

LEMANS TEST DAY

driven by new recruit Frank Jelinski and Stanley Dickens, was the fastest. The Kremer car of Kris Nissen/Volker Weidler (fitted, as tried by Kremer last year, with a centrally finned tail section) suffered a wheelbearing failure and Jurgen Laessig's brand new 962C, backed by Primagaz and co-driven by Pierre Yver and Bernard de Dryver, had several little new car problems.

The Nissan teams put on an indifferent show at Le Mans again, fielding three cars including the two 1987 factory entries with their powerful VED engines. The Kazuyoshi Hoshino Kenji Takahashi type R87E car developed a misfire, while the similar Masahiro Hasemi/Aguri Suzuki entry cooked its V6 turbo engine as a result of a water leak. Tom Hanawa's privately run Nissan R86V, a 1986 model, wound up as the best placed of the trio in the timesheets, although driver Anders Olofsson could find only a smidge of triumph on the straight.

The solo Toyota 87C was also hampered on the straight, in this case by its less powerful four-cylinder motor, and its best speed was 209mph. Tiff Needell and Eje Elgh drove the car. Needell setting the time before TM John Wickham gave Alan Jones a new electronic chip and some more boost at the end of the day. The result, though, was an engine failure.

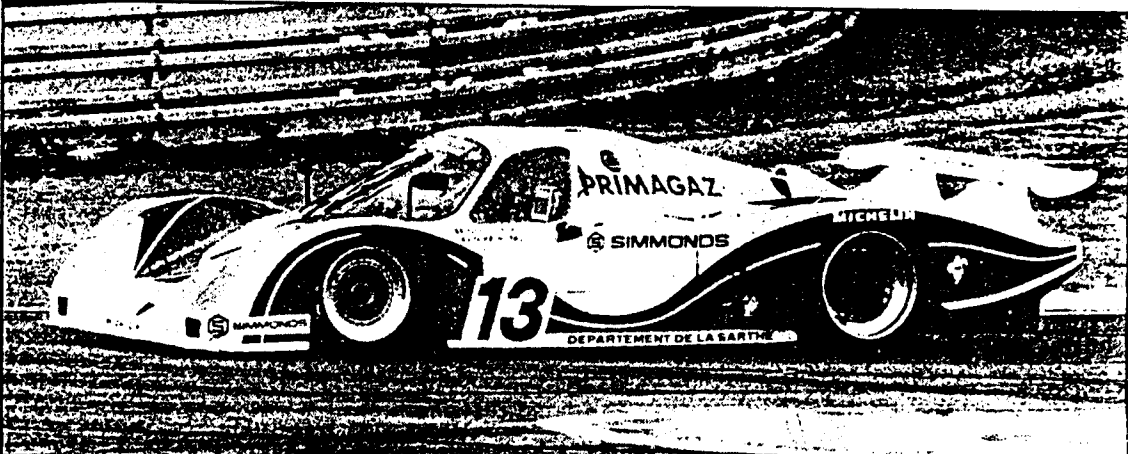
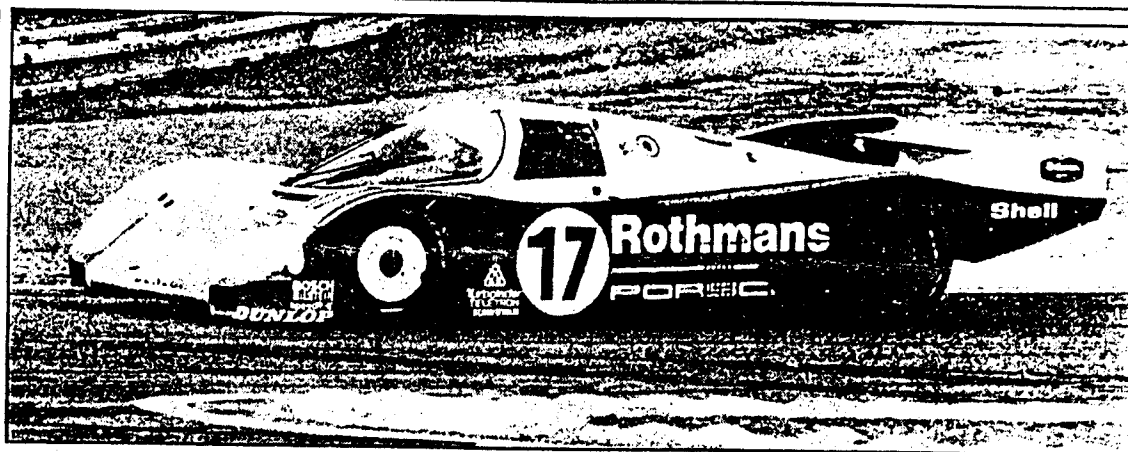
Two Sauber-Mercedes were there, the latest Kourou C9 model and one of last year's C8 cars now owned by Noel de Bello. The works car blew a head gasket while being warmed up by Henri Pescarolo, leaving Mike Thackwell without a drive and, more important for the team, new recruits Johnny Dumfries and Chip Ganassi also. The de Bello car did not feature, either, the victim of a catastrophic misfire.

