



1984 TRANS-AM BOX SCORES

ROUND 1, 1984 BUDWEISER TRANS-AM CHAMPIONSHIP FOR THE DIET COKE WEEKEND AT ROAD ATLANTA, Gainesville, Ga., (2.52 miles, 12 turns), May 6, 1984.
 RACE LENGTH: 40 Laps, 100.8 miles. TIME OF RACE: 1:02:50.847
 WINNER'S AVERAGE SPEED: 96.233 mph., (Record). MARGIN OF VICTORY: 43.259 seconds
 FASTEST RACE LAP: #3, Darin Brassfield, 1:26.200, 105.243 mph (Record). FASTEST QUALIFIER: #55, Bob Lobenberg, 1:24.095, 107.878 mph., (Record).
 LAP LEADERS: #55, Bob Lobenberg, 1-10; CAUTION LAP PERIODS: Laps 12, 13, 14. Car #7 in roadway.
 # 3, Darin Brassfield, 11-40.

FIN POS.	QUAL POS.	CAR NO.	DRIVER/HOMETOWN	SPONSOR/CAR	POINTS	\$PRIZE	LAPS/REASON OUT
1	4	3	Darin Brassfield, Los Gatos, Calif.	DeAtley Budweiser Corvette	21+	\$10,100	40
2	1	55	Bob Lobenberg, Lafayette, Calif.	STP Son Of A Gun! Huffaker Trans-Am	17#	6,550	40
3	7	1	David Hobbs, Upper Boddington, England	DeAtley Budweiser Corvette	14	4,400	40
4	8	98	Wally Dallenbach, Jr., Basalt, Colo.	Colorado Connection Camaro	12	3,250	40
5	19	94	Eppie Wietzes, Willowdale, Ontario, Can.	Silk & Wietzes Motorsport Firebird	11	2,650	40
6	5	36	Paul Miller, Morristown, N.J.	Herman+Miller Porsche Carrera Turbo	10	2,250	40
7	15	60	John Brandt, Lebanon, Pa.	Brandt Racing Corvette	9	1,900	40
8	12	99	Phil Currin, Gainesville, Fla.	Currin Racing Corvette	8	1,800	39
9	14	23	Steve Hagerman, Birmingham, Mich.	S. F. Racing Camaro	7	1,700	39
10	10	37	Dave Watson, Milton, Wis.	Dave Watson Racing Firebird	6	1,600	39
11	25	85	Richard Valentine, Boston, Mass.	MBA Group Firebird	5	1,400	39
12	20	43	Richard Wall, Arcadia, Calif.	Stock Car Chassis Camaro	4	1,300	39
13	27	70	Murray Edwards, Kentville, Nova Scotia	Cavendish Farms Corvette	3	1,200	38
14	28	30	Doug Mills, Hagerstown, Md.	Cumberland Valley Racing Camaro	2	1,100	38
15	22	84	Doug Rippie, Plymouth, Minn.	Cory Eyewear/1st Corp. Corvette	1	900	38
16	71	71	Dennis Cuppy, Indianapolis, Ind.	Clique Tool Corvette		650	38
17	16	50	Jim Miller, Oak Brook, Ill.	MTI Vacations/Huffaker Pontiac Trans-Am		550	37
18	13	40	Jim Derhaag, Chaska, Minn.	Derhaag Racing Trans-Am		475	37
19	9	63	Greg Pickett, Alamo, Calif.	Roush Prototfab Mercury Capri		425	34 / Overheating
20	11	2	Don Whittington, Ft. Lauderdale, Fla.	Oftedahl Racing Trans-Am		400	28 / Engine
21	26	75	Tom Walker, Des Peres, Mo.	Carr Lane Fiero			26 / Unknown
22	17	78	Rob McFarlin, Dallas, Texas	Kontrolle Shocks g-Machine Firebird			19 / Transmission
23	23	58	Ray Danton, Littleton, Colo.	Ray Danton Racing Camaro			18 / Crash
24	21	26	Dan Furey, Columbus, Ohio	Furey-Ickes Racing Corvette			15 / Unknown
25	3	7	Tom Gloy, Lafayette, Calif.	7-Eleven Mercury Capri		150	12 / Gearbox
26	6	33	Paul Newman, Westport, Conn.	Bob Sharp Racing Nissan 300ZX Turbo			9 / Electrical
27	18	91	Bob Hagestad, Littleton, Colo.	Bob Hagestad Porsche Audi Porsche 924T			6 / Turbo
28	DNQ	47	Michael Kehoe, Brookfield, Wis.	Kehoe Racing Camaro			3 / Engine
29	DNQ	54	Joe Gonzales, Miami, Fla.	Eurospec Camaro			2 / Engine
DNS	2	0	Willy T. Ribbs, San Jose, Calif.	DeAtley Budweiser Corvette		400	
DNS	25	18	James Durovy, Kennesaw, Ga.	Tangent Racing/Davis Machinery Corvette			
DNS	DNQ	57	Joe Cogbill, Macon, Ga.	Porscheware Porsche 911			

+ Earned One point for leading the most laps. #Earned One point for fastest qualifier.

NEXT BUDWEISER TRANS-AM CHAMPIONSHIP RACE: May 20, Summit Point International Raceway, Summit Point, West Virginia.

ROUND 2, 1984 SCCA BUDWEISER TRANS-AM CHAMPIONSHIP FOR THE ESCORT RADAR DETECTOR WARNING 300 WEEKEND AT SUMMIT POINT INT'L. RACEWAY, (2.0 miles, 10 turns)
 RACE LENGTH: 50 Laps, 100 Miles. TIME OF RACE: 1:07:20.36 May 20, 1984.
 WINNER'S AVERAGE SPEED: 80.81 mph. MARGIN OF VICTORY: 10.24 seconds.
 FASTEST RACE LAP: #55 Bob Lobenberg, 1:15.94, 94.811 mph. FASTEST QUALIFIER: #1, David Hobbs, 1:14.259, 96.908 mph., (New Record).
 LAP LEADERS: #1, David Hobbs, 1-9; #63, Greg Pickett, 10-46;
 #55, Bob Lobenberg, 47-50.

FIN POS.	QUAL POS.	CAR NO.	DRIVER/HOME TOWN	SPONSOR/CAR	POINTS	SPRIZE	LAPS/REASON OUT
1	6	55	Bob Lobenberg, Lafayette, Calif.	STP Son of a Gun! Huffaker Trans-Am	20	\$10,000	50
2	1	1	David Hobbs, Upper Boddington, England	DeAtley Budweiser Corvette	17+	6,450	50
3	10	7	Tom Gloy, Lafayette, Calif.	7-Eleven Capri	14	4,400	50
4	12	94	Eppie Wietzes, Willowdale, Ontario, Canada	Silk-Wietzes Motorsport Trans-Am	12	3,250	50
5	4	63	Greg Pickett, Alamo, Calif.	Roush Prototfab Capri	12+	2,750	49
6	2	36	Paul Miller, Morristown, New Jersey	Herman+Miller Porsche Carrera Turbo	10	2,400	49
7	13	4	Chris Gleason, Johnstown, Penn.	Oftedahl Racing Pontiac Trans-Am	9	1,900	49
8	11	40	Jim Derhaag, Chaska, Minn.	Pontiac Trans-Am	8	1,800	49
9	9	02	Bill Scott, Summit Point, W. Va.	DeAtley Budweiser Corvette	7	1,700	48
10	16	60	John Brandt, Lebanon, Pa.	Brandt Racing Corvette	6	1,600	48
11	18	85	Richard Valentine, Braintree, Mass.	MBA Group Firebird	5	1,400	48
12	19	30	Doug Mills, Hagerstown, Md.	Cumberland Valley Racing Camaro	4	1,300	47
13	3	3	Darin Brassfield, Los Gatos, Calif.	DeAtley Budweiser Corvette	3	1,350	47
14	23	52	Tom Aquilante, Phoenixville, Pa.	Aquilante Racing Corvette	2	1,100	46
15	21	48	Craig Shafer, Somerset, Pa.	Shafer Motor Racing Camaro	1	900	45
16	26	62	Ron Deppert, Oconomowoc, Wis.	Deppert Racing Corvette		650	44
17	17	78	Rob McFarlin, Dallas, Texas	The Kontrolle Shocks g-Machine Firebird		550	42 /Unknown
18	14	23	Steve Hagerman, Birmingham, Mich.	S. F. Racing Camaro		475	38 /Overheating
19	24	75	Tom Walker, St. Louis, Mo.	Carr Lane Fireo		425	38 /Unknown
20	20	26	Dan Furey, Columbus, Ohio	Furey Ickes Racing Corvette		400	35 /Suspension
21	22	70	Murray Edwards, Kentville, N.S., Canada	Cavendish Farms Racing Corvette			34 /Unknown
22	7	98	Wally Dallenbach, Jr., Basalt, Colo.	The Colorado Connection Camaro			31 /Accident
23	15	50	Jim Miller, Oak Brook, Ill.	MTI Vacations/Huffaker Pontiac Trans-Am			29 /Unknown
24	5	37	Dave Watson, Milton, Wis.	Continental Motors Pontiac Firebird	100		26 /Engine
25	8	33	Paul Newman, Westport, Conn.	Bob Sharp Racing Nissan 300ZX Turbo			15 /Blown Engine
26	25	56	Bill Wink, Dearborn, Mich.	I.C.E. Camaro			3 /Unknown
D&S	27	51	Richard Reynolds, Grand Rapids, Mich.	Pit Stop Racing Trans-Am			0 /Engine

#Earned One point for fastest qualifier. +Earned one point for leading the most laps.

1984 SCCA BUDWEISER TRANS-AM CHAMPIONSHIP DRIVER POINT STANDINGS (After Two Events)

1. Bob Lobenberg	37	12. Jim Derhaag	8
2. David Hobbs	31	Phil Currin	8
3. Darin Brassfield	24	14. Steve Hagerman	7
4. Eppie Wietzes	23	Bill Scott	7
5. Paul Miller	20	16. Doug Mills	6
6. John Brandt	15	Dave Watson	6
7. Tom Gloy	14	18. Richard Wall	4
8. Wally Dallenbach, Jr.	12	19. Murray Edwards	3
Greg Pickett	12	20. Tom Aquilante	2
10. Richard Valentine	10	21. Doug Rippie	1
11. Chris Gleason	9	Craig Shafer	1

NEXT SCCA BUDWEISER TRANS-AM CHAMPIONSHIP EVENT: June 3, 1984, Sears Point International Raceway, Sonoma, Calif.

ROUND 3, 1984 SCCA BUDWEISER TRANS-AM CHAMPIONSHIP FOR THE MOTORCRAFT 100 WEEKEND AT SEARS POINT INT'L. RACEWAY, (2.52 miles, 12 turns), June 3, 1984.
 RACE LENGTH: 40 Laps, 100.920 Miles.
 WINNER'S AVERAGE SPEED: 82.431 mph., (Record).
 FASTEST RACE LAP: #7, Tom Gloy, 1:41.440, 89.539 mph.
 LAP LEADERS: #7, Tom Gloy, 1-2, 4-5, 8-24; #55, Bob Lobenberg, 3;
 #3, Darin Brassfield, 6-7, 25-35; #63, Greg Pickett, 36-40.
 TIME OF RACE: 1:13:27.490
 MARGIN OF VICTORY: 5.530 seconds.
 FASTEST QUALIFIER: #7, Tom Gloy, 1:38.659, 92.063 mph.

