



↑ **Le Mans, 13/14 June 1987** Of the other contenders at Le Mans both the Sauber C9s retired: the Dumfries/Ganassi no.62 car (87-C2-09) was running in the first six but its gearbox broke on lap 37 after Champcar racer 'Chip' Ganassi took over, whilst the no.61 C9 for Thackwell/Pescarolo and Hideki Okada retired with transmission woes, the Japanese driver not getting to drive the car. A small consolation was Dumfries' fastest race lap. Following is one of the Swiftair Ecosse C286s. Also in the doldrums were the Nissan and Toyota entries, all retired. *LAT*

➤ **Nuremberg 200 miles, 28 June 1987** The Norisring round was twice the distance of its 1986 race and it was per se a Porsche benefit as befits its location. The race was won by the Richard Lloyd GTi Porsche 962C (106B), which had gone up in flames at Le Mans but was now back together with new running gear and engine. Mauro Baldi won the first heat and Jonathan Palmer finished 2nd in the second heat. Here Baldi is millimetres behind the Thackwell Sauber C9, which was retired in Heat 1 due to the excessive heat after 40 laps and did not participate in Heat 2. However, Baldi lost the lead to Lammers' TWR Jaguar on lap 35, but this retired seven laps later with a transmission problem. *LAT*

➤ **Nuremberg 200 miles, 28 June 1987** Fastest car/driver in qualifying at the Norisring was Hans-Joachim Stuck with the factory Porsche 962C (009) in the Dunlop Shell livery. He was hit by Larrauri's Brun Porsche in Heat 1 but classified 2nd much to the amazement of most team managers who were not convinced by the timekeepers. In Heat 2 co-driver Derek Bell retired with engine troubles. *LAT*

