



Lotus at the Glen

June 27, 1993

Lotus came to the green hills of historic Watkins Glen with the lead in drivers and manufacturers points.

At Saturday morning qualifying, dark clouds were approaching. Rain tires were set out in the pits. It poured. Four cars came in and lined up for tire changes. Then David Murry was back in with a mysterious misfire. He didn't get a qualifying lap in and had to start the race at the back of the pack.

Hans Stuck qualified his Porsche 911 Turbo on the pole again, as he did in Miami, Atlanta, Lime Rock - thus winning his 5 IMSA Porsche bonus points. (The new rule starting with Lime Rock). But this time he pulled a red ball, inverting the first eight starters. (New rule started at Atlanta).

So he started eighth. Andy Pilgrim had qualified his Lotus 4th in the rain, so he, of course, started the race 5th. Doc got 7th and started 2nd. Scott Lagasse started 10th.

At the start, the eight cars that had been inverted tried to un-invert themselves before turn one. It was a 4 and 5-wide scramble. There was not enough room for 5-wide. Doc had Nick Ham and other tire marks down the left side of his car well before he got to turn one. "Not many cars missed me," Doc said. "Winter (on the pole) was accelerating and slowing before the start. It got us stacked up."

There was another reason for the tire marks. Last race, the No. 14 car was disqualified - robbing David Murry of his third place finish and of what would now be a commanding lead in drivers' points. So, instead of running the correct '92 spec X180R turbocharger, the Lotus team had to race with '91 spec Esprit SE turbos, cutting torque on a course that

demands torque - and giving Lotus 100 to 200 hp less than Porsche and Pontiac while carrying over 200 lbs. of lead.

David Murry drove a great race, coming from last on the grid to finish 6th. Doc Bundy lost his clutch and

got around the track mostly in fourth gear to take 8th. Andy and Scott had engine problems and finished 9th and 11th.

Stuck won, Ham second, Mike Gagliardo drove well to get from 11th to finish 3rd. - *Bob Patterson*



David moving from last to 6th

Hal Crocker photo



Rain tires go on for qualifying

Hal Crocker photo

Fifty-one Fever

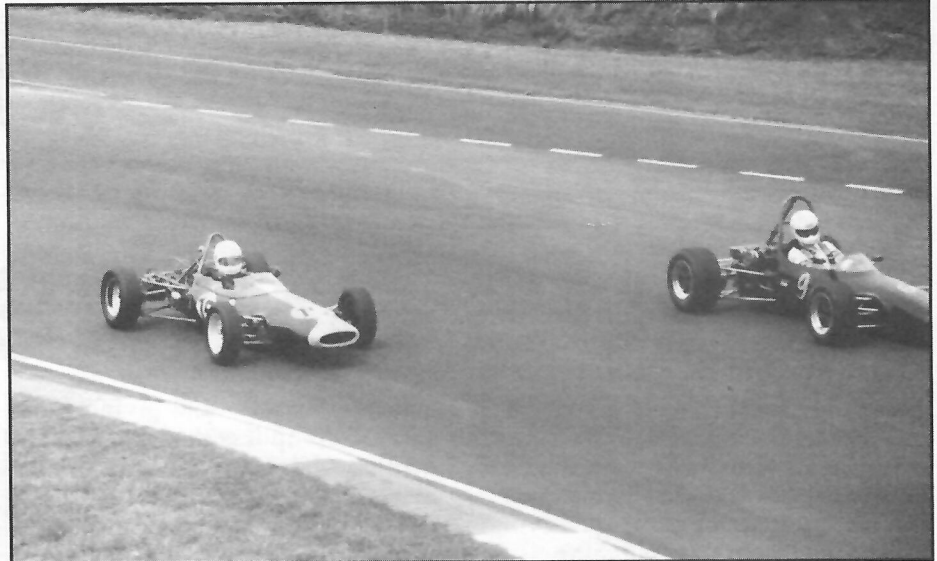
by Ed Wheeler

It is Friday AM and I am the 311th arrival at Chestnut Mountain for the Walter Mitty Challenge. The Lotus 51 nestled in the Isuzu box truck had been finished and loaded at the Lotus dock an hour earlier. Now it needed a way out of the truck. A handy clay bank by the dumpster near turn 10 provided a scenic setting for the operation.

This latest odyssey began earlier in the month at a LotuSport test session at Atlanta Motor Speedway. Arizonan Steve Hansen was tuning for the Bridgestone Supercar race in Bo Lemler's #12 Esprit. In a weak moment he sort of agreed to let me get his recently-acquired Ford running, make it a little safer, point the wheels in the right directions, and run it at the Mitty. Steve's lucky thirteenth place finish at Hampton was part of a successful weekend for Jack Ansley's Lawrenceville-based team. Back to the shop Tuesday to convince the 51 it should get out and about this weekend. An incorrect size flat right rear tire led me to Jeremy Buckingham for the proper Dunlop Vintage rubber (please replace after race with new one, thanks). A new Sears DieHard Yard Guard 12-volt did the starter lots of good, the steering was fixed, fuel cell was fitted with one-way valve, alignment was done, belly pan was secured, carb linkage was made workable, and etcetera was carried out.