FIN POS.	QUAL POS.	CAR NO.	DRIVER/HOMETOWN	SPONSOR/CAR	POINTS	\$PRIZE	LAPS/REASON OUT
1	6	63	Greg Pickett, Alamo, Calif.	Roush Prototfab/Motorcraft Capri	20	\$10,000	40
2	1	7	Tom Gloy, Lafayette, Calif.	7-Eleven Capri	18#*	6,500	40
3	3	3	Darin Brassfield, Los Gatos, Calif.	DeAtley Budweiser Corvette	14	4,550	40
4	15	98	Wally Dallenbach, Jr., Basalt, Colo.	Colorado Connection Camaro	12	3,250	40
5	8	33	Paul Newman, Westport, Conn.	Bob Sharp Racing Nissan 300ZX Turbo	11	2,650	40
6	10	40	Jim Derhaag, Chaska, Minn.	Derhaag Racing Trans-Am	10	2,150	40
7	2	55	Bob Lobenberg, Lafayette, Calif.	STP Son of a Gun! Huffaker Trans-Am	9	2,150	40
8	13	50	Jim Miller, Oak Brook, Ill.	MTI Vacations/Huffaker Pontiac Trans-Am	8	1,800	40
9	12	78	Rob McFarlin, Dallas, Texas	Kontrolle Shocks g-Machine Firebird	7	1,700	40
10	4	1	David Hobbs, Uppper Boddington, England	DeAtley Budweiser Corvette	6	1,700	40
11	9	45	Frank Emmett, Novato, Calif.	SuperCuts Trans-Am	5	1,400	39
12	19	35	Ken Yeo, Auburn, Calif.	T & S Racing Corvette	4	1,300	39
13	22	20	Harry Kauffman, San Leandro, Calif.	Roadsport Firebird	3	1,200	39
14	18	60	Les Lindley, Anaheim, Calif.	Fire Protection Camaro	2	1,100	39
15	14	43	Richard Wall, Arcadia, Calif.	Stock Car Chassis Camaro	1	900	38
16	27	90	John Klug, Newport Beach, Calif.	Porsche 930		650	37
17	25	31	Gary "Fritz" Schons, Los Alamitos, Calif.	Spina Bifida Firebird		550	37
18	26	22	Tom Riley, Newport Beach, Calif.	Tom Riley Racing Camaro		475	37
19	11	23	Steve Hagerman, Birmingham, Mich.	S. F. Racing Camaro		425	27 / Suspension & Tires
20	16	5	Andy Porterfield, Newport Beach, Calif.	Porterfield Racing Camaro		400	25 / Unknown
21	5	36	Paul Miller, Morristown, N.J.	Herman-Miller Porsche Turbo Carrera		100	14 / Blown Engine
22	23	28	Bob Zulkowski, San Leandro, Calif.	Metal Craft Porsche 911SC			12 / Mechanical
23	7	37	Dave Watson, Milton, Wis.	Dave Watson Racing Firebird			6 / Ignition
24	17	53	Bill Doyle, San Leandro, Calif.	Peterson Tractor Trans-Am			3 / Unknown
25	20	27	Rich Sloma, Cupertino, Calif.	Automotive Enterprises Corvette			0 / Ignition
26	24	12	Steve Saleen, Santa Rosa, Calif.	Western Auto Mustang			0 / Accident
27	21	25	William Maier, Hayward, Calif.	Maier Racing Enterprises Mustang			0 / Accident

*Earned One point for fastest qualifier; #Earned One point for leading the most laps.

1984 BUDWEISER TRANS-AM CHAMPIONSHIP DRIVER POINTS STANDINGS (After Three Events)

1.	Bob Lobenberg	46	15.	Steve Hagerman	7
2.	Darin Brassfield	38		Bill Scott	7
3.	David Hobbs	37		Rob McFarlin	7
4.	Tom Gloy	32	18.	Doug Mills	6
	Greg Pickett	32		Dave Watson	6
6.	Wally Dallenbach, Jr.	24	20.	Richard Wall	5
7.	Eppie Wietzes	23		Frank Emmett	5
8.	Paul Miller	20	22.	Ken Yeo	4
9.	Jim Derhaag	18	23.	Murray Edwards	3
10.	John Brandt	15		Harry Kauffman	3
11.	Paul Newman	11	25.	Tom Aquilante	2
12.	Richard Valentine	10		Les Lindley	2
13.	Chris Gleason	9	27.	Doug Rippie	1
14.	Phil Currin	8		Craig Shafer	1
	Jim Miller	8			

NEXT 1984 SCCA BUDWEISER TRANS-AM CHAMPIONSHIP EVENT: June 16, Portland International Raceway, Portland, Oregon.

4, 1984 SCCA BUDWEISER TRANS-AM CHAMPIONSHIP FOR THE PORTLAND 200 AT PORTLAND INTERNATIONAL RACEWAY, Portland, Oregon, (1.918 miles, 9 turns), June 16, 1984
 RACE LENGTH: 53 Laps, 101.654 Miles. TIME OF RACE: 1:05:06:510
 WINNER'S AVERAGE SPEED: 93.678 mph. MARGIN OF VICTORY: 46.010 seconds
 FASTEST RACE LAP: #63, Greg Pickett, 97.127 mph., 1:11.090. FASTEST QUALIFIER: #63, Greg Pickett, 96.962 mph., 1:11.211.
 LAP LEADERS: #63, Greg Pickett, Laps 1-53.

FIN POS.	QUAL POS.	CAR NO.	DRIVER/HOMETOWN	SPONSOR/CAR	POINTS	\$PRIZE	LAPS/REASON OUT
1	1	63	Greg Pickett, Alamo, Calif.	Roush Prototfab/Motorcraft Capri	22#	\$10,400	53
2	3	7	Tom Gloy, Lafayette, Calif.	7-Eleven Capri	16	6,300	53
3	2	3	Darin Brassfield, Los Gatos, Calif.	DeAtley Budweiser Corvette	14	4,650	53
4	9	33	Paul Newman, Westport, Conn.	Bob Sharp Racing Nissan 300ZX Turbo	12	3,250	52
5	10	50	Jim Miller, Oak Brook, Ill.	MTI Vacations/Huffaker Trans-Am	11	2,650	52
6	7	98	Wally Dallenbach, Jr., Basalt, Colo.	Colorado Connection Camaro	10	2,150	52
7	8	20	Gene Felton, Marietta, Ga.	Roadsport Firebird	9	1,900	52
8	13	5	Andy Porterfield, Newport Beach, Calif.	Porterfield Racing Camaro	8	1,800	51
9	14	40	Jim Derhaag, Chaska, Minn.	Derhaag Racing Trans-Am	7	1,700	51
10	11	43	Richard Wall, Arcadia, Calif.	Stock Car Chassis Camaro	6	1,600	50
11	22	27	Rich Sloma, Cupertino, Calif.	Automotive Enterprises Corvette	5	1,400	50
12	23	25	William Maier, Hayward, Calif.	Maier Racing Enterprises Mustang	4	1,300	49
13	25	31	Gary Schons, Los Alamitos, Calif.	Spina Bifida Firebird	3	1,200	49
14	5	55	Bob Lobenberg, Lafayette, Calif.	STP Son of a Gun! Huffaker Trans-Am	2	1,200	49 /Front Suspension
15	17	56	Karl Durkheimer, Portland, Oregon	V. Polak Porsche 911SC	1	900	49
16	21	57	Monte Shelton, Portland, Oregon	Monte's Motor Company Porsche 911SC		650	48
17	31	89	Walt Benson, Sonoma, Calif.	Views Land Company Camaro		550	48
18	29	90	John Klug, Newport Beach, Calif.	JK Racing Porsche 930		475	48
19	20	39	Robert Meyer, Carmel, Calif.	Hohstadt Meyer Corvette		425	48
20	27	41	Bill Craine, Portland, Oregon	B.C. Auto Body Corvette		400	47
21	30	88	Ross Bentley, Surrey, B.C.	Phoenix Communications Ltd Firebird			47
22	32	29	James Helton, Salem, Oregon	Price Chevrolet Corvette			42
23	12	78	Rob McFarlin, Dallas, Texas	Kontrolle Shocks g-Machine Firebird			28 /Overheating
24	26	6	Roger Burpee, Portland, Oregon	Pacific Diesel Power Corvette			19 /Unknown
25	15	79	Larry Park, Milpitas, Calif.	Park Performance Corvette			17 /Unknown
26	4	36	Paul Miller, Morristown, N.J.	Herman+Miller Porsche Carrera Turbo	100		11 /Head Gasket
27	16	80	Les Lindley, Anaheim, Calif.	Fire Protection Camaro			7 /Broken Rear Axle
28	33	0	Frank Search, San Leandro, Calif.	On Track Engineering Corvette			3 /Engine
29	6	02	Richard Spenard, Montreal, Quebec	DeAtley Budweiser Corvette			1 /Rear Brakes

#Earned One point for fastest qualifier; +Earned one point for leading the most laps.

1984 SCCA BUDWEISER TRANS-AM CHAMPIONSHIP DRIVER POINT STANDINGS
 (After Four Events)

DRIVER	CAR	PTS.	\$PRIZE	Road Atlanta May 6	Summit Point May 20	Sears Point June 3	Portland June 16	Detroit June 23	Daytona July 3	Brainerd July 22	Road America August 5	Watkins Glen August 19	Trois-Rivieres September 2	Mosport Park September 9	Seattle September 23	Sears Point September 30	Riverside October 7
1. Greg Pickett	Roush Prototfab/Motorcraft Capri	54	23,575	19	5	1	1										
2. Darin Brassfield	DeAtley Budweiser Corvette	52	20,650	1	13	3	3										
3. Bob Lobenberg	STP Son of a Gun! Huffaker Trans-Am	48	19,900	2	1	7	14										
Tom Gloy	7-Eleven Mercury Capri	48	17,350	25	3	2	2										
5. David Hobbs	DeAtley Budweiser Corvette	37	12,650	3	2	10	-										
6. Wally Dallenbach, Jr.	Colorado Connection Camaro	34	8,650	4	22	4	6										
7. Jim Derhaag	Derhaag Racing Trans-Am	25	6,125	18	8	6	9										
8. Paul Newman	Bob Sharp Racing Nissan 300ZX Turbo	23	5,900	26	25	5	4										
Eppie Wietzes	Silk & Wietzes Motorsport Firebird	23	5,900	5	4	-	-										
10. Paul Miller	Herman+Miller Porsche Carrera Turbo	20	4,850	6	6	21	26										
11. Jim Miller	MTI Vacations/Huffaker Trans-Am	19	5,000	17	23	8	5										
12. John Brandt	Brandt Racing Corvette	15	3,500	7	10	-	-										
13. Richard Wall	Stock Car Chassis Camaro	11	3,800	12	-	15	10										
14. Richard Valentine	MBA Group Firebird	10	2,800	11	11	-	-										
15. Chris Gleason	Oftedahl Pontiac Trans-Am	9	1,900	-	7	-	-										
Gene Felton	Roadsport Firebird	9	1,900	-	-	-	-										
17. Andy Porterfield	Porterfield Racing Camaro	8	2,200	-	-	10	8										
Phil Currin	Currin Racing Corvette	8	1,800	8	-	-	-										
19. Steve Hagerman	S.F. Racing Camaro	7	2,600	9	18	19	-										
Rob McFarlin	Kontrolle Shocks g-Machine Firebird	7	2,250	22	17	9	23										
Bill Scott	DeAtley Budweiser Corvette	7	1,700	-	9	-	-										
22. Doug Mills	Cumberland Valley Camaro	6	2,400	14	12	-	-										
Dave Watson	Dave Watson Firebird	6	1,700	10	24	23	-										
24. Frank Emmett	Super Cuts Trans-Am	5	1,400	-	-	11	-										
Rich Sloma	Automotive Enterprises Corvette	5	1,400	-	-	25	11										
26. Ken Yeo	T + S Racing Corvette	4	1,300	-	-	12	-										
William Maier	Maier Racing Enterprises Mustang	4	1,300	-	-	27	12										
28. Gary Schons	Spina Bifida Firebird	3	1,750	-	-	17	13										
Murray Edwards	Cavendish Farms Corvette	3	1,200	13	21	-	-										
Harry Kauffman	Roadsport Firebird	3	1,200	-	-	13	-										
29. Les Lindley	Fire Protection Camaro	2	1,100	-	-	14	27										
Tom Aquilante	Aquilante Racing Corvette	2	1,100	-	14	-	-										
Karl Durkheimer	V. Polak Porsche 911SC	1	900	-	-	-	15										
Craig Shafer	Shafer Motorracing Camaro	1	900	-	15	-	-										
Doug Rippie	Cory Eyewear/1st Corp. Corvette	1	900	15	-	-	-										

- Indicates did not start; - Indicates did not enter.

Points are awarded as follows: First - 20; 2nd - 16; 3rd - 14; 4th - 12; 5th - 11; 6th - 10; 7th - 9; 8th - 8; 9th - 7; 10th - 6; 11th - 5; 12th - 4; 13th - 3; 14th - 2; 15th - 1. One point is awarded for fastest qualifier and driver who leads the most laps.

Round 5, 1984 SCCA Budweiser Trans-Am Championship, at Detroit, Mich., June 24

FORD MOTORCRAFT CONTINUES DOMINANCE OF BUDWEISER TRANS-AM SERIES AS GLOY WIN DETROIT

DETROIT, Mich. -- Tom Gloy picked off his first Trans-Am victory since 1982 and slipped into a tie for the series point lead as he drove his 7-Eleven Mercury Capri to the winner's circle in the Pontiac Trans-Am 100 portion of the Detroit Grand Prix.

Gloy, who started from the sixth position on the grid, averaged 65.440 miles-per-hour on the 2.5-mile circuit through the streets of downtown Detroit. He is tied with Greg Pickett for the points lead with 68 points after five races this season.

"Although it is my first win since 1982, we can't really call it a dryspell," said the 36-year-old Lafayette, Calif., driver. "There have been two straight second-place finishes before today. The track got real oily in a couple of spots, but I had no close calls at all."

Gloy took the lead for good on lap 23 of the 40-lap, 100-mile race, passing David Hobbs, who was having problems with his brakes. Hobbs eventually finished seventh.

"Coming through the tunnel, past the river and through the chicane, I was much quicker and finally was able to get around him in turn one," said Gloy on the subject of passing the 1983 Budweiser Trans-Am champion Hobbs. "On my first try at the lead, David (Hobbs) shut the door in a polite, British way. But I finally got around him on the second try and I tried to open up as big a lead as possible to break his spirit."

