



# Cleveland Extra

**July 10, 1993**

Doc was home. He grew up just south of Cleveland. But he had never driven the 2.4-mile, 10-turn course of the Burke-Lakefront Airport on Lake Erie.

Hans Stuck got the pole again. This time he picked a green ball and the starting order remained as they qualified - no inversions.

Shawn Hendricks pushed his Stillen-Nissan 300 ZX-T hard to start second. Nick Ham third - Porsche. Hurley Haywood - Porsche.

David Murry started 5th. Sean Roe, Corvette, 6th. Mike Gagliardo, Pontiac Formula Firehawk, 7th. Andy Pilgrim, 8th. Doc Bundy, 9th. Steve Hansen, in his third pro race, was 12th.

At the start, everybody tried to get through the wide first turn together. David Murry's No. 14 Lotus was sandwiched, sent airborne, and the impact upon landing broke his steering rack - putting him out of the race.

Doc got through it. "While that whole clump of cars was sorting it out, I was in and gone." From 9th to 4th.

"First car to repass me was Ham. Then I hit him in the third turn. He did that same old thing he does early in the race. He stops in the corners. Right at the apex. I had already committed back to power. Broke my front bumper.

"Hurly caught me at about the half-way point in the race. Hurley bumped me in a long sweeper, knocked me off line just enough so that I just touched the wall. I was three inches off of it every lap. I could have backed off, but he would have been by me. So I hit the wall.



Alwin Springer - Porsche, Jack Ansley - LotusSport

Hal Crocker photo

"While we battled, Sean caught us. I was pushing, faster in the race than qualifying, but I couldn't get away."

Roe powered his Corvette by, and Doc finished 6th. Andy Pilgrim 7th. Steve Hansen, in his 3rd pro race, was 10th. Doc on Steve: "His lines were tighter. Every session, race included, he was faster."

### IMSA Bridgestone Supercar Championship

#### Cleveland July 10

- |                    |          |
|--------------------|----------|
| 1) Hans Stuck      | Porsche  |
| 2) Shawn Hendricks | Nissan   |
| 3) Mike Gagliardo  | Pontiac  |
| 4) Hurley Haywood  | Porsche  |
| 5) Sean Roe        | Corvette |
| 6) Doc Bundy       | Lotus    |
| 7) Andy Pilgrim    | Lotus    |
| 10) Steve Hansen   | Lotus    |
| 11) Nick Ham       | Porsche  |

### IMSA Points Standings

#### Drivers:

- |                   |    |
|-------------------|----|
| 1) Hans Stuck     | 96 |
| 2) Hurley Haywood | 90 |
| 3) Doc Bundy      | 89 |
| 4) Mike Gagliardo | 85 |
| 5) Andy Pilgrim   | 80 |
| 6) Sean Roe       | 72 |
| 7) Nick Ham       | 62 |
| 8) David Murry    | 54 |

#### Manufacturers:

- |              |    |
|--------------|----|
| 1) Porsche   | 93 |
| 2) Lotus     | 83 |
| 3) Pontiac   | 75 |
| 4) Chevrolet | 52 |
| 5) Nissan    | 46 |
| 6) BMW       | 45 |

- July 25 - Laguna Seca, CA  
 ESPN July 31 2:00PM  
 August 1 - Portland, OR  
 ESPN Aug. 21 12:30PM  
 October 2 - Phoenix, AZ  
 ESPN Oct. 17 6:00PM

# Lotus at LeMans

an interview with Alan Nobbs,  
Lotus Engineering

A whole bunch of people worked 7-day weeks, 12 to 16-hour days, for three weeks before the event.

(Then Dave "Harry" Hearsom, Ed Aspinall, Keith Hare, Richard Rackham, Kevin Youngs and Alan went to France to work with the Chamberlain Engineering crew.)

We did a little bit of testing at Hethel. At Hethel, the car topped out at 150 miles an hour before braking for the corner, and at LeMans we were doing 180, so there were things we couldn't test.

LeMans was just like one big test session. Every time we ran the car we found out things about it we didn't know.

The engine has the potential for 400 horsepower, we raced at about 375.

Wednesday and Thursday there were two test sessions, one from 7 til 9, one from 10 til midnight. We worked on the cars all day, then ran these two sessions at night, then did a little work on them after. So the long days just continued all the way through.

The biggest drama Wednesday night was when the Danish driver, Thorkild Tying, went off into one of the gravel traps. A shock absorber mount had broken. The gravel filled up the engine bay. Stones got up in the belt drive. So Thursday we had the engine out, changing all the belts on it, which put that car permanently one day behind the other one. None of the drivers got the time in they should have had.

When the race started, all the things that hadn't gone wrong up until then did go wrong. Starting with the leading edge of the tailgate on 45 breaking away on the first lap.

Followed by the bonnet breaking away from the 44 car. We really weren't too worried, the car ran fine without it. And then some kind little French spectator found it, borrowed a bicycle, and came cycling it back to us.



Esprit Sport 300 at LeMans

photo by Alan Nobbs

A magazine said one of our crew got it, but it was a spectator.

As soon as the officials saw that we had it, they made us put it on again. We had to bring the car in to fit it.

We were 4 hours into the race before we had our first routine pit stop. Up until then it had been for some problem. They were purely teething troubles.

Car 45 crashed a couple of times. It's kind of ironic that it was our Japanese driver, Yojiro Terada, who had one of the Toyotas overtake him, braking, into the first chicane on the Mulsanne. The Category 1 cars stop a lot quicker. (The Toyota lost its rear wing and undertray - the Lotus was relatively unscathed.) The guy in the Toyota (Juan Fangio II) didn't think about the difference in the braking. Terada did his best to stop, I'm sure.

Then the head gasket went on the first car at somewhere between 8 and 9 hours. At that point we kind of knew the writing was on the wall for the other one.

When it got past 12 hours, we began to think maybe it's going to be all right. Then at close to 16 hours the same thing happened to the other one.

Heat soak was probably a contributing factor. At LeMans you have to turn the engine off in the pits, it's the rule. But it's a little bit of an assumption without more testing.

Everybody involved was pleased with the way the cars performed. With so little time to prepare, the cars went pretty well. They were climbing through the field.

As soon as we iron out the few teething problems, it will be a very good race car.

And...

There are some possible events this year for GT cars in the U.K. and in Europe. And there are two races in Japan Lotus might run in late August and early October.



Dave Hearsom and engines

*The venerable Lotus 2.2 liter, four cylinder engine was run with a dry sump oiling system with Garrett turbocharger to a Hewland 5-speed transmission with AP 4-plate clutch.*