So, here we are at Road Atlanta, zipping around the freshly widened and smoothed macadam. Wow. These treaded tires try to trip us. Brake bias needs fiddling and there is a bit of understeer. And the carburetor is causing the engine to miss in the turns, and it won't go into third gear, and I have to hold it in fourth and drive with one hand. Flashbacks of previous FF races come to mind.

My son Scott showed, and we managed to make the second session with little noticeable improvement in engine or tranny areas. But I kept the tires on the black part and had a great time.



Ed and Lotus inside in turn 1 at Road Atlanta



Ed goes to battle

Bob Patterson photos

Saturday was too early, but we were entertained by the other road racing fans in the Suwanee Waffle House (eastside). Long-suffering Merlyn and Spice man Bob Amberg of Anniston, Alabama had come over for my latest comeback and was watching the watch during early qualifying. A black and gold Merlyn #75 whizzed by in the back straight like I was nailed the the track. I tucked behind and got going way too fast for turn 11. A lurid slide toward the inside wall sent dollar bills flashing by my visor and resulted in a nice recovery for seventh starting spot.

The afternoon race was a lot of fun for this mid-packer. Carb and tranny were still uncooperative, but

we moved up several spots and finished 11th overall from starting 16th.

Most exciting was dodging a real slow Vee down the hill to the turn 10 dip. Five or so Fords were dicing along when the white flag was spotted at 9, warning of the coasting Veehicle. When traffic sorted out, I was hard on the brakes and in the grass on the left. I kept it pointed downhill and rejoined the asphalt with one position lost. Gained were whiter knuckles, bigger eyeballs and more respect for our corner workers.

Sunday's warmup proved that carburetors and gearboxes still keep secrets from me, so we plotted race strategy by buying toy cars and old books from the AutoArt vendor.

51 continued

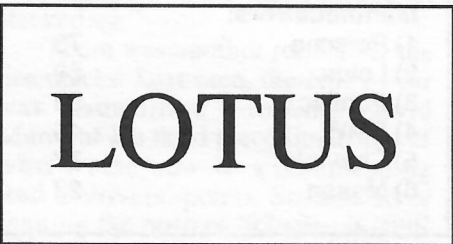
On the grid I was surrounded by a trio of Merlyns, one of which had just won the concours title overall, whipping some pretty street rides as well as other racers. The immaculate Mk 20 of Brian Elliot looked too nice to race.

We got a good start and jumped five spots on lap 1 from 17th OA, 7th in FF. But right away I knew it would be a long ten laps because engine and box wanted to go home early. I had only fourth gear after a few laps and the carb was missing in the slower turns so the back straight seemed real long after my woeful turn 7 exit speed. However, I managed to dice for third in class with the orange Titan of Jim Harrison, passing at turn 1 once and turn 6 once, but it didn't matter. Once we hit 7, he zoomed away. Missed the podium again.

There were eight other Lotus formula cars in my group. Joel Finn led a 1-2-3 sweep of class F2 with his 1963 Lotus 27 ahead of the Mk 22 models of Oliver Clubine and pole-sitter Robert McClenagan. Seventh and eighth in F2 were the 20B of Ken Alter and the 22 of Toby Bean. The other 51's in the field finished 8th and 11th in F4 with Kevin Smith and Walter Balstrom aboard. Larry Walton took home the F3 honors with his 1961 Formula Jr. Mk 20.

It's great to be open wheeling again. Maybe the Lotus factory would like to try an engineering exercise with this quarter-century old classic in SCCA races against the late model streamliners.

Ed campaigned a Merlyn Formula Ford in SCCA races in the early 80's, then a Dodge Charger on the dirt at Lanier Raceway in the mid-80's. He has been with LotusSport for two years.