Hobbs, who started second but turned the quickest qualifying time during Saturday's non-pole setting session, slipped past polesitter Bob Lobenberg and third-place starter Michael Andretti, when that duo got tangled up coming out of turn four (the course had 18 turns) on the very first lap. Lobenberg, in his STP Son of a Gun! Huffaker Pontiac Trans-Am, and Andretti, driving the third DeAtley Budweiser Corvette, fell to fifth and fourth spots, respectively, after the incident.

Gloy, along with Willy T. Ribbs, who was driving in the Budweiser Trans-Am series for the first time this season, moved up to chase Hobbs. That threesome, along with Andretti, were the only real serious challengers to win Saturday's race.

Gloy moved into second place behind Hobbs on lap 14 and stayed there until making his pass for the lead nine laps later. Ribbs moved past Hobbs' DeAtley Budweiser Corvette on lap 29 and managed to stay there until the end of the race. Andretti retired after 19 laps, thus ending his bid for the victory circle.

A total of 28 cars took the green flag.

The next round of the 1984 SCCA Budweiser Trans-Am Championship is set for July 3 when the series moves south to the Daytona International Speedway for the Paul Revere 250 portion of the NASCAR Firecracker 400 weekend.

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Round 5, 1984 SCCA BUDWEISER TRANS-AM CHAMPIONSHIP AT THE DETROIT GRAND PRIX III, Detroit, Michigan (2.5 miles, 16 turns), June 23, 1984.

RACE LENGTH: 40 Laps, 100 Miles.

TIME OF RACE: 1:31:41.242

WINNER'S AVERAGE SPEED: 65.440 mph.

MARGIN OF VICTORY: 5.075 seconds.

FASTEST RACE LAP: #7, Tom Gloy, 71.741 mph., 2:05.451, (Record).

FASTEST QUALIFIER: #55, Bob Lobenberg, 72.354 mph, 2:04.388 (Record).

LAP LEADERS: #1, David Hobbs, laps 1-22;

CONTROLLED CAUTION PERIODS: Laps 5-8; 13-18

#7, Tom Gloy, laps 23-40.

FIN POS.	QUAL POS.	CAR NO.	DRIVER/HOMETOWN	SPONSOR/CAR	POINTS	\$PRIZE	LAPS/REASON OUT
1	6	7	Tom Gloy, Lafayette, Calif.	Gloy Sports Mercury Capri	20	\$10,000	40
2	5	64	Willy T. Ribbs, San Jose, Calif.	Roush Prototfab/Motorcraft Capri	16	6,250	40
3	8	63	Greg Pickett, Alamo, Calif.	Roush Prototfab/Motorcraft Capri	14	4,400	40
4	10	98	Wally Dallenbach, Jr., Basalt, Colo.	The Colorado Connection Camaro	12	3,250	40
5	14	37	Dave Watson, Milton, Wis.	Dave Watson Racing Pontiac Firebird	11	2,650	40
6	11	10	Tim Evans, Northville, Mich.	Buist/Syfert Trans-Am	10	2,150	40
7	2	1	David Hobbs, Upper Boddington, England	DeAtley Budweiser '84 Camaro	10#	2,150	40 /Brakes
8	13	60	John Brandt, Lebanon, Pa.	Brandt Racing '81 Corvette	8	1,800	39
9	22	70	Murray Edwards, Kentville, Nova Scotia	Cavendish Farms Corvette	7	1,700	38
10	18	2	John Jones, Thunder Bay, Ontario, Canada	Oftedahl Racing Pontiac Trans-Am	6	1,600	38
11	23	26	Dan Furey, Columbus, Ohio	Quaker Manufacturing '84 Corvette	5	1,400	37
12	7	33	Paul Newman, Westport, Conn.	Bob Sharp Racing Nissan 300ZX Turbo	4	1,300	36 /Transmission
13	28	30	Doug Mills, Hagerstown, Maryland	Cumberland Valley Racing Camaro	3	1,200	36
14	15	23	Steve Hagerman, Birmingham, Mich.	S.F. Racing Camaro	2	1,100	34 /Mechanical
15	21	32	Russ Theus, Garden City, Mich.	Hy-Tec Lincoln Mark VII	1	900	30 /Overheating & Oil Pump
16	4	36	Paul Miller, Morristown, N.J.	Herman+Miller Porsche Carrera Turbo		750	29 /Water Pump
17	16	50	Jim Miller, Oak Brook, Ill.	MTI Vacations/Huffaker Pontiac Trans-Am		550	23 /Unknown
18	3	0	Michael Andretti, Nazareth, Pa.	DeAtley Budweiser Corvette		625	19 /Bodywork & Fender
19	28	17	Dick Danielson, Hartland, Wis.	Durovy Racing '84 Corvette		425	19 /Unknown
20	12	94	Eppie Wietzes, Willowdale, Ontario, Canada	Silk & Wietzes Motorsport Firebird		400	18 /Ignition
21	25	56	Bill Wink, Birmingham, Mich.	Bill Wink Racing Camaro			13 /Clutch
22	20	85	Richard Valentine, Hingham, Mass.	MBA Companies Firebird			11 /Accident
23	24	69	Peter Deman, Mississauga, Ontario	Deman Racing Corvette			11 /Accident
24	17	78	Rob McFarlin, Dallas, Texas	The Kontrolle Shocks g-Machine Firebird			10 /Unknown
25	1	55	Bob Lobenberg, Lafayette, Calif.	STP Son of a Gun! Pontiac Trans-Am	1+	400	9 /Flat Tire
26	26	40	Jim Derhaag, Chaska, Minn.	Jim Derhaag Racing Pontiac Firebird			8 /Unknown
27	19	49	Gene Felton, Marietta, Ga.	Brian Utt Racing Pontiac Firebird			4 /Broken Axle
28	9	3	Darin Brassfield, Los Gatos, Calif.	DeAtley Budweiser '84 Corvette			3 /Broken Shock
DNS	29	4	Wayne Harper, Bolton, Ontario, Canada	Oftedahl Pontiac Trans-Am			
DNS	30	75	Tom Walker, Des Peres, Missouri	Carr Lane Manufacturing Pontiac Fiero			
DNS	31	51	Richard Reynolds, Grand Rapids, Mich.	Pit Stop Racing Trans-Am			

+ - Earned One Point for fastest qualifier; + - Earned One Point for leading the most laps.

NEXT 1984 SCCA BUDWEISER TRANS-AM CHAMPIONSHIP EVENT: July 3, Daytona International Speedway, Daytona, Florida.

ROUND 6, 1984 SCCA BUDWEISER TRANS-AM CHAMPIONSHIP FOR THE PAUL REVERE 250 AT DAYTONA INT'L. RACEWAY, Daytona, Florida (3.56 miles, 14 turns), July 3, 1984.

FIN POS.	QUAL POS.	FINISH HEAT 1	FINISH HEAT 2	OVER-ALL	CAR NO.	DRIVER/HOMETOWN	SPONSOR/CAR	POINTS	\$PRIZE
1	2	1	3	4	64	Willy T. Ribbs, San Jose, Calif.	Roush Prototfab Motorcraft Capri	21#	7,450
2	1	2	2	4	7	Tom Gloy, Lafayette, Calif.	7-Eleven Mercury Capri	17+	6,550
3	3	5	4	9	55	Bob Lobenberg, Lafayette, Calif.	STP Son of a Gun! Huffaker Pontiac Trans-Am	14	3,450
4	7	6	5	11	50	Jim Miller, Oak Brook, Ill.	MTI Vacations/Huffaker Pontiac Trans-Am	12	2,620
5	6	7	6	13	37	Dave Watson, Milton, Wisc.	Dave Watson Racing Pontiac Firebird	11	2,175
6	4	16	1	17	3	Darin Brassfield, Los Gatos, Calif.	DeAtley Budweiser Corvette	10	5,725
7	9	8	9	17	78	Rob McFarlin, Dallas, Texas	The Kontrolle Shocks g-Machine Trans-Am	9	1,770
8	17	11	8	19	22	Del Taylor, Boca Raton, Fla.	Pontiac Trans-Am	8	1,680
9	18	15	7	22	40	Jim Derhaag, Chaska, Minn.	Pontiac Trans-Am	7	1,560
10	19	12	10	22	10	Clay Young, Smyrna, Ga.	Trans-Am Performance Trans-Am	6	1,510
11	5	3	21	24	63	Greg Pickett, Alamo, Calif.	Roush Prototfab Motorcraft Capri	5	1,700
12	10	9	15	24	99	Phil Currin, Gainesville, Fla.	Corvette	4	1,220
13	15	4	22	26	98	Wally Dallenbach, Jr., Basalt, Colo.	The Colorado Connection Camaro	3	1,215
14	21	10	18	28	38	Ricardo Londono, Miami, Fla.	Corvette	2	937
15	20	19	11	30	54	Joe Gonzalez, Miami, Fla.	Eurospec Camaro	1	1,007
16	13	17	13	30	5	John Schneider, Dallas, Texas	Oftedal Racing Pontiac Trans-Am		895
17	11	14	16	30	2	Bob Raub, Aurora, Colo.	Oftedal Racing Pontiac Trans-Am		765
18	16	13	20	33	21	Gary Baker, Nashville, Tenn.	Kings Inns of Daytona Corvette		655
19	12	22	12	34	95	Dale Krieder, Indian Rocks Beach, Fla.	Vette Products/Vette Brakes Firebird		735
20	22	18	17	35	28	Bill McVey, Tampa, Fla.	McVey Racing Camaro Z-28		498
21	6	23	14	37	1	David Hobbs, Upper Boddington, England	DeAtley Budweiser Corvette		550
22	23	21	19	40	11	William Wessel, Florida	Corvette		213
23	14	20	23	43	23	Steve Hagerman, Birmingham, Mich.	S.F. Racing Camaro		120

Ties were broken by highest heat finish.

* - Earned one point for fastest qualifier; # - Earned one point for leading the most laps.

HEAT 1, 1984 SCCA BUDWEISER TRANS-AM CHAMPIONSHIP FOR THE PAUL REVERE 250 AT DAYTONA INT'L. RACEWAY, Daytona, Florida (3.56 miles, 14 turns), July 3, 1984.
 RACE LENGTH: 22 Laps, 78.3 Miles. TIME OF RACE: 51:37.775
 WINNER'S AVERAGE SPEED: 91.018 mph. MARGIN OF VICTORY: 18.046 seconds.
 FASTEST RACE LAP: #64, Willy T. Ribbs, 2:03.418, 103.842 mph. FASTEST QUALIFIER: #7, Tom Gloy, 1:54.721, 111.715 mph.
 LAP LEADERS: #7, Tom Gloy, 1-4; #55, Bob Lobenberg, 5-10; WEATHER: Rainy & Humid
 #64, Willy T. Ribbs, 11-22.

FIN POS.	QUAL POS.	CAR NO.	DRIVER/HOMETOWN	SPONSOR/CAR	BEST TIME	LAPS/REASON OUT
1	2	64	Willy T. Ribbs, San Jose, Calif.	Roush Prototfab Motorcraft Capri	2:03.418	22
2	1	7	Tom Gloy, Lafayette, Calif.	7-Eleven Mercury Capri	2:03.800	22
3	5	63	Greg Pickett, Alamo, Calif.	Roush Prototfab Motorcraft Capri	2:04.190	22
4	15	98	Wally Dallenbach, Jr., Basalt, Colo.	The Colorado Connection Camaro	2:03.694	22
5	3	55	Bob Lobenberg, Lafayette, Calif.	STP Son of a Gun! Huffaker Pontiac T-A	2:06.198	22
6	7	50	Jim Miller, Oak Brook, Ill.	MTI Vacations/Huffaker Pontiac Trans-Am	2:06.296	22
7	6	37	Dave Watson, Milton, Wisc.	Dave Watson Racing Pontiac Firebird	2:07.824	22
8	9	78	Rob McFarlin, Dallas, Texas	The Kontrolle Shocks g-Machine Trans-Am	2:08.068	22
9	10	99	Phil Currin, Gainesville, Fla.	Corvette	2:09.814	22
10	21	38	Ricardo Londono, Miami, Fla.	Corvette	2:11.758	21
11	17	22	Del Taylor, Boca Raton, Fla.	Pontiac Trans-Am	2:13.306	21
12	19	16	Clay Young, Smyrna, Ga.	Trans-Am Performance Trans-Am	2:13.658	21
13	16	21	Gary Baker, Nashville, Tenn.	Kings Inns Of Daytona Corvette	2:14.124	21
14	11	2	Bob Raub, Aurora, Colo.	Oftedal Racing Pontiac Trans-Am	2:08.530	20
15	18	40	Jim Derhaag, Chaska, Minn.	Pontiac Trans-Am	2:16.994	20
16	4	3	Darin Brassfield, Los Gatos, Calif.	DeAtley Budweiser Corvette	2:04.552	20
17	13	4	John Schneider, Dallas, Texas	Oftedal Pontiac Trans-Am	2:11.632	20
18	22	28	Bill McVey, Tampa, Fla.	McVey Racing Camaro Z-28	2:37.577	18
19	20	54	Joe Gonzalez, Miami, Fla.	Eurospec Camaro	2:26.968	17
20	14	23	Steve Hagerman, Birmingham, Mich.	S.F. Racing Camaro	2:10.688	13
21	23	11	William Wessel, Florida	Corvette	2:40.371	10
22	12	95	Dale Krieder, Indian Rocks Beach, Fla.	Vette Products/Vette Brakes Firebird	2:15.176	7
23	6	1	David Hobbs, Upper Boddington, England	DeAtley Budweiser Corvette	3:19.188	5 /Distributor failure

HEAT 2, 1984 SCCA BUDWEISER TRANS-AM CHAMPIONSHIP FOR THE PAUL REVERE 250 AT DAYTONA INT'L. RACEWAY, Daytona, Florida (3.56 miles, 14 turns), July 3, 1984.
 RACE LENGTH: 22 Laps, 78 Miles. TIME OF RACE: 51:27.618
 WINNER'S AVERAGE SPEED: 91.317 mph. MARGIN OF VICTORY: 19.820 seconds
 FASTEST RACE LAP: #1, David Hobbs, 1:59.229, 107.492 mph. POLE SITTER: Willy T. Ribbs (following heat #1 victory).
 LAP LEADERS: #64, Willy T. Ribbs, 1-11, 18; #1, David Hobbs, 12-17; WEATHER: Humid.
 #3, Darin Brassfield, 19-22.

