

“Quicksilver? Quick Elva!” V de V 4 Hours of Dijon

With morale still flagging a little, VHC came to Dijon with a pretty sparse grid. But three French VHC meetings in three different places could hardly help with a revival... Could it...?

Twenty three cars on the entry list, down to 19 in qualifying, then seventeen at the start after the retirement of Christian Perrier and his Osella from pole position and the non-runner 3.0-litre Porsche from Force Motorsport... It certainly didn't look good. But don't be fooled. It was a superb show!

Pierre Dutoya started behind the wheel of his Elva specialist Meca Moteur prepared MK8S, and controlled the pace of the race from the front. His only close follower was Bernard Moreau in his Porsche RSR. The scene was set for the first two hours, with Philippe Tissandier in the sister Elva holding a solid third place, slowly building a gap back to the Ford GT40 of Eric Vincenot and Jean Marc Bachelier.

Usual front-runner in another Meca Elva, Sylvain Guanzini, was competing in the French Championship and therefore running on treaded tyres, while the others were on slicks. Further, its driver was suffering from a cracked rib and not really able to get the most out of the car. But this allowed him to scrap with Eric Van de Vyver's TVR Griffith 200. This battle for tenth place – and for fun – lasted a good hour before the driver changes. Marc Alloend-Bessand took the wheel of the sports racer ten minutes too early, as Guanzini couldn't take any more, and brought the car back through the field, handing it back more than a minute ahead of the Ford GT40 and enabling its owner to take it easy for the last ten minutes of the race. So the GT40 finished second in the VHC French Championship standings – enough for them to lead the Championship – behind the Elva, which came fourth overall. The TVR finished ninth.

Jean-Claude Barthe and Joël Vicaire in the LD Racing Porsche had a superb race and finished fifth overall with a lead of twenty seconds over the GT40.

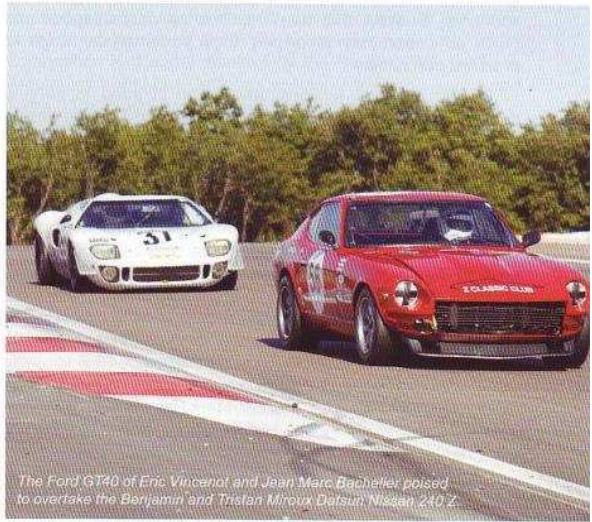
Hats off also to the Chevallier family, who brought their Porsche 911 SC home second in Group 4 stoutly resisting the comeback mounted by the Miroux brothers' Datsun 240Z. Winner of the Group was the Moreau/Langin Porsche, though things didn't go easy for them. After a faultless run by Moreau, a left rear tyre wouldn't come off at the pit stop, and minutes were lost in the attempts. The car was sent back out as it was, making second stint man Langin drive sparingly. But he skillfully brought it back to second place. In the final 30 minutes the car became increasingly hard to control and despite Langin's efforts, Yann Le Calvez, in the Elva from Tissandier, closed him down. Such was their lead, that although their engine let go eight minutes before the end, they still took third place.

In the two hour race-within-a-race, Serge Krikhoff never let go of the lead in his Porsche RSR with Frédéric Ancel and Alain Gadal, on their first foray over the border into France, runners up. Yet another Swiss driver, Henrike Gemperle, rounded off the podium, while Bernard Zimmer and Axel De Ferran (and their Iso Rivolta) enjoyed a delightful stroll...

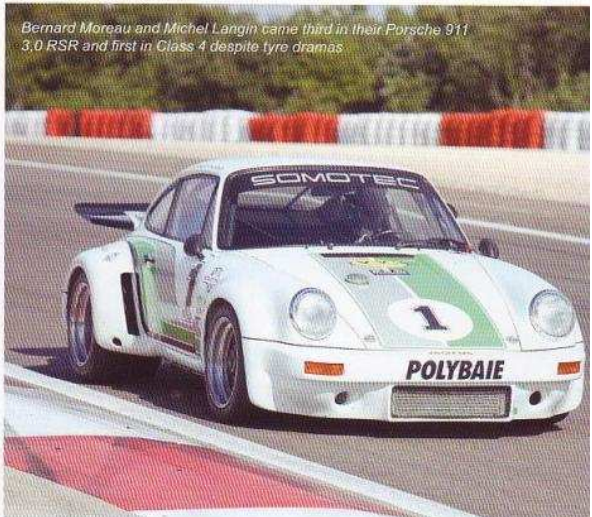
Next round is at Paul Ricard, birthplace of V de V VHC!



Overall winner Pierre Dutoya, in his Elva MK8S



The Ford GT40 of Eric Vincenot and Jean Marc Bachelier poised to overtake the Benjamin and Tristan Miroux Datsun Nissan 240Z



Bernard Moreau and Michel Langin came third in their Porsche 911 3.0 RSR and first in Class 4 despite tyre dramas





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