



Long day at Lime Rock

May 31, 1993

After finishing 1-2-3 in the first IMSA Bridgestone Supercar race in Miami and 1-2 in the second race in Atlanta, the LotusSport team had a harder day at Lime Rock.

It started with promise. David Murry, in his Elans of Connecticut Lotus, qualified second behind Hans Stuck's Porsche. Then Stuck picked a blue ball, as he had at Atlanta, which, under new IMSA rules, inverted the top four qualifiers.

So David started third behind Nick Ham and Hurley Haywood in Porsche 911 Turbos, then Stuck, Sean Roe in his Corvette LT-1 and Doc Bundy's Lotus, sponsored by Summit Lincoln-Mercury- Lotus in 6th. Andy Pilgrim started 11th. Steve Hansen, in his second professional race, started 14th in the International Surgical Systems Lotus.

At the start, Doc lost turbo boost and fell two places. The boost rose and fell during the race, making it an interesting ride.

David got by Haywood and went after Ham. Ham wasn't going fast.

David said, "I could make a good run at him off the last corner onto the straight. I tried to get by him, but he got very wide on the straight, and I didn't have the power to blow by him."

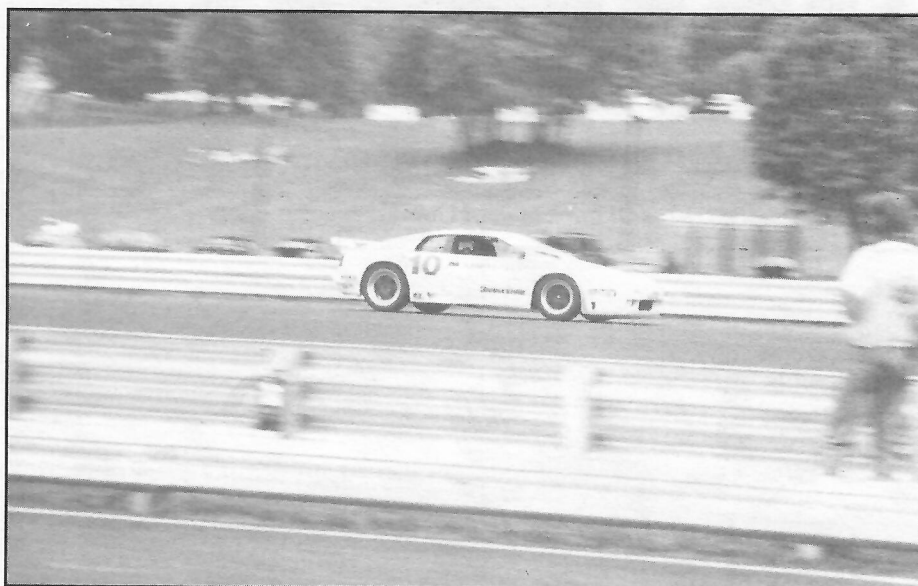
Doc said, "We ran in a train for quite a while, eight or nine cars, nose to tail."

Then Stuck passed Haywood. Doc got by Roe's Corvette.

Then Doc lost his clutch.

"Sean told me after the race that he had a problem with his brakes. He nailed me in turn one. It knocked me sideways. It was a thrill for a minute. Then my clutch went out.

"Luckily, at Lime Rock, you can get by with 3rd and 4th gears"



No. 10 at Lime Rock

He could keep up with Haywood, "but I couldn't make any substantial moves on him."

Mike Gagliardo, driving a fine race in his Pontiac Firehawk, came up through the field to pass the Corvette, then Doc and Haywood. He got by David once. David quickly repassed him.

Andy Pilgrim was passing the BMW M5's and the other Pontiac.

Stuck won. Ham was second. David Murry came in third. Temporarily.

He received the award for third on the podium, received the congratulations of the women of Elans of Connecticut, but had it taken away later in the evening after IMSA disallowed his turbocharger.

Team owner Jack Ansley has filed an appeal with IMSA on the matter. (See page 4 for the full text of the appeal)

And the rules change again

LotusSport was told before the race that, starting with Lime Rock, IMSA was changing the scoring to favor Porsche.

Porsche got the pole at Miami, and at Atlanta, and at Lime Rock. The 100+ horsepower advantage allows them to get the pole consistently.