FIN POS.	GRID POS.	CAR NO.	DRIVER/HOMETOWN	SPONSOR/CAR	BEST TIME	LAPS/REASON OUT
1	16	3	Darin Brassfield, Los Gatos, Calif.	DeAtley Budweiser Corvette	1:59.327	22
2	2	7	Tom Gloy, Lafayette, Calif.	7-Eleven Mercury Capri	2:00.150	22
3	1	64	Willy T. Ribbs, San Jose, Calif.	Roush Prototfab Motorcraft Capri	1:59.453	22
4	5	55	Bob Lobenberg, Lafayette, Calif.	STP Son of a Gun! Huffaker Pontiac T-A	2:01.266	22
5	6	50	Jim Miller, Oak Brook, Ill.	MTI Vacations/Huffaker Pontiac Trans-Am	2:03.392	22
6	7	37	Dave Watson, Milton, Wisc.	Dave Watson Racing Pontiac Firebird	2:04.170	22
7	15	40	Jim Derhaag, Chaska, Minn.	Pontiac Trans-Am	2:10.982	21
8	11	22	Del Taylor, Boca Raton, Fla.	Pontiac Trans-Am	2:11.060	21
9	8	78	Rob McFarlin, Dallas, Texas	The Kontrolle Shocks g-Machine Trans-Am	2:10.220	20
10	12	10	Clay Young, Smyrna, Ga.	Trans-Am Performance Trans-Am	2:28.790	19
11	19	54	Joe Gonzalez, Miami, Fla.	Eurospec Camaro	2:31.675	18
12	22	95	Dale Krieder, Indian Rocks Beach, Fla.	Vette Products/Vette Brakes Firebird	2:20.932	18
13	17	4	John Schneider, Texas	Oftedal Pontiac Trans-Am	2:12.182	18
14	23	1	David Hobbs, Upper Boddington, England	DeAtley Budweiser Corvette	1:59.229	17
15	9	99	Phil Currin, Gainesville, Fla.	Corvette	2:10.190	17
16	14	2	Bob Raub, Aurora, Colo.	Oftedal Racing Pontiac Trans-Am	2:10.184	17
17	18	28	Bill McVey, Tampa, Fla.	McVey Racing Camaro Z-28	2:30.686	17
18	10	38	Ricardo Londono, Miami, Fla.	Corvette	2:09.872	16
19	21	11	William Wessel, Florida	Corvette	2:29.028	10 / Unknown
20	13	21	Gary Baker, Nashville, Tenn.	Kings Inns Of Daytona Corvette	2:26.190	9 / Unknown
21	3	63	Greg Pickett, Alamo, Calif.	Roush Prototfab Motorcraft Capri	2:02.434	4 / Transmission
22	4	98	Wally Dallenbach, Jr., Basalt, Colo.	The Colorado Connection Camaro	2:05.746	3 / Oil Leak
DNS	23	23	Steve Hagerman, Birmingham, Mich.	S.F. Racing Camaro		

WILLY T. RIBBS CLAIMS SECOND STRAIGHT BUDWEISER TRANS-AM RACE

BRainerd, Minn. -- Willy T. Ribbs, driving a Roush Prototfab/Motorcraft Capri, claimed his second straight SCCA Budweiser Trans-Am victory here Sunday (July 22), and he did it in impressive fashion.

Ribbs, of San Jose, California, set a new track record, as he averaged 105.99 miles-per-hour, finishing ahead of Bob Lobenberg by a narrow 3.13 seconds. Ribbs also set a new record for a single lap, as he maneuvered around the 3.0-mile course in a time of 1:39.965 (106.038 mph) on the third lap of the race. Ribbs took the lead on lap 2 and he was never passed again en route to victory in the 33-lap, 99-mile event.

Ribbs has now won two straight Budweiser Trans-Am races. Prior to the victory here at Brainerd, the 28-year-old Ribbs was the winner at Daytona International Speedway on July 3. In his first ride with the Roush Prototfab team, Ribbs finished second in the Detroit Budweiser Trans-Am, held in conjunction with the Detroit Grand Prix on June 23.

"When I joined the team, I still had some questions about just how good the Capris really could be," said Ribbs. "But now, I wouldn't trade this car for all the racecars in the world. Last year, Ford just didn't have the ponies, but 1984 is a different story. There can be no doubt now, Ford is equal to General Motors."

Ribbs also made a point of dispelling the talk that the Capris were operating with an unfair weight advantage: "Earlier this season, our competitors were crying like B.B. King about the weight advantage the Capris had. But the weight of our cars exceeds the allowable minimum and we're fighting GM and (Neil) DeAtley on even terms."

It was Ribbs' second straight victory at Brainerd. A year ago, he led from flag-to-flag in his DeAtley Budweiser Camaro. And for the Mercury/Motorcraft Capris, the Brainerd victory marked the fifth consecutive win for that particular car. The impressive win streak started at Sears Point International Raceway in Sonoma, Calif. on June 3.

Lobenberg, who was the pole sitter after breaking Ribbs' year-old qualifying record, said: "I decided to let Willy have the lead because I knew he was on soft compound tires. I figured he'd use them up. With 10 laps to go, I felt that I had a good chance of catching him because I was only eight seconds down. I started to lose my tires about that same time though and Willy picked up a couple more seconds. That was just too much to spot him."

Lobenberg, driving his STP Son of a Gun! Huffaker Pontiac Trans-Am, made one last valiant charge, but his bid came to a disappointing finish when his left rear tire started to lose air. "With the tire losing air, my car started to suffer from terminal oversteer," said the 33-year-old Lafayette, Californian. "It was just a matter of hanging on to second at that point."

Finishing a distant third was Tom Gloy, driving his 7-Eleven Mercury Capri. Gloy, also of Lafayette, Calif., passed up a ride in the Michigan 500 to race at Brainerd. He picked up 12 valuable points to retain the lead in the overall Budweiser Year-end Points Standings. Gloy holds a 99-to-85 advantage over his closest competitor Greg Pickett, who finished fourth here at Brainerd.

Fifth place went to Jim Miller, driver of the MTI Vacations/Huffaker Pontiac Trans-Am. Miller's efforts gave owner Joe Huffaker two finishes in the top five here at Brainerd, illustrating that his Pontiac Trans-Am's are not willing to give up the battle with the Capris.

Wally Dallenbach, Jr. finished sixth, after beginning the race 20th on the grid. Darin Brassfield and David Hobbs, DeAtley Budweiser Corvette teammate, finished seventh and eight respectively. Rounding out the top 10 were Tim Evans and Rob McFarlin.

Actor Paul Newman, who drives a Nissan 300 ZX Turbo for Bob Sharp Racing, finished a disappointing 20th. "We blew the engine again," said Newman. "I guess that's what happens when you try to develop an engine and race it at the same time. It's too bad. The car was working well. I think we could've been right in there."

ROUND 7, 1984 SCCA BUDWEISER TRANS-AM CHAMPIONSHIP AT THE PEPSI BRAINERD WEEKEND, Brainerd, Minn., (3.0 Miles, 10 turns), July 22, 1984.

RACE LENGTH: 33 Laps, 99 Miles.

TIME OF RACE: 56:02.31

WINNER'S AVERAGE SPEED: 105.99 mph.

MARGIN OF VICTORY: 3.13 seconds.

FASTEST RACE LAP: #64, Willy T. Ribbs, 106.038 mph, 1:39.965.

FASTEST QUALIFIER: #55, Bob Lobenberg, 111.348 mph, 1:36.993.

LAP LEADERS: #55, Bob Lobenberg, 1; #64, Willy T. Ribbs, 2-33.

FIN POS.	QUAL POS.	CAR NO.	DRIVER/HOMETOWN	SPONSOR/CAR	POINTS	\$PRIZE	LAPS/REASON OUT
1	2	64	Willy T. Ribbs, San Jose, Calif.	Roush Prototfab Motorcraft Capri	21#	10,250	33
2	1	55	Bob Lobenberg, Lafayette, Calif.	STP Son of a Gun! Huffaker Pontiac T-A	17+	6,550	33
3	7	7	Tom Gloy, Lafayette, Calif.	7-Eleven Mercury Capri	14	4,400	33
4	4	63	Greg Pickett, Alamo, Calif.	Roush Prototfab Motorcraft Capri	12	3,350	33
5	5	50	Jim Miller, Oak Brook, Ill.	MTI Vacations Huffaker Pontiac Trans-Am	11	2,750	33
6	20	98	Wally Dallenbach, Jr., Basalt, Colo.	The Colorado Connection Camaro	10	2,150	33
7	3	3	Darin Brassfield, Los Gatos, Calif.	DeAtley Budweiser Corvette	9	2,050	33
8	6	1	David Hobbs, Upper Boddington, England	DeAtley Budweiser Corvette	8	1,800	32
9	13	10	Tim Evans, Northville, Mich.	Buist/Syfert Racing Pontiac Trans-Am	7	1,700	32
10	11	78	Rob McFarlin, Dallas, Texas	The Kontrolle Shocks g-Machine Trans-Am	6	1,600	31
11	16	38	Robert Meyer, Carmel Valley, Calif.	Hohstadt Meyer Corvette	5	1,400	31
12	19	35	Jim Sanborn, Waterloo, Iowa	J.S. Racing Pontiac Trans-Am	4	1,300	31
13	23	83	Warren Fairbanks, Villa Park, Ill.	Fairbanks/Racette Camaro	3	1,200	31
14	17	31	Gary "Fritz" Schons, Los Alamitos, Calif.	Golden West Pontiac Firebird	2	1,100	31
15	21	47	Michael Kehoe, Waukesha, Wis.	Kehoe Racing Camaro	1	900	30
16	14	27	Rich Sloma, Cupertino, Calif.	Automotive Enterprise Corvette		650	26/Spun Out
17	12	44	Jerry Hansen, Orono, Minn.	LSI/Berger/Allied Photo Mill/Trans-Am		550	25/Blown Engine
18	15	23	Steve Hagerman, Birmingham, Mich.	S.F. Racing Camaro		475	24/Flat Tire
19	9	40	Jim Derhaag, Chaska, Minn.	Pyrotect/Mail Quid/Pontiac Trans-Am		425	7/Unknown
20	10	33	Paul Newman, Westport, Conn.	Bob Sharp Racing Nissan 300ZX Turbo		400	3/Blown Engine
21	8	94	Eppie Wietzes, Willowdale, Ontario	Silk & Wietzes Motorsport Firebird			1/Unknown
22	18	4	Wayne Harper, Bolton, Ontario	Oftedahl Racing Pontiac Trans-Am			1/Unknown
DNS	22	62	Ron Deppert, Oconomowoc, Wis.	Deppert Racing Corvette			

+ - Earned one point for fastest qualifier; # - Earned one point for leading the most laps.

NEXT 1984 SCCA BUDWEISER TRANS-AM CHAMPIONSHIP EVENT: August 5, Road America, Elkhart Lake, Wisconsin.

SPENARD CLAIMS VICTORY AT ROAD AMERICA, CAPRI IN STREAK COMES TO AN END

ELKHART LAKE, Wis. -- Canadian Richard Spenard, driving a DeAtley Budweiser Corvette, claimed his first professional victory here Sunday (Aug. 5), as he won the 100-mile Budweiser Trans-Am at Road America. The Budweiser Trans-Am was held in conjunction with a Bosch/Volkswagen Super Vee race and a PPG-Cart race.

Spenard's victory in his Corvette snapped a five-race win streak by the Capris of Greg Pickett (Sears Point and Portland), Tom Gloy (Detroit) and Willy T. Ribbs (Daytona and Brainerd). Spenard's victorious ride took 58 minutes, 59.64 seconds and he averaged 101.705 miles-per-hour, which set a new record. The previous mark was set by Monte Shelton in 1981 (97.617 mph).

