



Lotus does it in the desert

by Doc Bundy and Bob Patterson

October 2, 1993

It was 101 degrees in Phoenix, but it was dry heat. Right.

The LotusSport team came ready. David Murry qualified second to Hans Stuck. Andy Pilgrim was third, Doc Bundy was fourth. Bo Lemler edged Steve Hansen by half a second at Steve's home town track.

First lap, David had a gearchange problem in turn 2, locked the rear end, and Doc, who was now just behind him, passed with Andy right behind.

"Then David had high intercooler temps," Doc said. "He fell back into the clutches of the other guys."

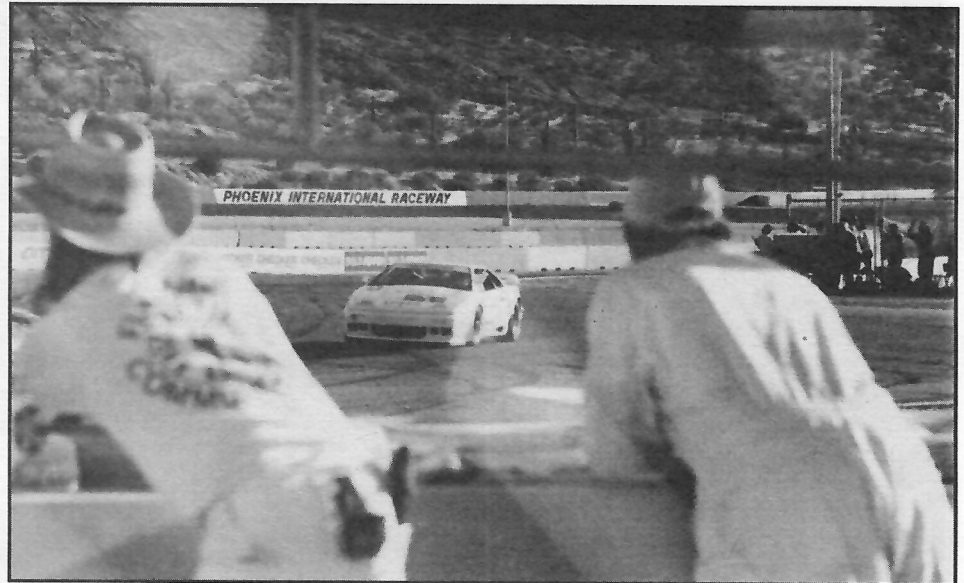
"Stuck opened up a little cushion, but then I saw that start to dwindle away. Close to the halfway point, I noticed up on 3 and 4 on the banking he was leaving black marks with his rear tires. His tires were starting to go.

"Then, boom, I was right on his back door, very quickly. He could pull away in certain areas. In the infield, we could close it up. I could close it up in turn one.

"I was hoping he would go in just a little bit wide, and I could slip in. I was going to pressure him into making a mistake. He wasn't really making mistakes.

"We got close to the 10-minute mark, and that's when I really started pressuring - like down into turn one. He would be a second and a half ahead past start-finish, and I would be absolutely against his bumper in the corner, right up next to him. He started altering his line a bit, which was good.

"I was confident that I was going to get him. I really wanted to pull it off going into one because I knew I could get away in the infield. I was right on his bumper into one. Then, nothing. It was as if the motor cut off. I kept stabbing the throttle, and nothing. I was in 3rd gear. I yanked it



Corner workers watch Doc rip by the cactus

down into 2nd gear and kept mashing the throttle, and it fired off.

"I don't know what happened. My guess is that I was running so close to Hans - my temperatures reflected that. It was pretty hot. So, maybe a sensor shut it down. I didn't have full boost for about two laps. Hans and Andy got away from me. And then the boost came back. I started closing up again.

"Then John Winter spun. I was behind Andy. We were setting up to make a move on Hans. I wanted to stay close enough so that if Andy got him, I could go through too.

"When Winter spun, he let the car roll. I waited until Andy made his choice. He took the outside, so I took the inside. When Winter rolled back it meant that Andy had to go wider, and it really hurt him. That was all Hans needed. He probably got a 3 or 4 second break right there."

There was not enough time left in the race to catch him.

"The cars were good. We could definitely feel the extra 100 lbs. of lead. It really affects the off-the-corner performance. We were a

second slower than last year. The Bridgestone tires were better. So the weight made a difference.