Now IMSA will award an extra 5 points to the pole winner, 2 to second, making it difficult for anyone other than a Porsche driver to win the championship - even if the Porsches are beaten in the races.

**Next race
Watkins Glen
June 27**

Racing Business

by David Arner

Lime Rock, for being one of the most beautiful places on earth, doesn't treat the LotusSport team very well. We did our best for the two new sponsors, who joined the team for Lime Rock.

David Hochberg's Summit Lotus, of Summit, N.J., was proudly displayed on Doc Bundy's car. In addition to putting the Summit name in front of the race fans, Doc and his car made a personal appearance at the dealership after the race. No wonder Summit is the #1 Lotus dealer in the USA.

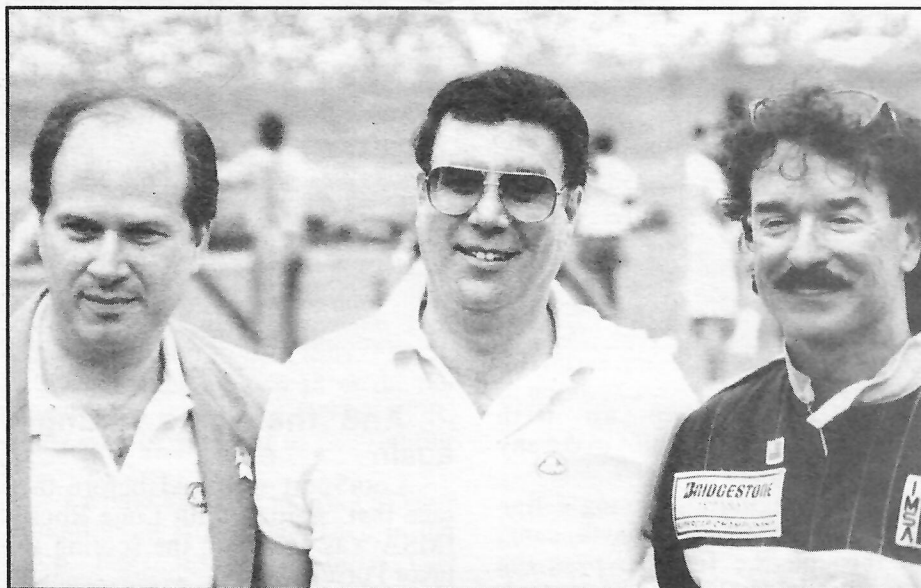
Elans of Connecticut, an upscale night club in Danbury, was the sponsor of David Murry's #14. The team held a pre-race party at the club with David's car on display and two radio stations doing live remote broadcasts. All the attention in front of the club stopped traffic on Route 7.

On the heels of the Porsche Blitzkrieg in Lime Rock, LotusSport has decided to take the gloves off. But we are looking for your support to help us with an "Allied" counterattack. Watch for details in the next issue on how you can join the LotusSport forces. Our team members will take part in the launch of our new racing apparel and merchandise line, including the opportunity to win race trips and the chance to claim one of our Lotus Esprit X180R race cars at the end of the season. Never before in the course of history have so many joined together for the defeat of the common enemy...Porsche. Join the winning team.

For those collectors and racers, LotusSport is offering the opportunity to own one of our race cars. Add it to your collection, race it yourself, or have us prepare and race it for you. If you are interested in this chance to own a piece of history, please give me a call at (404)-822-4566.



David with George, Al, and the Elans of Connecticut race team



Cash Baron and David Hochberg of Summit with Doc



David fights it out with a herd of Porsche

LOTUS

Lotus returns to LeMans

Two Lotus Esprits have been entered in this year's 24 Hours of LeMans, June 19-20.

In 1962, Colin Chapman vowed never to return to LeMans after the organizers manipulated the rules to disallow the fast Lotus 23 sports racer.

After over 30 years, Lotus is back.

This year, 50 cars will be selected to race from 64 that have been entered.

Thirty of the entries are in the new GT category, including Lotus, Ferrari 348's (Ferrari hasn't entered cars since 1984), Tom Walkinshaw's Jaguar XJ220's, BMW M5's, a new French Venturi supercar with Lotus-developed drive train components, a Corvette, a Camaro...and 15 Porsches.

If LeMans is a success for the GT cars, there will be a World Championship for GT cars in 1994.