Spenard was driving in the Budweiser Trans-Am series for just the second time this season. His first ride was at Portland on June 3. In that race, one that Spenard would just as soon forget, he lasted only one lap (rear brake failure). Spenard was driving in the place of David Hobbs at Road America, who was racing in the World Endurance Championship series at Mosport, Canada.

Finishing 7.6 seconds behind Spenard was Tom Gloy, the 1984 series leader. Driving a 7-Eleven Mercury Capri, Gloy has put together an amazing streak of seven straight top-three finishes. Gloy entered the Road America race with a 14-point advantage over Greg Pickett and a 19-point bulge over Bob Lobenberg. With his fourth runner-up finish of '84, Gloy improved his points lead over Pickett to 21 and Lobenberg to 25.

Spenard, who qualified third, didn't take the lead until lap 24 of the 25-lap race. Bob Lobenberg, who set a new qualifying record with a time of 2:16.340 (105.618 mph) on Saturday, was the race leader for the first 23 laps. Lobenberg's lead was as big as 18 seconds, but one lap from the finish he ran out of fuel. He had to settle for eighth place.

Finishing third was Jim Miller, of Oak Brook, Ill. Miller, who drives the MTI Vacations/Huffaker Pontiac Trans-Am, has reeled in top-five finishes in four of his last five races. Actor Paul Newman, who drives the Bob Sharp-prepared Nissan 300 ZX Turbo, finished fourth (tying his best effort of the '84 campaign). Rounding out the top five was Wally Dallenbach, Jr., in his Colorado Connection Camaro.

Spenard was the highest qualifier of the top five finishers, as he started out third on the grid. All five though, made improvements during the course of the race. Gloy qualified fourth and finished second. Miller qualified eighth and finished third. Newman was the sixth fastest qualifier and he moved up two notches. Dallenbach, Jr., moved up a total of six notches, qualifying 11th and finishing fifth. Sixth-place finisher Darin Brassfield improved too (he qualified seventh).

Rounding out the top 10 were Greg Pickett (Roush Prototfab Motorcraft Capri) in seventh, followed by Lobenberg, Rob McFarlin (Kontrolle Shocks g-machine Trans-Am) and Duane Smith (MBA Group Firebird).

Pickett, who is second in the overall point standings, was running in second place behind Lobenberg most of the race. Five laps from the finish though, Pickett's car started to misfire badly (cause unknown). The Alamo, Calif., driver dropped one position each of the last five laps to finish seventh, but just getting across the finish line was an accomplishment in itself. With Pickett and Lobenberg ailing, the scene was set for Spenard's come from behind victory.

A total of 39 cars started the Road America Budweiser Trans-Am, and 27 cars completed 23-to-25 laps. Two drivers of note did not fair well at Elkhart Lake. Dave Watson, of Milton, Wis., was the crowd favorite, but a blown engine in Saturday's qualifying session proved fatal. Without a second engine at the track, Watson was forced to withdraw after qualifying ninth. Willy T. Ribbs, who entered the Road America Budweiser Trans-Am with two straight victories, completed only five laps before an overheating problem (caused by a broken water valve) forced his retirement. Ribbs had qualified fifth.

John Brandt, Jr., of Lebanon, Pa., also failed to start the race, following a crash in Saturday qualifying. The car was severely damaged, but Brandt escaped without any injuries. Brandt had qualified 16th. Brandt's accident was the only major incident of the weekend.

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ROUND 8, 1984 SCCA BUDWEISER TRANS-AM CHAMPIONSHIP FOR THE PROVIMI VEAL WEEKEND AT ROAD AMERICA, Elkhart Lake, Wis., (4 Miles, 14 Turns), August 5, 1984.
 RACE LENGTH: 25 Laps, 100 Miles
 WINNER'S AVERAGE SPEED: 101.705 mph. (New Record)
 FASTEST RACE LAP: #7, Tom Gloy 104.931 mph, 2:18.980 (New Record)
 LAP LEADERS: #55, Bob Lobenberg, 1-23; #1, Richard Spenard, 24-25.
 TIME OF RACE: 58:59.64
 MARGIN OF VICTORY: 7.60 seconds
 FASTEST QUALIFIER: #55, Bob Lobenberg, 2:16.340, 105.618 mph, (New Record).

FIN. POS.	QUAL. POS.	CAR NO.	DRIVER/HOMETOWN	SPONSOR/CAR	POINTS	\$PRIZE	LAPS/REASON OUT
1	3	1	Richard Spenard, Montreal, Ontario	DeAtley Budweiser Corvette	20	10,150*	25
2	4	7	Tom Gloy, Lafayette, Calif	7-Eleven Capri	16	6,250*	25
3	8	50	Jim Miller, Oak Brook, Ill.	MTI Vacations Huffaker Trans-Am	14	4,400	25
4	6	33	Paul Newman, Westport, Conn.	Bob Sharp Racing Nissan 300ZX Turbo	12	3,250	25
5	11	98	Wally Dallenbach, Jr., Basalt, Colo.	The Colorado Connection Camaro	11	2,650	25
6	7	3	Darin Brassfield, Los Gatos, Calif.	DeAtley Budweiser Corvette	10	2,150	25
7	2	63	Greg Pickett, Alamo, Calif.	Roush Prototfab Motorcraft Capri	9	2,150*	25
8	1	55	Bob Lobenberg, Lafayette, Calif.	STP Son of a Gun! Huffaker Trans-Am	10#	2,200*	24
9	14	78	Rob McFarlin, Dallas, Texas	The Kontrolle Shocks g-Machine Trans-Am	7	1,700	24
10	17	82	Duane Smith, New Berlin, Mass.	MBA Group Firebird	6	1,600	24
11	15	40	Jim Derhaag, Chaska, Minn.	Pyroprotect/Mail Quip Trans Am	5	1,400	24
12	26	35	Jim Sanborn, Waterloo, Iowa	J.S. Racing Trans-Am	4	1,300	24
13	18	27	Rich Sloma, Cupertino, Calif.	Automotive Enterprise Corvette	3	1,200	24
14	22	68	Craig Shafer, Somers, Pa.	Shafer Racing Camaro	2	1,100	24
15	25	71	Dennis Cuppy, Indianapolis, Ind.	Clique Tool Corvette	1	900	24
16	32	67	Steve Gentile, Hanover Park, Ill.	Midwest Racing Distributors Corvette		650	24
17	27	24	Rick Dittman, Mt. Prospect, Ill.	Desks Inc. /Tally Ho Pub Corvette		550	24
18	20	85	Richard Valentine, Braintree, Mass.	MBA Group Firebird		475	24
19	24	19	Dick Danielson, Hartland, Wis.	Camaro		425	23
20	23	39	Robert Meyer, Carmel Valley, Calif.	Hohstadt Meyer Corvette		400	23
21	40	74	Paul Musschoot, Barrington, Ill.	P.M. Racing Corvette			23
22	28	34	Daniel Schott, Oshkosh, Wis.	Schott Racing Firebird			23
23	21	46	Keith Feldott, Whitefish Bay, Wis.	WCGV-TV 24 Broadcaster Monza			23
24	33	73	Ron Boelts, Wellsburg, Iowa	Maid-Rite Restaurant Corvette			23
25	41	31	Gary "Fritz" Schons, Los Alamitos, Calif.	Spina Bifida Firebird			23
26	36	17	Dale Durovy, Oconomowoc, Wis.	Durovy Racing Corvette			23
27	34	12	Terry Farber, La Grange, Ill.	Midwest Racing Distributor Corvette			23
28	29	49	Jim Kidd, Milwaukee, Wis.	Kidd Racing Corvette			20
29	37	47	Michael Kehoe, Waukesha, Wis.	Kehoe Racing Camaro			19
30	31	83	Warren Fairbanks, Villa Park, Ill.	Fairbanks/Racette Ltd. Camaro			16
31	13	38	Jim Fitzgerald, Clemons, N.C.	Bob Sharp Racing Datsun 280ZX Turbo			13/Transmission
32	10	57	Monte Shelton, Portland, Ore.	Porsche-Audi Northwest Porsche 930			12
33	12	4	Wayne Harper, Bolton, Ontario	Oftedahl Racing Trans-Am			9/Accident
34	38	90	Chip Boatright, Mundelein, Ill.	North Shore Auto Parts Inc. Corvette			8
35	42	51	Richard Reynolds, Grand Rapids, Mich.	Pit Stop Racing Trans-Am			6/Heating Fluids
36	5	64	Willy T. Ribbs, San Jose, Calif.	Roush Prototfab Motorcraft Capri		100*	5/Overheating
37	19	32	Russ Theus, Garden City, Mich.	Hy-Tec Lincoln Mark VII			2/Universal Joint
38	30	26	Dan Furey, Columbus, Ohio	Furey-Ickes Racing Corvette			1
39	35	62	Ron Deppert, Oconomowoc, Wis.	Deppert Racing Corvette			1/Oil Leak
DNS	16	60	John Brandt, Jr., Lebanon, Pa.	Brandt Racing Corvette			/Accident
DNS	39	75	Tom Walker, St. Louis, Mo.	Carr Lane Fiero			/Broken Flywheel
DNS	9	37	Dave Watson, Milton, Wis.	Dave Watson Racing Pontiac Firebird			/Blown Engine

- Earned one point for fastest qualifier; # - Earned one point for leading the most laps.
 * - Includes Fast Five qualifying prize money.

NEXT 1984 SCCA BUDWEISER TRANS-AM CHAMPIONSHIP EVENT: August 19, 1984, Watkins Glen International, Watkins Glen, N.Y.

WILLY T. RIBBS CLAIMS THIRD VICTORY

WATKINS GLEN, N.Y. -- Willy T. Ribbs, of San Jose, Calif., took the lead on just the second lap of the race, and he never looked back en route to victory here at Watkins Glen International, in the ninth round of the Budweiser Trans-Am Championship.

Ribbs, who has won three of the past four Budweiser Trans-Am races, covered the 30-lap race (101.31 miles) in a time of 1:04:30.976, with an average speed of 94.22 miles-per-hour. Ribbs crossed the finish line 7.91 seconds ahead of Tom Gloy, of Lafayette, Calif.

For Ribbs, it marked the third victory of 1984 out of just five starts. The victory was Ribbs' eighth out of 17 starts. Ribbs started the 1984 season as a driver for the Budweiser-sponsored Neil DeAtley team, but was forced to resign after an off-course incident with Bob Lobenberg. Ribbs latched on with Roush Prototfab Motorcraft Capri team, and the Budweiser Trans-Am series hasn't been the same since.

In his first race back, Ribbs finished second at Detroit, on June 24. Ribbs proceeded to win at Daytona and Brainerd before finishing a disappointing 36th place (mechanical problems) at Road America. Ribbs didn't stay down for long however, as he came back to claim the victory here at Watkins Glen International.

Since arriving back on the Trans-Am scene, Ribbs has raced a total of 556.91 miles. He led over 50 percent of those miles (279), and he gives a lot of the credit to the Jack Roush crew.

"I wouldn't have been here without a great team," said Ribbs. "I take my hat off to them." Speaking specifically about the race, Ribbs commented: "It was a good race. I enjoyed it. In the beginning, the car was slipping around (due to a rain storm just before the race). Once it started to dry, the car went well."

For Gloy, Sunday's runner-up finish marked the eighth consecutive top-three finish. On the year, Gloy has 131 Championship points. He's won one race (Detroit), has five second-place finishes and two third-place efforts. Gloy drives the 7-Eleven Mercury Capri, and like Ribbs, he credits his crew. The second-place driver is Greg Pickett, with 94 points.

"The reason the car always finishes in the top three is because of the crew. It's a commitment for both them and their families."

Finishing behind Ribbs and Gloy were David Hobbs, Wally Dallenbach, Jr. and Eppie Wietzes. Dallenbach's fourth-place finish, combined with Darin Brassfield's 22nd-place finish, was enough to move him into fourth place in the overall standings, ahead of Brassfield by a single point.

Sunday's race has the second-straight heart breaker for Bob Lobenberg, driver of the STP Son of a Gun! Huffaker Pontiac Trans-Am. His car suffered a flat tire on the pace lap, which started a whole chain reaction of events. The suspension gave way the next time around and before he could pit to get the car worked on, a brake line was cut. At Road America, on Aug. 5, Lobenberg ran out of gas one lap from the finish in a race he was leading.

"I had a flat tire on the pace lap," explained Lobenberg. "I thought I had a good start, and I was going to pull into the pits the next time around, but something broke on the suspension and that tore the brake line."

Third-place finisher, David Hobbs, said, "I could see Willy (Ribbs) until five or six laps into the race. He seemed to be a bit quicker through the chicane."

Lobenberg wasn't the only one to go home disappointed. Actor/driver Paul Newman had a cam pulley problem and lasted only six laps. Darin Brassfield retired after 22 laps because of a flat rear tire. Greg Pickett was gone after 20 laps because of an engine malfunction and Paul Miller was an early spectator because of a blown head gasket.

"Everything was going well," said Newman. "I thought I could have moved up. Then, the engine just quit. We've had some tough luck this year."