"Sebring, with its long straightaways and slow corners, is not going to be a good layout for us."

(Doc was right - see page 3)

IMSA Bridgestone Supercar Championship

Phoenix October 2

- | | |
|--------------------|----------|
| 1) Hans Stuck | Porsche |
| 2) Andy Pilgrim | Lotus |
| 3) Doc Bundy | Lotus |
| 4) Shawn Hendricks | Nissan |
| 5) Sean Roe | Corvette |
| 6) David Murry | Lotus |
| 7) David Donohue | BMW |
| 8) Hurley Haywood | Porsche |
| 9) Bo Lemler | Lotus |
| 10) Steve Hansen | Lotus |
| 11) Nick Ham | Porsche |
| 12) Jarett Freeman | Porsche |
| 13) John Winter | Porsche |
| 14) Mike Gagliardo | Pontiac |



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Sebring

by Doc Bundy and Bob Patterson

October 23, 1993

It rained at qualifying Friday afternoon, so the Supercars started Saturday morning using times from practice.

Andy Pilgrim had the best Lotus start at 5th. David Murry started 11th. The crew changed Doc's clutch between practice sessions. Rapid work. He started 13th. Bo Lemler and Steve Hansen started 15th and 19th.

Andy started the race strong. He was running fifth when he came in with a flat in lap 2. That put him at the back. He drove well and finished 9th.

Doc said, "He's done so many miles at Sebring, he has it down.

"I was boxed in at the start, lost a couple of positions. After the first lap I started working my way back. And I started picking cars off. I got back up to the BMW. I had a terrible time with him. I think it was Quester. He was good.

"I got around him, then started working on Reuter in the Porsche. I would get him, and he would get me back. I lost power like at Phoenix, and I had a missfire. It would cut out, and he would pass me. That went on for a couple of laps.

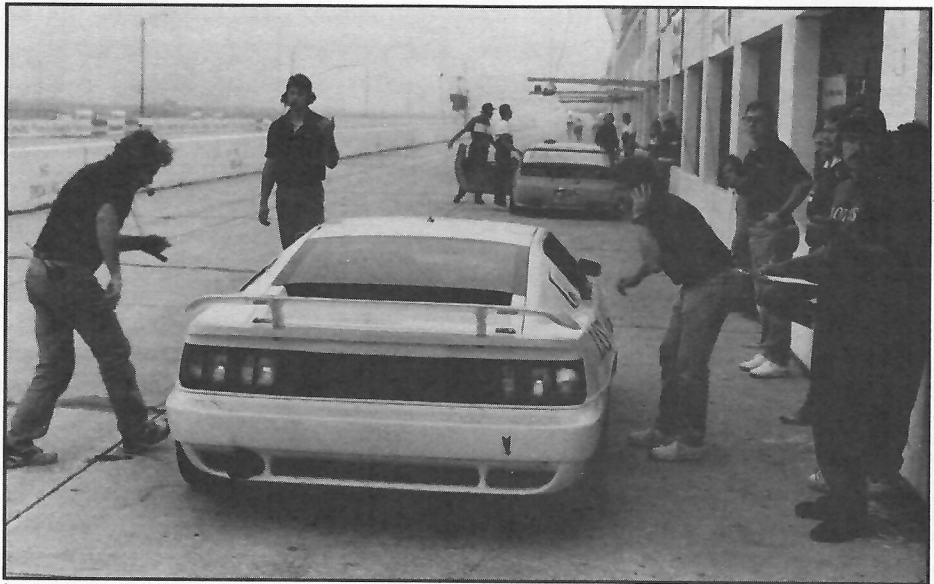
"I started closing up on Freeman and Hurley. I was closing at over a second a lap, then something broke on Jarett's Porsche.

"There is a long right hand sweeper, then a straightaway down to a hairpin. Exiting the sweeper, I saw his car kind of flounder then go off to the left into the grass.

"I kept my foot in it, thinking that I need to get by before he hits the tire wall and comes back across the track. But he just kept going. He hit the tires at the bridge and shot right in front of me.

"I'm trying to calculate - real quick - if I've got enough to get by him. I knew it was going to be close. I was clear on the right side. I looked behind him to see if there was a possibility, but there were tires coming out behind him. If I had hit the tires it would have launched me.