The LotusSport team is headed by Hugh Chamberlain, whose Chamberlain Engineering won the World Sports Car C2 division last year with Spice prototypes.

The Esprit Sport 300's will be powered by the same engines that have been reliably propelling street Esprits for years. The 2.2 liter 4-cylinder engines have been modified slightly to produce 350 (or more) horsepower. They will have dry-sump oiling, a Garrett turbocharger, high capacity chargecooler, AP 4-plate clutch to a Hewland transaxle.

The specifications call for roof mounted oil cooler and chargecooler. AP 13-inch vented brakes, with 6-piston front calipers, will ride in 18-inch OZ wheels.

The drivers will be Ferdinand De Lesseps, Olindo Jacobelli, and Richard Piper, who won their class for Chamberlain at LeMans last year, with Peter Hardman, Thorkild Tyring, and Yojiro Terada in the other car.

The cars will be sponsored by the Swiss watchmaker, Philippe Charriol.

It's amazing what Doc Bundy started three years ago.

Doc's Column:

"You can't win 'em all!" Yeah, we've all heard it before, but when you're traveling on a high (two in a row) as we were, it's hard not to expect good results.

Things are definitely getting tougher, primarily in the political arena where we just don't possess the lobbying tools that the big manufacturers do, and we're losing the little battles that determine what happens on the track.

There has been talk already in this issue about recent IMSA rules changes that obviously favor Porsche. Well, that's not all. Bridgestone has been under pressure from Porsche to make a tire that doesn't go off after some hard laps.

At Lime Rock, Bridgestone introduced a new spec tire. In the past, tires were a big equalizing factor for us, but now the tire doesn't seem to go off much, and when it does, you cool it for a lap and it's right back.. It is a better tire, but it doesn't favor the lower horsepower, lighter car (Lotus, Mazda, etc.)

We're still running, but if IMSA does not accept the 1992 specifications for the X180R, we'll have our work cut out for the rest of the year. While we wait for IMSA's decision, we are working hard to find an edge.

P.S. Not to end this on a sour note, one very good experience was David Hochberg bringing his Summit Lotus dealership to Lime Rock as the sponsor of my car. David and his resident expert and sales manager Cash Baron were both in attendance as were several others from Summit. My visit there on Tuesday was very rewarding and ended up as one long photo session. Although we didn't have the result we're used to, David and Cash were very enthusiastic, and you might just see Summit Lotus on #10 for a while longer. Thanks guys!

See you at
Watkins Glen

IMSA Bridgestone Supercar Championship 1993

Miami February 21

- | | |
|-------------------|----------|
| 1) Doc Bundy | Lotus |
| 2) Andy Pilgrim | Lotus |
| 3) David Murry | Lotus |
| 4) Hurley Haywood | Porsche |
| 5) Sean Roe | Corvette |
| 8) Bo Lemler | Lotus |

Atlanta April 18

- | | |
|-------------------|---------|
| 1) David Murry | Lotus |
| 2) Doc Bundy | Lotus |
| 3) Hurley Haywood | Porsche |
| 4) Hans Stuck | Porsche |
| 5) Andy Pilgrim | Lotus |
| 6) Scott Lagasse | Lotus |
| 13) Steve Hansen | Lotus |

Lime Rock May 31

- | | |
|-------------------|----------|
| 1) Hans Stuck | Porsche |
| 2) Nick Ham | Porsche |
| 3) David Murry | Lotus* |
| 4) Mike Gagliardo | Pontiac |
| 5) Hurley Haywood | Porsche |
| 6) Doc Bundy | Lotus |
| 7) Sean Roe | Corvette |
| 8) Andy Pilgrim | Lotus |
| 13) Steve Hansen | Lotus |
- *pending appeal

June 27 - Watkins Glen, NY
TNN

July 10 - Cleveland, OH
TNN

July 25 - Laguna Seca, CA
ESPN

August 1 - Portland, OR
ESPN

October 2 - Phoenix, AZ
ESPN

Thanks to David Hochberg and Cash Baron and everybody at Summit Lotus for sponsoring Doc's car and supporting the LotusSport team at the race.

And to George Amaral and his team from Elans of Connecticut for their sponsorship of David's car.

Also to Walt Puckett who has worked hard at LotusSport and is moving on to other things.