Pickett was left clueless to why his car stopped running. "I've got absolutely no idea what happened to the electric in the motor, but the motor just quit. It's the same thing that happened to the car in Saturday's afternoon session....Everything is running along just fine and then suddenly there's no power. I was just starting to make my moves through the field and I think I could have gotten Tom Gloy. I really think we could have had at least a third, if not a second place today until the motor quit."

The Budweiser Trans-Am Championship heads for Canada next with races at Trois-Rivieres and Mosport Park on Sept. 2 and Sept. 9, respectively.

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ROUND 9, 1984 SCCA BUDWEISER TRANS-AM CHAMPIONSHIP FOR THE WATKINS GLEN GRAND PRIX, Watkins Glen, N.Y. (3.377 Miles, 11 Turns), August 19, 1984.
 RACE LENGTH: 30 Laps, 101.31 Miles. TIME OF RACE: 1:04:30.976
 WINNER'S AVERAGE SPEED: 94.22 mph. MARGIN OF VICTORY: 7.91 seconds.
 FASTEST RACE LAP: #98 W. Dallenbach Jr., 1:54.402, 106.267 (New Record) FASTEST QUALIFIER: #55, Bob Lobenberg, 1:52.647, 107.923 mph, (New Record).
 LAP LEADERS: #55, Bob Lobenberg, 1; #64, Willy T. Ribbs, 2-30.

FIN POS.	QUAL POS.	CAR NO.	DRIVER/HOMETOWN	SPONSOR/CAR	POINTS	\$PRIZE	LAPS/REASON OUT
1	2	64	Willy T. Ribbs, San Jose, Calif.	Roush Prototfab Motorcraft Capri	21#	10,250*	30
2	4	7	Tom Gloy, Lafayette, Calif.	7-Eleven Capri	16	6,250*	30
3	7	1	David Hobbs, Upper Boddington, England	DeAtley Budweiser Corvette	14	4,400	30
4	6	98	Wally Dallenbach, Jr., Basalt, Colo.	The Colorado Connection Camaro	12	3,250	30
5	10	94	Eppie Wietzes, Willowdale, Ontario	Silk & Wietzes Motorsport Firebird	11	2,650	30
6	13	50	Jim Miller, Oak Brook, Ill.	MTI Vacations Huffaker Pontiac Trans-Am	10	2,150	30
7	11	38	Jim Fitzgerald, Clemons, S.C.	Bob Sharp Racing Datsun 280ZX Turbo	9	1,900	30
8	29	17	Peter Dus, Richmond, Mass.	Chevrolet Corvette	8	1,800	29
9	14	32	Russ Theus, Garden City, Mich.	Hy-Tec Lincoln Mark VII	7	1,700	29
10	27	35	Jim Sanborn, Waterloo, Iowa	JS Racing Pontiac Trans-Am	6	1,600	29
11	18	68	Craig Shafer, Somerset, Pa.	Shafer Racing Camaro	5	1,400	29
12	25	30	Doug Mills, Hagerstown, Maryland	Cumberland Valley Racing Camaro	4	1,300	29
13	17	22	Del Taylor, Boca Raton, Fla.	Pontiac Trans-Am	3	1,200	29
14	20	10	Jack Broomall, Dexter, Mich.	Buist/Syfert Racing Pontiac Trans-Am	2	1,100	29
15	16	85	Richard Valentine, Braintree, Mass.	MBA Group Firebird	1	900	28
16	24	54	Joe Gonzales, Miami, Fla.	Eurospec Camaro		650	27
17	26	52	Tom Aquilante, Phoenixville, Pa.	Aquilante Racing Corvette		550	27
18	21	66	Kurt Roehrig, Dearborn, Mich.	Lou Infante Motoracing Buick Turbo Regal		475	26
19	12	56	Tim Evans, Northville, Mich.	Bill Wink Racing Camaro		425	24
20	22	71	Wennis Cuppy, Indianapolis, Ind.	Clique Tool Corvette		400	24
21	1	55	Bob Lobenberg, Lafayette, Calif.	STP Son of a Gun! Huffaker Pontiac T-A	1+	400*	23/Brake Line
22	3	3	Darin Brassfield, Los Gatos, Calif.	DeAtley Budweiser Corvette		150*	22/Rear Tire
23	30	93	Michael Oleyar, Freeland, Pa.	Corvette			21/Unknown
24	8	63	Greg Pickett, Alamo, Calif.	Roush Prototfab Motorcraft Capri			20/Engine
25	15	40	Jim Derhaag, Chaska, Minn.	Pyroprotect Mail Quip Firebird			18/Unknown
26	5	36	Paul Miller, Morristown, N.J.	Herman + Miller Porsche Carrera Turbo		100*	17/Head Gasket
27	29	62	Ron Deppert, Oconomowoc, Wisc.	Deppert Racing Corvette			9/Overheating
28	32	65	Jon Gray, Darlington, Pa.	Gray Racing Corvette			8/Unknown
29	9	33	Paul Newman, Westport, Conn.	Bob Sharp Racing Nissan 300ZX Turbo			6/Cam Pulley
30	25	76	Jerry Simmons, Ancaster, Ontario	True North Racing Corvette			5/Unknown
DNS	28	26	Dan Furey, Columbus, Ohio	Furey-Ickes Racing Corvette			
DNS	31	61	William MacFarlane, Fallston, Maryland	Trak Auto Firebird			
DNS	33	6	Bob Baechle, Syracuse, N.Y.	Corvette Barn Racing Corvette			

+ - Earned one point for fastest qualifier; # - Earned one point for leading the most laps.

* - Includes Fast Five Qualifying prize money.

TOM GLOY CLAIMS SCCA BUDWEISER TRANS-AM CHAMPIONSHIP VICTORY AT THE GRAND PRIX DE TROIS-RIVIERES

TROIS-RIVIERES, Canada -- Tom Gloy, of Lafayette, Calif., has always enjoyed racing on demanding street courses. The tougher the course, the better.

Gloy, who drives the 7-Eleven Mercury Capri in the Budweiser Trans-Am Championship series, proved that he is the "King of the Streets" once again Sunday by claiming the victory in the Budweiser Trans-Am race held here on a course tailor-made to his liking.

Gloy, the 1984 Trans-Am Series leader, claimed a 2.9-second victory over Greg Pickett, who was also driving a Capri. Gloy covered the 73.5-mile race in a time of 59 minutes, 29.494 seconds, averaging 74.128 miles-per-hour. The race, 35 laps in length, was run on a 2.1-mile circuit at the Exhibition Grounds in this small French-speaking community. Gloy led 28 laps in total, including the first nine and the last 19.

The victory paid Gloy, \$10,000, which improved his season earnings to \$61,100. More importantly, he picked up 20 more points to up his total to 152, 42 more than second-place Pickett.

Gloy's victory Sunday was his second of the 1984 season, and the fourth of his Trans-Am racing career. His other victory came on the street circuit of Detroit. Gloy has put together nine straight top-three finishes in the Budweiser Trans-Am series this season.

"I've always liked the street courses," said Gloy. "I've done well on them in the past and I've had success on them in 1984 too. You don't win a race at Detroit or Trois-Rivieres with sheer speed. It's a lot more challenging. Our Capris have proven tough to beat on any type of course this season, but it's not an overnight success story. We've been developing this car four years now, and the hard work is finally paying dividends. I'd have traded those first three years for a lot of things, but I wouldn't trade this year for anything."

Phillippe Alliot, a French driver on the Formula One circuit, was proving competitive in his Oftedahl-prepared Pontiac Trans-Am until he crashed on the 18th lap. Alliot, 30-years-old, won the pole for Sunday's race and he led laps 10 through 16. One lap 17, Alliot was passed by Gloy and Willy T. Ribbs, and then on lap 18, he crashed coming out of turn 1. He ended up finishing 19th out of a starting field of 24 cars.

"Alliot was driving a fantastic race," said Gloy. "He's a very professional driver. I hope that I have a chance to race against him in the future. What he did today (led six laps) speaks for itself, considering the facts that he was driving the car for the first time and racing at Trois-Rivieres for the first time."

Pickett, the second-place finisher, ran a unspectacular, but steady race. He was not a factor in the early going. In fact, he was in seventh place after 15 laps. Pickett began to make his move shortly thereafter, moving all the way to third place by lap 20.

For awhile, it looked like a Mercury Capri 1-2-3 sweep was in the making, with Gloy, Ribbs and Pickett in first, second and third, respectively. Ironically, those three finished in exactly that order at Detroit on June 23.

It wasn't to be, though, as Ribbs was forced to pit with a right rear tire puncture. He rejoined the race and ended up finishing in eighth position. Ribbs' pit stop came on the 25th lap. When Pickett took over second place, he was 10 seconds behind Gloy. He closed the gap to 2.89 seconds at the checkered flag.

The battle for third place was between two Canadians, Eppie Wietzes and Richard Spenard. Wietzes, of Scarborough, Ontario, moved past Spenard, Montreal, Quebec, into third place on the next-to-last lap. Finishing fifth was Paul Miller, of Morristown, N.J., in his Herman + Miller Porsche bo Carrera.

ROUND 10, 1984 SCCA BUDWEISER TRANS-AM CHAMPIONSHIP FOR THE LABATT'S GRAND PRIX DE TROIS-RIVIERES, Trois-Rivieres, Quebec, (2.1 miles, 15 turns), Sept. 2, 1984.
 RACE LENGTH: 35 laps, 73.5 miles. TIME OF RACE: 59:29.490
 WINNER'S AVERAGE SPEED: 74.128 mph. MARGIN OF VICTORY: 2.89 seconds
 FASTEST RACE LAP: #64, Willy T. Ribbs, 1:33.974, 80.447 mph, (Record). FASTEST QUALIFIER: #2, Phillippe Alliot, 1:34.141, 80.305 mph, (Record).
 LAP LEADERS: #7, Tom Gloy, 1-9; 17-35. #2, Phillippe Alliot, 10-16.

FIN POS.	QUAL POS.	CAR NO.	DRIVER/HOMETOWN	SPONSOR/CAR	POINTS	\$PRIZE	LAPS/REASON OUT
1	2	7	Tom Gloy, Lafayette, Calif.	7-Eleven Mercury Capri	21#	10,250*	35
2	3	63	Greg Pickett, Alamo, Calif.	Roush Prototfab Motorcraft Capri	16	6,300*	35
3	8	94	Eppie Wietzes, Willowdale, Ontario	Burger King/Pepsi Challenger Firebird	14	4,400	35
4	7	1	Richard Spenard, Montreal, Quebec	DeAtley Budweiser Corvette	12	3,250	35
5	4	36	Paul Miller, Morristown, N.J.	Herman + Miller Porsche Turbo Carrera	11	2,750*	35
6	20	50	Jim Miller, Oak Brook, Ill.	MTI Vacations/Huffaker Pontiac Trans-Am	10	2,150	35
7	9	62	John Jones, Thunder Bay, Ontario	Jones Racing Gulf Capri	9	1,900	35
8	19	64	Willy T. Ribbs, San Jose, Calif.	Roush Prototfab Motorcraft Capri	8	1,800	35
9	11	98	Wally Dallenbach, Jr., Basalt, Colo.	The Colorado Connection Camaro	7	1,700	35
10	16	69	Peter Deman, Mississauga, Ontario	Deman Racing Corvette	6	1,600	34
11	17	30	Doug Mills, Hagerstown, Maryland	Cumberland Valley Racing Camaro	5	1,400	33
12	18	76	Jerry Simmons, Ancaster, Ontario	True North Racing Corvette	4	1,300	33
13	21	22	Ted Sullivan, Hampton, Conn.	Trans-Am	3	1,200	31
14	24	83	Warren Fairbanks, Villa Park, Ill.	Fairbanks Racette, Ltd. Camaro	2	1,100	30
15	14	17	Peter Dus, Richmond, Mass.	Chevrolet Corvette	1	900	29
16	23	84	Marco Theodoli, Canada	Theodoli Racing GT-I Rabbit		650	29
17	22	96	Scott McColl, Dollard Des Ormeaux, Canada	BAFF Scirocco		550	21/Transmission
18	5	3	Darin Brassfield, Los Gatos, Calif.	DeAtley Budweiser Corvette		575*	18/Radiator
19	1	2	Phillippe Alliot, France	Oftedahl Racing Pontiac Trans-Am	1+	825*	17/Crash
20	15	85	Richard Valentine, Braintree, Mass.	MBA Group Firebird		400	15/Ignition
21	12	70	Murray Edwards, Kentville, Nova Scotia	Cavendish Farms Corvette			15/Transmission
22	13	4	Jacques Bienvenue, St. John Baptist, Quebec	Oftedahl Racing Pontiac Trans-Am			9/Overheating
23	10	40	Jim Derhaag, Chaska, Minn.	Pyrotect Mail Quip Corvette			3/Engine
24	6	55	Bob Lobenberg, Lafayette, Calif.	STP Son of a Gun! Huffaker Pontiac Trans-Am			2/Transmission
	25	16	Andre Thibault, Montreal, Quebec	Auto Hammer Porsche			

* - Earned one point for fastest qualifier; # - Earned one point for leading the most laps.

* - Includes Fast Five Qualifying prize money.

NEXT SCCA BUDWEISER TRANS-AM CHAMPIONSHIP EVENT: September 9, 1984, Mosport Park, Bowmanville, Ontario.

