën SM and a Ferrari 250 GTO? All these models participated, between 1951 and 1973 in the Tour de France Automobile, one of the automobile calendar's major events at the time, a first class appointment for the greatest manufacturers, amateurs running after prizes, and well-known drivers of the time. They also have in common their eligibility to the Tour Auto Optic 2000, organised since 1992, echoing each year the original race. Proof of a non waning interest, today the Tour is full again. Some 220 cars will gather in the Tuileries Gardens next 19th of April.

Among them –exceptionally– seventeen Ferrari 250 GT SWBs, which have answered the organisers call to celebrate the fiftieth anniversary of this models first victory in the Tour de France Automobile.

The 2010 grid will respect the diversity which has made the events name. As usual, a large majority of exceptional sports models: Aston Martin DB4 GT Zagato, Ferrari 250 GTO, Lamborghini Miura, Porsche 904 and 906, or Ligier JS2... but also a Citroën DS 19 or a Panhard Junior, less glamorous but no less applauded.

Never mind the cubic capacity or the prestige of the emblem, each crew has a chance of being first in the classification. The participants have the choice between two categories: Competition or Regularity. In the first, the stopwatch acts as arbitrator. To win, the best possible times must be made during the special stages on the tracks and closed roads.

Logically, the lead of the competition classification is monopolised by the sharpest cars. Ford GT40 –holder of the title–; AC Cobra –proclaimed challenger- or Lotus Elan, to name just a few. The Competition classification is divided into three categories: VHC for cars born before 1966, GHI for those until 1973. To favour the oldest, only a car of the VHC period can win the general classification.

In regularity, only ... regularity counts! Before each special stage, low medium and high averages are defined. After choosing its average, the crew has only one imperative: sticking to it! The differences (positive and negative) are added up and define the classification at the arrival. It may sound as simple as a children's game but it is much harder than it seems. The battle –of seconds- rages in regularity: in 2009, the winner only had a 34 second difference after five days racing.





## Ferrari 250 GT SWB

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After the Ferrari 250 "Tour de France" in 2007, the OSCA in 2008, the Jaguar MkII and Ford GT40 in 2009, in 2010 the Tour Auto Optic 2000 celebrates the 50th anniversary of the first victory of the Ferrari 250 SWB in the Tour de France Automobile. This legendary car has acquired a work of art status and has entered the most beautiful car collections. The Tour Auto welcomes them regularly but has planned this celebration on a large scale: seventeen authentic cars will be gathered on the starting line, including the one which took Willy Mairesse to victory in the 1960 Tour de France. Flashback to the time when the Cavallino reigned over the French race ...

September 1960, an armada of nine Ferrari 250 GT SWBs line up for the start of the ninth after-war Tour de France. Enough to dishearten the competition, as the new Berlinetta is of the lineage of the Ferrari 250s which have already ruled over the French race for four years. Boasting a brilliant V12 3 litre engine, this new version has a chassis shortened by 20 cm and beautifully designed aluminium bodywork. At the finish, after a 5000 kilometre expedition via the Ventoux, Spa and Nürburgring: is the awaited victory, with a bonus triple win!

Only two of the nine starting Ferraris fail to finish. The V12 3 litre engine is indeed as reliable as efficient, necessary qualities on long races such as the Tour Auto. In addition, the shortened chassis gives the car further agility. In short... they are unbeatable and will remain so in 1961 and 1962, expertly driven by Lords of the race such as Willy Mairesse, Jo Schlesser, Olivier Gendebien, Lucien Bianchi, André Simon and Maurice Trintignant.

The famous Berlinetta enters the legend of the French race as well as lining up trophies in all the biggest international races: total victory in the 1000km of Paris, the Tourist Trophy and victories in the 24 Hours of Le Mans, 1000 kilometres of Nürburgring, the Targa Florio... Rare are cars that have eclipsed the competition with such supremacy during their whole sporting career.





## The itinerary

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After an incursion to the North and the shores of the Channel, the 2010 edition will return to the South, with a finish in Beaulieu-sur-Mer.

As in 2009, the Tour will leave from the Jardins des Tuileries. An ideal location situated in the heart of the capital, for the many visitors who will certainly come to admire the public exhibition of the cars on Monday April 19, day of checks and scrutineering.

### 1<sup>st</sup> stage: Tuesday 20 April / Paris – Vichy

The next day, an early start for the competitors to reach the Château de Fontainebleau for a first start at 8.00am. Direction: the first special stage before braving the fast Magny Cours circuit. The first stop-over town is Vichy; which thanks to its central location regularly welcomes the Tour Auto Optic 2000.

### 2<sup>nd</sup> stage: Wednesday 21 April / Vichy - Lyon

Wednesday, a very sporting day awaits the competitors. To begin with, the winding and hilly layout of Charade, before the day's first special stage and lunch at the Vollore castle from where they will admire a sumptuous panorama. Then another road stage before arriving at the second stop-over town. A novelty for this 2010 edition as the Tour's caravan will stop in the heart of Lyon, in the Tête d'Or Park.

### 3<sup>rd</sup> stage: Thursday 22 April / Lyon - Megève

Thursday, the competitors will return to the Bresse circuit that they discovered and unanimously appreciated for the first time in 2009. Two road special stages are also on the programme of this third day. The Tour will then gain altitude, first of all in the Jura then in the Alps while heading towards another new stop-over at Megève.