"At the last instant I saw there was no choice. I either T-bone him or



In the pits at Sebring

Hal Crocker photo



Doc's car

Hal Crocker photo

go for his front end. So I went for his front end.

"The car folded up. I really didn't see the actual impact, it happened so fast - in the blink of an eye. I felt my legs push back up against me. I was just rolling. I couldn't see anything because the windshield was totally shattered. There was another impact. The car felt like it was spinning. I remember hitting again and seeing the guard rail beside me. I realized the door was gone. I must have spun again, and hit once more, and the car came to a stop. I was over 100 yards beyond the original impact. I understand my hood went almost 200 yards..

"I cut everything off. I looked to see if there were any flames. There

were no flames, so I unbuckled and climbed out.

"My whole left side hurt - leg, arm, hand. I looked at the car. I walked around behind it and noticed the brake lights were stuck on. I looked in the car and saw that the brake pedal was all bent. I walked to the guard rail. At that point the corner workers were there.

"They said, 'Come over the rail.' But I couldn't. They pulled me over and laid me down immediately. They wanted me down. I said, 'You guys going to lay me down in all these stickers?' (Florida sand spurs) They put something under my head.

"One corner worker did my vital signs immediately - obviously well
continued

Sebring, continued:

trained. They kept asking questions to see if I was going into shock.

"I said, 'My car is history.' One of them said, 'Don't worry about that.' I said, 'That's easy for you to say.'

"Joe got there, he took my helmet. Soon David pulled up."

"The ambulance arrived. Because of the severity of the accident, they decided to strap me on a board. Tied me down. Tied my head down. Put a neck brace on me. Then, for some reason, they laid a towel over my head. When they lifted me, the cars were coming by under yellow, and that's what a lot of them saw, my head covered, strapped to a board. I understand there was a lot of radio traffic about that.

"By then there was a crowd there. They were saying encouraging things. I was strapped down, but I stuck my thumbs up, and they cheered."

The race ended under yellow. David finished 6th. Bo and Steve finished 10 and 11, well up from their 15 and 19 starts.

IMSA Points for 1993

Drivers

1) Hans Stuck	212
2) Doc Bundy	162
3) Andy Pilgrim	162
4) Hurley Haywood	161
5) Mike Gagliardo	141
6) Sean Roe	138
7) David Murry	129
8) Nick Ham	109
10) Shawn Hendricks	76
11) Dave Donohue	65
13) Bo Lemler	47
14) Steve Hansen	44
15) Jochen Rohr	30
16) Larry Schumacher	27
17) Scott Lagasse	23
18) Lance Stewart	20

Manufacturers

1) Porsche	173
2) Lotus	145
3) Pontiac	111
4) BMW	105
5) Chevrolet	102
6) Nissan	87
7) Mazda	22
8) Dodge	13

Thanks from LotusSport

To Dave Simkin and Gerrardo Barragan from Bauer Jaguar-Lotus in Anaheim for their hard work at Phoenix and Sebring. Sorry about the red eye flight to Sebring guys.

To Colin Marriott and Alan Nobbs of Lotus Engineering for their help at Sebring and for Colin's help at Phoenix.

Special thanks to Kate Hansen for her hospitality - inviting the team into her home in Phoenix for two great dinner parties. Ed Webb is still talking about the dessert bar. Kate, LotusSport loves you.

It was good to see Team LotusSport members at Phoenix. Bill Cohen and family, Kyle Kaulback, Pamela Schafer and Dan Crow all showed up to cheer us on and party.

More special thanks to Bill and Laura Cohen and family for their support and for the team dinner party they threw at Sebring - it made a somewhat grey weekend brighter. Doc and I have appointed Laura the official LotusSport team doctor - we should all have great skin by next season.

Buddy Epps



Jack Ansley, TV star, on ESPN at Phoenix

Bob Patterson photo

IMSA Bridgestone Supercar championship

Sebring October 23

1) Hans Stuck	Porsche
2) Dave Donohue	BMW
3) Peter Farrell	Mazda
4) Hurley Haywood	Porsche
5) Manuel Reuter	Porsche
6) David Murry	Lotus
7) Dieter Quester	BMW
8) Jochen Rohr	Porsche
9) Andy Pilgrim	Lotus
10) Bo Lemler	Lotus
11) Steve Hansen	Lotus
12) Ed Arnold	Dodge
13) Sean Roe	Corvette

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