Scott Lagasse, Roger Becker, Colin Marriott, Jack's back, Ed Aspinall



Doc squeezed in turn one - first lap

Bob Patterson photos

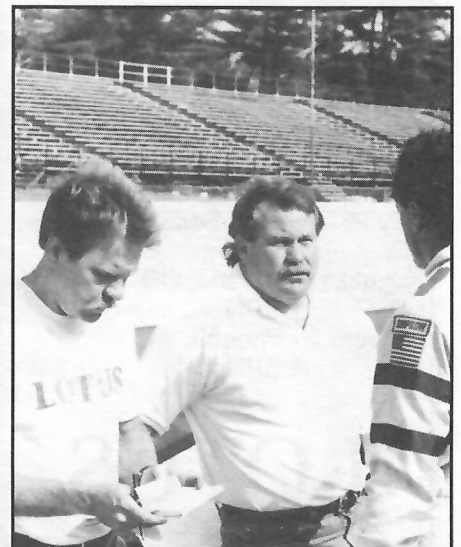
LotuSport Goes Open Wheel

by David Arner

The LotuSport team is on the road to Indy. In September the team will compete in its first two Firestone Indy Lights races at Mid-Ohio and on the Nazareth oval. These two races serve as a test for our two car effort in Indy Lights in 1994, followed by an entry in the Indy 500 in 1995.

The Indy Lights series is the proving ground for the most talented young drivers, who have aspirations of driving at the Brickyard.

Key to LotuSport's participation is the opportunity to showcase Lotus Engineering to other auto manufacturers and potential clients.



Ed Wheeler, Jack Ansley, Andy's back

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) Mike Gagliardo | Pontiac |
| 4) Hurley Haywood | Porsche |
| 5) Doc Bundy | Lotus |
| 6) Sean Roe | Corvette |
| 7) Andy Pilgrim | Lotus |
| 12) Steve Hansen | Lotus |
- (David Murry finished 3rd - DSQ)

Watkins Glen June 27

- | | |
|---------------------|---------|
| 1) Hans Stuck | Porsche |
| 2) Nick Ham | Porsche |
| 3) Mike Gagliardo | Pontiac |
| 4) Larry Schumacher | Pontiac |
| 5) Shawn Hendricks | Nissan |
| 6) David Murry | Lotus |
| 7) Hurley Haywood | Porsche |
| 8) Doc Bundy | Lotus |
| 9) Andy Pilgrim | Lotus |
| 11) Scott Lagasse | Lotus |

July 10 - Cleveland, OH
TNN

July 25 - Laguna Seca, CA
ESPN

August 1 - Portland, OR
ESPN

October 2 - Phoenix, AZ
ESPN

LOTUS

Racing Business by David Arner

Now you can be part of the team without all the hard work. We are now offering memberships in Team LotusSport. Team members receive a limited edition Art Print by famed sports watercolor artist Andy Buttram, and autographed by Doc Bundy and David Murry. You will also receive one of our new LotusSport T-shirts, and a one year subscription to the LotusSport Race Report, plus discounts on LotusSportGEAR, our new apparel line.

You'll be a member of the team at the races, as well. Including access to the LotusSport Hospitality area, discounts on tickets, and an invitation to our annual Sponsors Appreciation Day.

Best of all, team members will have a chance to win Doc Bundy's Lotus Esprit X180R race car after the season is over. There are chances to win numerous other prizes, including race trips and apparel.

If you are interested in becoming part of Team LotusSport, or in our LotusSportGEAR, give me a call at 404-822-4566 for more details.

Thanks to Roger Becker, Colin Marriott and Ed Aspinall from Lotus Engineering for their help at Watkins Glen.

And to Ron Shelton for driving the big truck.

And to Jeremy Buckingham for his help. Jack Ansley

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Ed Webb - crew No. 14
Ed Wheeler - crew No. 11
Kyla Godden - coordinator
Bob Patterson - gofer/editor

Doc's Column: Climbing Hills

The controversy continues. In fact, at times it's comical. IMSA confers with Porsche on what should be done about turbos on the Lotus cars.

Now seriously folks, if you were given the opportunity to equip your competition, would you suggest he runs anything that could make a race of it...? Not!

So, that's where we are, pedaling our backsides off with a turbo not designed for these conditions (not recommended by either Lotus or Garrett - the turbo manufacturer), trying to extract every ounce of performance we can to make up for the 200-plus horsepower advantage of Porsche and now Pontiac.

This has become one looong uphill climb lately and, with IMSA wearing these blinders, the likelihood of us becoming competitive again in this series seems unlikely.

We're dealing with this whole thing on a race-to-race basis and trying to evaluate where we need to be in the future. Just stick with us friends, we'll find a way over all these hills.

IMSA Points Standings

Drivers:

- | | |
|-------------------|-----|
| 1) Hans Stuck | 72 |
| 2) Doc Bundy | 71 |
| 3) Hurley Haywood | 70 |
| 4) Mike Gagliardo | 64 |
| 5) Andy Pilgrim | 63 |
| 6) David Murry | 54* |
| 7) Nick Ham | 50 |

*Murry 76 with Lime Rock

Manufacturers:

- | | |
|--------------|----|
| 1) Porsche | 73 |
| 2) Lotus | 69 |
| 3) Pontiac | 58 |
| 4) BMW | 45 |
| 5) Chevrolet | 37 |
| 6) Nissan | 28 |