Although Francois Migault ran some strong laps with one of the 1986 cars, the WM-Peugeot team had a very disappointing debut with its ambitious new car (see P&P). Some measure of its potential, however, was that it was faster down the chute than the old car, at 220mph, even though it was only being warmed up by Roger Dorchy, and never did do a flying lap.

The Porsche factory team also ran its Rothmans backed type 961 four-wheel drive car in the hands of Claude Haldi and Gunther Steckkonig, but the rest of the party comprised Group 6 sports-prototypes among which the works Spice-Cosworth was very impressive. Gordon Spice, his car now in the yellow livery of Philippe de Henning's Dianetique publishing sponsor, went 208mph down Mulsanne, and was exiting the Dunlop chicane virtually on a good C1 pace.

Hugh Chamberlain's Spice-Hart also went very well in the hands of Nick Adams and a highly impressed Richard Jones.

Ecurie Ecosse gave its Americans Les Delano and Andy Petery a run, The Nissans struggled, Olofsson unable to go 200mph in the best of the trio.



Top: Bob Wollek's factory Porsche split the leading TWR Jaguars. Above: "The Cougar is good enough to win," said Raphanel, fastest of all at 229mph in Yves Courage's locally-built Porsche-powered car. Bottom: Spice in C2 Spice, stunningly quick.

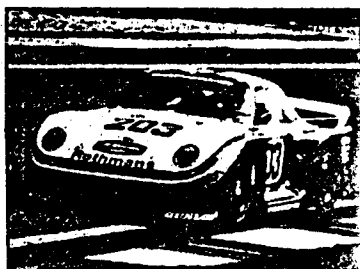


targetted by David Leslie, while the other C2s were Dune Motorsport's noisy and robust Tiga-Rover V6 and the disappointing ALD cars. Mercifully, Jose Thibault's tatty Chevron-ROC, an untidily converted 2-litre Group 6 car, would not run cleanly and never took to the track.

Full details of the 65-car entry for the big race will be given in AUTOSPORT's Le Mans Yearbook 1987, which will be published as a free supplement to our Jun 04 issue.

**LE MANS TESTING**  
May 17

Fastest lap times by car: (Raul) Bossel (Jaguar XJR8LM), 3:24.38; (48) 35mph; Bob Wollek (Porsche 962C), 3:25.04; Jan Lammer (Jaguar XJR8), 3:25.97; Pierre-Henri Raphanel (Cougar Porsche C20), 3:27.16; John Nielsen (Jaguar XJR8LM), 3:29.01; Frank Jelinski (Jaguar Porsche 962C), 3:31.09; Anders Olofsson (LM Co Nissan R86V), 3:31.10; Volker Weidler (Kremer Porsche 962C), 3:32.90; Bernard de Dryver (Laessig Porsche 962C), 3:32.90; Tiff Needell (TOM'S Toyota 87C), 3:38.70; Francois Migault (WM Peugeot P86), 3:40.11; Kazuyoshi Hoshino (Nissan R87E), 3:44.53; Gordon Spice (C2 Spice-Cosworth SE86C), 3:45.46; Nick Adams (C2 Chamberlain Spice-Hart SE86C), 3:47.00; Masahiro Hasemi (Nissan R87E), 3:48.34; Gunther Steckkonig (GTX Porsche 961), 3:48.48; David Leslie (C2 Ecosse-Cosworth C288), 3:53.00; Neil Crang (C2 Dune Tiga-Cosworth GC287), 4:02.09; Gérard Tremblay (C2 ALD-BMW 02), 4:15.11; Dominique Lacaud (C2 ALD-Audi 03), 4:25.61; etc.



Above: The works Porsche 961 is back. Below: Nissen in the troubled Kremer 962C.