### 4<sup>th</sup> stage: Friday 23 April / Megève – Aix-en-Provence

No circuit on the menu for this day before last, but three special road stages, two in the morning and one in the afternoon. As an interlude for this long day which will cross five departments (Savoie, Isère, Drôme et Vaucluse and Bouches du Rhône) the competitors will have lunch in the fabulous settings of the Couvent des Carmes (14th Century), overlooking the Isère Valley. The finish will be in Aix-en-Provence.

### 5<sup>th</sup> stage: Saturday 24 April / Aix-en-Provence – Beaulieu-sur-Mer

After a last special road stage, the final classifications will be made, as in 2008, on the ultramodern Paul Ricard HTTT circuit. This time the public will be able to watch the very last sparring. Azure from beginning to end, the last liaison route will take Dolce Vita airs, via the Estérel massif and the vertiginous panoramas of the mythical Corniche, between Nice and Monaco, where the competitors are awaited at Beaulieu-sur-Mer for the prize-giving dinner.





## The Tour Auto Optic 2000 and its public

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To be able to admire in action on a sequence of bends or in the heart of a village, a famous Ferrari 250 GTO or a ferocious Ford GT40 among some 220 shining machines is a rare pleasure that the Tour Auto Optic 2000 offers each year to enthusiasts.

Since its creation, the race has always wanted to welcome the public in good conditions, while having to respect security requirements which are often restricting. In 2010, The Tour will do everything it can for its many spectators with some novelties.

### The circuits and "parcs fermés" will be open to the public

Big novelty of this nineteenth edition, the "parcs fermés" will now be ... open. The holders of an official programme will be granted entrance (times vary depending on the legs).

During the track stages, the cars will be separated into five grids (two for regularity and three for competition) to put on a two hour show. As in 2009, all of the circuits will be open to the public, including the Castellet (where a €10 admission fee will be required except for children under 10).

### A bigger village

Inaugurated in 2009, the Tour Auto Optic 2000 village is dedicated to the passion of automobiles, but also to road safety. The main partner of the event, Optic 2000 will set up at each stage, operations including eyesight checks as this causes many accidents (cf Optic 2000's release attached). The village will also be the occasion to do some shopping: Alain Figaret will reveal their Tour Auto Optic 2000 official collection with jackets, shirts and accessories bearing the colours of the event. Those looking for high quality photography equipment will be able to discover the latest Leica products. The Tour Auto Optic 2000 is a long-time partner of Mécénat Chirurgie Cardiaque; the association will be present to inform the public about their actions.





Dessin A. Boulvaige

## In a nutshell

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### Dates and itinerary

Checks.....	Paris – Jardins des Tuileries.....	19 April
Start.....	Fontainebleau.....	20 April
1 <sup>st</sup> Stage.....	Vichy.....	20 April
2 <sup>nd</sup> Stage.....	Lyon.....	21 April
3 <sup>rd</sup> Stage.....	Megève.....	22 April
4 <sup>th</sup> Stage.....	Aix-en-Provence.....	23 April
5 <sup>th</sup> Stage - finish.....	Beaulieu-sur-Mer.....	24 April

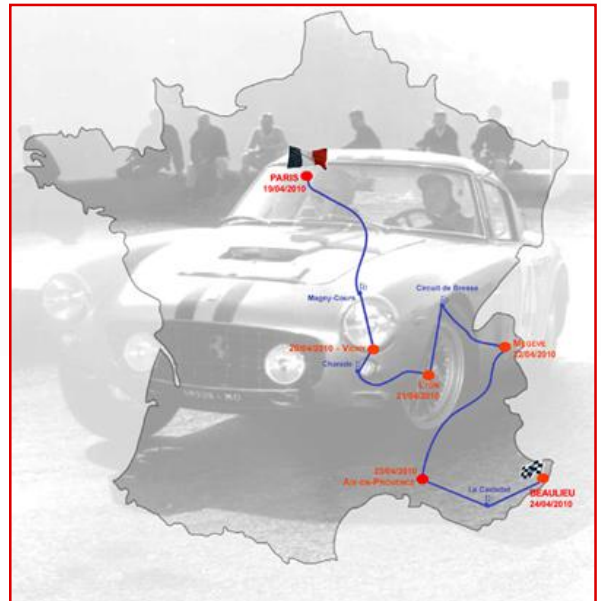
### Circuits

Magny-Cours (20 April), Charade (21 April), Bresse (22 April), Paul Ricard HTTT (24 April).

The **special road stages** will be revealed from 5pm on the evening before they take place: [www.tourauto.com](http://www.tourauto.com)

**Accepted cars** - 220 of which the model participated in the *Tour de France Auto* between 1951 and 1973, plus some more recent models representative of the TdF History.

**Organisation** - Peter Auto and ASA Tour Auto



TOUR AUTO  
2010  
Optic 2000

PARIS  
JARDIN DES TUILERIES  
VICHY  
LYON  
MEGÈVE  
AIX EN PROVENCE  
BEAULIEU-SUR-MER

19/24  
AVRIL 2010

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