And to Jeremy Buckingham who was left out of the last newsletter. He crewed for Scott Lagasse's No. 9 car at Atlanta Motor Speedway.

Jack Ansley

Text of the appeal:

To: IMSA Commissioner
From: Jack Ansley, LotusSport, Inc.

On behalf of LotusSport, Inc. and Lotus Cars USA, Inc., I, Jack Ansley, am asking that you review the facts concerning the disqualification of the LotusSport entry of car #14 after the event at Lime Rock Park, May 31, 1993.

The official reason given for disqualification was an incorrect turbocharger. After reviewing the facts and exhibits, it will be obvious the turbocharger mounted to car #14 was in fact the correct turbocharger for this make and model of car.

The first exhibit I would like to bring to your attention are my entries. As you can see from the attached, marked "Exhibit A", all LotusSport entries for the first race of the 1992 season were listed as 1992 model X180R's. Also, for the first race of the 1993 season they were entered as 1992 model X180R's. This is the same for the race in question, Lime Rock. They were again entered as 1992 model X180R's.

The second exhibit I would like you to consider are copies of invoices from Group Lotus, Ltd. to LotusSport, Inc., which show the car in question is in fact a 1992 X180R. This will be referred to as "Exhibit B."

I would also like to bring to your attention an article published in the Oct. 1991 issue of Sports Car International Magazine. In this article, our driver was interviewed about the differences between the 1991 X180R and the cars LotusSport is running in the IMSA Supercar series. The major points brought out were in reference to turbocharger, wheel size, and fuel injectors. After the article appeared, I received a letter from Bob Manry stating that the Porsche team had brought the article to his attention. He wanted me to explain why our cars were different to the one referred to in the article. I responded with a letter pointing out the car reviewed, in the article, was a 1991 model X180R and our race cars were 1992 model X180R's. Bob should have these letters in his file. Bob informed Porsche of the differences and there

was no further discussion. After this inquiry, Group Lotus, Ltd. furnished an explanation of the company's decision to change the specifications for the 1992 model X180R. I have included this correspondence as "Exhibit C".

In summary, I would like to consider the chain of events leading me to file this appeal.

1. All LotusSport entries in IMSA Supercar races for the 1992 and 1993 seasons have been 1992 X180R's.

2. The correspondence between Bob Manry and LotusSport concerning the difference between the 1991 model X180R, as stated by Doc Bundy in the Sports Car International Magazine article and our cars as entered in the Supercar series.

3. Invoices from Group Lotus, Ltd. to LotusSport stating the car in question is in fact a 1992 model X180R.

4. Correspondence from Group Lotus, Ltd. explaining and substantiating the changes for the 1992 model X180R.

5. The parts list from Group Lotus, Ltd. stating the part number (525.4021.603AF) for the turbocharger on the 1992 model X180R. This number corresponds to the turbocharger mounted on the car in question at the Lime Rock event.

LotusSport and Lotus Cars USA are prepared to make available witnesses from Group Lotus, Ltd. that will confirm the validity of all exhibits attached.

LotusSport and Group Lotus, Ltd. are pleased to participate in and support the IMSA Supercar program. It is in the spirit of fair competition that we have decided to appeal this disqualification. Lotus is not asking for, nor desirous of an unfair advantage. But Lotus does have a need to develop its product by competing with its latest model equipment, as specified by Group Lotus, Ltd.

Thank you for your consideration of the appeal. If there are any questions left unanswered, please feel free to contact me.

Sincerely,

Jack Ansley, President



David Hochberg with No. 10

LOTUSSPORT, Inc.

Jack Ansley - team owner
Doc Bundy - driver/consultant
David Arner - marketing
Joe Grassi - crew chief No. 10
Ed Webb - crew No. 14
Ed Wheeler - crew No. 11
Walt Puckett - crew No. 12
Kyla Godden - coordinator
Bob Patterson - newsletter

IMSA Points Standings

Drivers:

1) Doc Bundy	56
2) Hurley Haywood	52
3) Andy Pilgrim	49
4) Mike Gagliardo	44
Hans Stuck	44
6) David Murry	40*
*Murry 59 with Lime Rock	

Manufacturers:

1) Lotus	55*
2) Porsche	53
3) Pontiac	41
4) BMW	35
5) Chevrolet	29
*Lotus 57 with 3rd at Lime Rock	