PAUL MILLER WINS AT MOSPORT PARK

BOWMANVILLE, Ontario, Canada -- Paul Miller, of Morristown, N.J., won the Budweiser Trans-Am Championship race held here at Mosport Park Sunday (Sept. 9), driving a Porsche Turbo Carrera. It marked the first win by a foreign-built car since 1982, snapping a streak of 24 consecutive races without a victory. The last time a foreign-made car won a Trans-Am race was at Brainerd International Raceway in '82 (Paul Newman in his Datsun 280 ZX Turbo).

Miller's victory was only the second of his 10-year Trans-Am racing career. Ironically, his only other victory came at Mosport Park as well -- back in 1977 when he teamed with Ludwig Heimrath to win the 600-mile Trans-Am endurance race.

"It was a sweet, sweet victory and a long time coming," said Miller. "We've had a frustrating season up to this point, but this victory makes it all worthwhile. The crew worked extremely hard and their efforts have paid off."

Miller cited a couple of underlying factors as the keys to his recent success. Firstly, Miller took three races off (Daytona, Brainerd and Road America) to work on his car. The main problem was a head gasket that continued to blow race after race. An answer was found. Secondly, Miller decided to give up his newspaper business (he was the publisher of the Elizabeth, N.J. Daily Journal), to devote more time to his other business interests and racing.

"I needed some time away to decide what I really wanted to accomplish," said Miller. "Now that I don't have the newspaper to worry about anymore, I've found it much easier to concentrate on my other interests. Getting a victory at this point in time is really sweet. Now we want to go out and put together a nice string of good finishes."

Miller covered the 98.36-mile race in a time of 59 minutes, 28.559 seconds, averaging 99.227 miles-per-hour. Miller's average speed broke the previous mark by more than six miles-per-hour (93.683 mph by Bob Tullius in 1981, in the last Trans-Am race held at Mosport).

The leader for most of the race was Willy T. Ribbs, of San Jose, Calif., driver of a Roush Prototfab Motorcraft Capri. Ribbs led the first 34 laps of the 40-lap race, but on the ninth turn of the 35th lap, he spun out. Miller surged past Ribbs and went on to lead the final six laps.

Ribbs was passed by teammate Greg Pickett on lap 39. Pickett, who had trouble getting past Ribbs, closed to within 3.96 seconds of Miller when the checkered flag came out, but another Capri victory was not in the cards. Instead, the Capris had to settle for a 2-3-4 finish. Ribbs finished in third followed by Tom Gloy in his 7-Eleven Mercury Capri. Gloy, the Trans-Am points leader, finished out of the top three for the first time in 10 races.

Ribbs set a torrid early pace, as he and Darin Brassfield jumped ahead of the pack. Ribbs used up more of his tires in the early going than he wanted to, which proved to be a factor later on.

"Darin was pushing me so hard at the start of the race that I had to drive my car a lot harder than I would have liked," said Ribbs. "The tires started to go about three-quarters of the way through."

Ribbs explained his spin on lap 35 this way: "I got loose coming through turn 9 and looped it. I could feel it getting loose and when I realized what the car was going to do, I had to carry it through a 360 so I could head back into the race."

Second-place finisher Pickett, of Alamo, Calif., said, "We had a nice steady, consistent ride. The car was working well all day. We were able to work our way through the traffic pretty well, but once we were in position to set our sights on Paul Miller, we got slowed up in traffic. By the time I got past Willy, the race was over."

Although Gloy's streak of nine straight top-three finishes was snapped, he remained pleased. "Finishing races is what winning the championship is all about. Considering our starting position (eighth), we did a nice job of working through traffic to get to the front. We got caught up with some traffic at the wrong time and then the car started to skate on me."

Finishing fifth and sixth, respectively, were Bob Lobenberg (STP Son of a Gun! Huffaker Pontiac Trans-Am) and Wally Dallenbach, Jr. (Colorado Connection Camaro).

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ROUND 11, 1984 BUDWEISER TRANS-AM CHAMPIONSHIP FOR THE LABATT'S WEEKEND AT MOSPORT PARK, BOWMANVILLE, ONTARIO, (2.459 miles, 9 turns), Sept. 9, 1984.
 RACE LENGTH: 40 Laps, 98.36 Miles. TIME OF RACE: 59:28.558
 WINNER'S AVERAGE SPEED: 99.22 mph (New Record). MARGIN OF VICTORY: 3.959 Seconds.
 FASTEST RACE LAP: #36, Paul Miller, 1:24.897, 104.27 mph. (New Record) FASTEST QUALIFIER: #64, Willy T. Ribbs, 1:23.282, 106.29 mph, (New Record).
 LAP LEADERS: #64, Willy T. Ribbs, 1-34; #36, Paul Miller, 35-40.

FIN POS.	QUAL POS.	CAR NO.	DRIVER/HOMETOWN	SPONSOR/CAR	POINTS	\$PRIZE	LAPS/REASON OUT
1	2	36	Paul Miller, Morristown, N.J.	Herman + Miller Porsche Turbo Carrera	20	10,250*	40
2	6	63	Greg Pickett, Alamo, Calif.	Roush Prototfab Motorcraft Capri	16	6,150	40
3	1	64	Willy T. Ribbs, San Jose, Calif.	Roush Prototfab Motorcraft Capri	16#	4,800*	40
4	8	7	Tom Gloy, Lafayette, Calif.	7-Eleven Mercury Capri	12	3,250	40
5	5	55	Bob Lobenberg, Lafayette, Calif.	STP Son of a Gun! Huffaker Trans-Am	11	2,750*	40
6	7	98	Wally Dallenbach, Jr., Basalt, Colo.	Colorado Connection Camaro	10	2,150	40
7	3	3	Darin Brassfield, Los Gatos, Calif.	DeAtley Budweiser Corvette	9	2,050*	40
8	10	94	Eppie Wietzes, Willowdale, Ontario	Burger King/Pepsi Cola Challenger Firebird	8	1,800	39
9	9	1	David Hobbs, Upper Boddington, England	DeAtley Budweiser Corvette	7	1,700	39
10	14	50	Jim Miller, Oak Brook, Ill.	MTI Vacations Huffaker Pontiac Trans-Am	6	1,600	39
11	13	40	Jim Derhaag, Chaska, Minn.	Pyrotec Mail Quip Trans-Am	5	1,400	39
12	18	30	Doug Mills, Hagerstown, Maryland	Cumberland Valley Racing Camaro	4	1,300	37
13	20	69	Peter Deman, Mississauga, Ontario	Deman Racing Corvette	3	1,200	37
14	17	60	John Brandt, Lebanon, Pa.	Brandt Racing Corvette	2	1,100	36
15	19	77	David Smith, Halifax, Nova Scotia	Bob McDonald Heritage Homes Camaro	1	900	32
16	23	76	Jerry Simmons, Ancaster, Ontario	True North Racing Corvette		650	18/Engine
17	12	4	Scott Goodyear, Willowdale, Ontario	CAM-2 Oftedah! Racing Trans-Am		550	34/Accident
18	22	51	Richard Reynolds, Grand Rapids, Mich.	Pit Stop Racing Trans-Am		475	29/Unknown
19	4	62	John Jones, Thunder Bay, Ontario	Jones Racing Gulf Capri		525*	15/Accident
20	15	70	Murray Edwards, Kentville, Nova Scotia	Cavendish Farms Corvette		400	11/Accident
21	16	85	Richard Valentine, Braintree, Mass.	MBA Group Firebird			5/Gear Box
22	21	24	Rick Dittman, Mt. Prospect, Ill.	Desks Inc./Tally Ho Pub Corvette			2/Accident
DNS	DNQ	2	Richard Spenard, Montreal, Quebec	Oftedah! Racing Pontiac Trans-Am			/Valve Lifter

+ - Earned one point for fastest qualifier: # - Earned one point for leading the most laps.
 * - Includes Fast Five Qualifying prize money.

AT SCCA BUDWEISER TRANS-AM CHAMPIONSHIP EVENT: September 23, 1984, Seattle Int'l. Raceway, Kent, Washington.

SCCA TRANS-AM NEWS

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GREG PICKETT TAKES THIRD VICTORY; LINCOLN MERCURY CLINCHES MANUFACTURERS CHAMPIONSHIP AFTER FOURTEEN YEARS

KENT, Washington -- Greg Pickett, of Alamo, Calif., raced to an easy victory in the Budweiser Trans-Am Championship race held here at Seattle International Raceway on Sunday.

Pickett, who drives a Jack Roush-prepared Motorcraft Capri, led from start to finish in the 44-lap, 99-mile race held on a 2.25-mile road course. Pickett's margin over second-place Tom Gloy was one minute, 17 seconds. Gloy also drives a Capri.

Rounding out the top five were Jim Miller in third, followed by David Hobbs in fourth and Wally Dallenbach, Jr. in fifth. Miller drives a Pontiac Trans-Am, while Hobbs drives a Chevrolet Corvette and Dallenbach, a Chevrolet Camaro.

Gloy's second-place finish earned him 16 more points towards the year-end championship. From Lafayette, Calif., Gloy has now amassed 180 points. Pickett picked up 21 points for the victory and leading the most laps, which improves his second-place position in the overall standings to 147 points. Dallenbach's fifth-place finish was enough to move him into third position in the overall standings with 110 points.

Pickett's victory also clinched a victory for the Lincoln Mercury division of Ford Motor Company. Lincoln Mercury picked up nine points in the Manufacturers' standings, which was enough to secure the title for 1984.

"It looks like we did it for Lincoln-Mercury," said the victorious Pickett. "Fourteen years is a long time to wait for anything and this whole season has come about as the result of hard work and dedication on the part of the crew, the company and our drivers."

As for the race, Pickett said, "I just tried to conserve the tires from mid-race on. With the lead I had, I just tried to get into a good groove, to a point where I wasn't hurting the tires or the motor. I got into a good, comfortable pace very early and was able to maintain that throughout."

Second-place Gloy said he was just happy to finish. "Something got loose in the front end of the car and I really didn't think there was any way I was going to finish the race. But the car held together."

Some of the top Trans-Am drivers didn't have quite the same luck. Willy T. Ribbs, who entered the race in third place in the overall standings, finished 17th. From San Jose, Calif., Ribbs was running in second place most of the race, but undetermined motor problems forced him to retire.

Bob Lobenberg, who entered the race in fourth place in the overall standings, was running in the top five most of the race until his engine stopped running on the 19th lap. He finished a disappointing 20th.

Actor/Driver Paul Newman finished 24th. He completed just nine laps before a radiator hose blew. "Just another time we're bitten by the gremlins," said Newman. "The suspension of this new car (first time in competition) felt good, but the hose just blew off the radiator coming up the back part of the course. Obviously, without water, the motor suffers somewhat. Our luck hasn't been very good here at Seattle International Raceway."

The Budweiser Trans-Am Championship will resume with the 13th race of the year next Sunday at Sears Point International Raceway in Sonoma, California.

ROUND 12, 1984 SCCA BUDWEISER TRANS-AM CHAMPIONSHIP FOR THE UNION BAY SPORTSWEAR WEEKEND AT SEATTLE INT'L. RACEWAY, Kent, Wash., (2.25 miles, 12 turns),
 RACE LENGTH: 44 Laps, 99 Miles. TIME OF RACE: 1:2:38.17 September 23, 1984.
 WINNER'S AVERAGE SPEED: 94.833 mph. (New Record). MARGIN OF VICTORY: 1:17.600
 FASTEST RACE LAP: Not Available At Time of Printing. FASTEST QUALIFIER: #55, Bob Lobenberg, 1:21.870, 98.940 mph, (New Record).
 LAP LEADERS: #63, Greg Pickett, 1-44.

Fastest Race Lap: #64, Willy T. Ribbs, 1:22.89, 94.402 mph.

FIN POS.	QUAL POS.	CAR NO.	DRIVER/HOMETOWN	SPONSOR/CAR	POINTS	\$PRIZE	LAPS/REASON OUT
1	2	63	Greg Pickett, Alamo, Calif.	Roush Prototfab Motorcraft Capri	21#	\$10,250*	44
2	3	7	Tom Gloy, Lafayette, Calif.	7-Eleven Mercury Capri	16	6,300*	44
3	11	50	Jim Miller, Oak Brook, Ill.	MTI Vacations/Huffaker Pontiac Trans-Am	14	4,400	44
4	5	1	David Hobbs, Upper Boddington, England	DeAtley Budweiser Corvette	12	3,350*	43
5	9	98	Wally Dallenbach, Jr., Basalt, Colo.	The Colorado Connection Camaro	11	2,650	43
6	12	43	Richard Wall, Arcadia, Calif.	Stock Car Chassis Camaro	10	2,150	43
7	16	40	Jim Derhaag, Chaska, Minn.	Pontiac Trans-Am	9	1,900	43
8	10	54	David Schroeder, Portland, Oregon	Team Pacific Trail Corvette	8	1,800	43
9	20	20	Dennis Krueger, Lake Oswego, Oregon	Roadsport Firebird	7	1,700	42
10	18	80	Les Lindley, Anaheim, Calif.	Fire Protection Camaro	6	1,600	42
11	26	41	Bill Craine, Portland, Oregon	B. C. Auto Body Corvette	5	1,400	41
12	21	56	Karl Durkheimer, Portland, Oregon	V. Polak Porsche Porsche 911SC	4	1,300	41
13	24	26	Jeff Weymouth, Bellevue, Wash.	Last Hurrah Corvette	3	1,200	41
14	25	34	Parke Duff, Ashland, Oregon	Inca Roads Porsche 911SC	2	1,100	41
15	15	00	Peter Baljet, West Vancouver, B.C.	P.L. Baljet Racing Camaro	1	900	39
16	4	36	Paul Miller, Morristown, N.J.	Herman + Miller Porsche Turbo Carrera		750*	38
17	6	64	Willy T. Ribbs, San Jose, Calif.	Roush Prototfab Motorcraft Capri	550	35/Engine Unknown	
18	19	5	Andy Porterfield, Newport Beach, Calif.	Porterfield Racing Camaro	475	28/Oil Leak	
19	23	31	Gary "Fritz" Schons, Los Alamitos, Calif.	Spina Bifida/Golden West Firebird	425	19/Spun Out	
20	1	55	Bob Lobenberg, Lafayette, Calif.	STP Son of a Gun!/Huffaker Pontiac Trans-Am 1+	800*	18/Engine Unknown	
21	14	78	Rob McFarlin, Dallas, Texas	The Kontrolle Shocks g-Machine Trans-Am		18/Unknown	
22	17	27	Rich Sloma, Cupertino, Calif.	Automotive Enterprise Corvette		16/Unknown	
23	13	62	Wayne Harper, Bolton, Ontario	Roush Prototfab Motorcraft Capri		10/Broken Valve Spring	
24	7	33	Paul Newman, Westport, Conn.	Bob Sharp Racing Nissan 300ZX Turbo		9/Blown Radiator Hose	
25	8	3	Darin Brassfield, Los Gatos, Calif.	DeAtley Budweiser Corvette		2/Broken CV Joint	

* - Earned one point for fastest qualifier; # - Earned one point for leading the most laps.
 * - Includes Fast Five Qualifying Prize Money.

NEXT SCCA BUDWEISER TRANS-AM CHAMPIONSHIP EVENT: September 30, Sears Point Int'l. Raceway, Sonoma, Calif.

SCCA TRANS-AM NEWS

Sports Car Club of America, Inc., 6750 S. Emporia St., Englewood, Colo. 80112 (303) 790-1044, Telex 45-674 SCCA DVR

Immediate Release

October 1, 1984

GREG PICKETT TAKES FOURTH 1984 SCCA BUDWEISER TRANS-AM WEST COAST VICTORY

SONOMA, Calif. -- Greg Pickett, of Alamo, Calif., can be officially crowned as the "King of the West Coast Trans-Ams," as he raced to his fourth victory of 1984, and yes, all four have come on the west coast.

Pickett's latest triumph came here at Sears Point International Raceway on Sunday, as he edged Willy T. Ribbs by 4.8 seconds in possibly the most thrilling Budweiser Trans-Am race of the season. Both Pickett and Ribbs drive Roush Prototfab Motorcraft Capris.

Pickett, who has won Trans-Am races here at Sears Point and Portland in June and last week in Seattle, has closed the gap between him and series leader Tom Gloy. Gloy, who finished fifth here at Sears Point, has 192 points after 13 races, compared to Pickett's 167. Ribbs is back in third place in the overall standings with 119 points, just one point ahead of Bob Lobenberg.

"Everything worked perfectly," said the 37-year-old Pickett, the winner of the 1978 Trans-Am series. "The tires lasted until almost the end of the race, and the checkered flag came out at the right time. It was a privilege to win one of the best races I've ever been involved in."

In this classic racing confrontation, Pickett battled the likes of Gloy, Ribbs, Lobenberg and Paul Miller for 40 action-packed laps.

The early leader was Gloy, in his Lincoln-Mercury Capri. Gloy, the pole sitter, led the first 14 laps before Lobenberg edged past him on the 15th lap. Gloy later admitted his Capri was suffering from a brake fade problem.

Lobenberg, who drives the Joe Huffaker-prepared Pontiac Trans-Am, led laps 15 through 29, before losing the lead on turn 11 of the 30th lap after going around the sharp hairpin curve too wide.

The Huffaker crew had decided to bring Lobenberg into the pits for a complete rubber change on a yellow flag that had just come out. But Lobenberg passed the pit entrance and had to make another complete lap before pitting. Pickett raced past him, along with Ribbs, to take the lead.

"I got confused about whether I was supposed to come in right then or wait," admitted Lobenberg.

Pickett and Ribbs remained in first and second, respectively, the remaining 10 laps, while Lobenberg began the last 10 laps in 11th place. In five laps, he had moved all the way up to fifth place. On the 37th lap, Lobenberg moved past Gloy into fourth. One lap from the finish, Paul Miller in his Porsche Turbo Carrera, was the next Lobenberg victim. He moved past Miller into third and set his sights on Ribbs in second place.

Ribbs held Lobenberg off, however, but not without worrying. "I knew he was coming," said Ribbs. "I felt like dead meat in the water and he was the shark. It was all I could do to hold him off."

Paul Miller, of Morristown, N.J., started the race on the front row alongside Gloy. Miller never led, but he did run among the top five all day long. It was a steady drive for Miller, who has one Trans-Am victory to his credit thus far this season.

ROUND 13, 1984 SCCA BUDWEISER TRANS-AM CHAMPIONSHIP FOR THE MERCURY CAPRI FALL CLASSIC AT SEARS POINT INT'L. RACEWAY, (2.52 miles, 12 turns), Sept. 30
 RACE LENGTH: 40 Laps, 100.920 miles. TIME OF RACE: 1:13:28.170 1984.
 WINNER'S AVERAGE SPEED: 82.419 mph. MARGIN OF VICTORY: 4.790 seconds
 FASTEST RACE LAP: #55, Bob Lobenberg, 1:40.170, 90.566 mph, (Record). FASTEST QUALIFIER: #7, Tom Gloy, 1:38.432, 92.275 mph., (New Record).
 LAP LEADERS: #7, Tom Gloy, 1-14; #55, Bob Lobenberg, 15-29;
 #63, Greg Pickett, 30-40.

FIN POS.	QUAL POS.	CAR NO.	DRIVER/HOMETOWN	SPONSOR/CAR	POINTS	\$PRIZE	LAPS/REASON OUT
1	5	63	Greg Pickett, Alamo, Calif.	Roush Prototfab Motorcraft Capri	20	10,100*	40
2	6	64	Willy T. Ribbs, San Jose, Calif.	Roush Prototfab Motorcraft Capri	16	6,150	40
3	3	55	Bob Lobenberg, Lafayette, Calif.	STP Son of a Gun! Huffaker Trans-Am	15#	4,550*	40
4	2	36	Paul Miller, Morristown, N.J.	Herman + Miller Porsche Carrera Turbo	12	3,500*	40
5	1	7	Tom Gloy, Lafayette, Calif.	7-Eleven Mercury Capri	12+	3,050*	40
6	12	43	Richard Wall, Arcadia, Calif.	Stock Car Chassis Camaro	10	2,150	40
7	9	3	Darin Brassfield, Los Gatos, Calif.	DeAtley Budweiser Camaro	9	1,900	40
8	14	40	Jim Derhaag, Chaska, Minn.	Derhaag Racing Trans-Am	8	1,800	40
9	7	16	George Follmer, Huntington Beach, Calif.	George Follmer Racing Inc. Corvette	7	1,700	40
10	22	53	Bill Doyle, San Leandro, Calif.	Peterson Tractor Trans-Am	6	1,600	40
11	21	5	Andy Porterfield, Newport Beach, Calif.	Porterfield Racing Camaro	5	1,400	40
12	24	0	Frank Search, San Leandro, Calif.	On Track Engineering Corvette	4	1,300	40
13	8	62	Bob Bondurant, Novato, Calif.	Roush Prototfab Motorcraft Capri	3	1,200	39
14	20	80	Les Lindley, Anaheim, Calif.	Fire Protection Camaro	2	1,100	39
15	28	21	Pete Brallier, Hillsborough, Calif.	Round Table Racing Pontiac Firebird	1	900	39
16	19	2	Bruce Nesbitt, Chicago, Ill.	Oftedahl Racing Trans-Am		650	39
17	32	31	Gary "Fritz" Schons, Los Alamitos, Calif.	Spina Bifida/Golden West Firebird		550	39
18	29	20	Harry Kauffman, San Leandro, Calif.	Roadsport Firebird		475	39
19	18	78	Rob McFarlin, Dallas, Texas	The Kontrolle Shocks g-Machine Trans-Am		425	32/Unknown
20	31	28	Bob Zulkowski, Hayward, Calif.	Metal Craft Porsche Carrera		400	28/Unknown
21	26	35	Ken Yeo, Auburn, Calif.	Park Performance Corvette			27/Lost Wheel
22	13	37	Dave Watson, Milton, Wis.	Trick Racing Gas Camaro			23/Accident
23	24	84	Duane Smith, New Berlin, Wis.	Hill Production Company Pontiac Trans-Am			22/Unknown
24	17	79	Larry Park, Milpitas, Calif.	Park Performance Corvette			19/Engine
25	23	27	Rich Sloma, Cupertino, Calif.	Automotive Enterprise Corvette			17/Broken Half Shaft
26	27	74	Casey Mollett, La Canada, Calif.	Casey Mollett Camaro			11/Ignition
27	34	75	Tom Walker, St. Louis, Mo.	Performance Media Fiero			6/Oil Leak
28	33	95	John Anderson, Oakland, Calif.	Superservice Trans-Am			6/Unknown
29	4	1	David Hobbs, Upper Boddington, England	DeAtley Budweiser Camaro		100*	5/Front Suspension Damage
30	11	98	Wally Dallenbach, Jr., Basalt, Colo.	The Colorado Connection Camaro			5/Transmission
31	15	45	Frank Emmett, Berkeley, Calif.	Super Cuts Trans-Am			5/Unknown
32	16	50	Jim Miller, Oak Brook, Ill.	MTI Vacations/Huffaker Pontiac Trans-Am			3/Overheating
33	10	33	Paul Newman, Westport, Conn.	Bob Sharp Racing Nissan 300ZX Turbo			1/Broken Drive Train
DNS	30	26	Terry Visger, Santa Clara, Calif.	A-Mac Fabrications Trans-Am			

+ - Earned one point for fastest qualifier: # - Earned one point for leading the most laps.
 * - Includes Fast Five Qualifying Prize money.

NEXT SCCA BUDWEISER TRANS-AM CHAMPIONSHIP EVENT: October 7, 1984, Riverside Int'l. Raceway, Riverside, Calif.

SCCA TRANS-AM NEWS

Sports Car Club of America, Inc., 8750 S. Emporia St., Englewood, Colo. 80112 (303) 790-1044, Telex 45-674 SCCA DVR

For Immediate Release

October 6, 1984

DARIN BRASSFIELD CRUISES TO AN EASY VICTORY

RIVERSIDE, Calif. -- Darin Brassfield, of Los Gatos, Calif., cruised to an easy victory here at Riverside International Raceway Sunday in the Budweiser Trans-Am Championship race.

Brassfield, 21, took the lead on the second lap of the race, after qualifying third. He turned his lead into a runaway, finishing 35.9 seconds ahead of Wally Dallenbach, Jr.

Dallenbach, driving his Colorado Connection Camaro, started the race in the ninth position. His car was working perfectly all day long, as he slowly but surely moved his way all the way to second.

From Basalt, Colo., Dallenbach made a dramatic move past Willy T. Ribbs on the last corner of the last lap to steal second place away from him.

"I saw Willy was having tire problems," said Dallenbach, "and I was hoping to get up to him by turn 9 on the last lap. Turn 9 is my favorite turn of any turn on any race track. We set the car up for the turn and it sure paid off."

On getting passed by Dallenbach, Ribbs said, "I have never ever been passed on the outside by anybody before. Wally deserved it. It was a great drive by him -- and by Darin too."

It's been a frustrating season for Brassfield, who last saw the victory stand at Road Atlanta in the opening race of the season. "Probably the biggest problem was the rear suspension," said Brassfield. "We made a change today that worked. Now I think we got a combination that will make the car work. I got tired of saying, 'Don't worry about it guys, we'll get 'em next week.'"

Brassfield drives the DeAtley Budweiser Corvette. The Neil DeAtley-owned team dominated the 1983 Budweiser Trans-Am Championship series, winning 10 of 12 races. Sunday's victory was only the team's third of 1984.

Tom Gloy, the Budweiser Trans-Am leader, finished fourth, followed by Paul Miller. Gloy, the 7-Eleven Lincoln Mercury Capri driver from Lafayette, Calif., moved past the 200-point mark in the 1984 standings, retaining a 27-point margin over Greg Pickett. Gloy has 204 points, compared to Pickett's 177.

Rounding out the Top-10 were Greg Pickett, Bob Lobenberg, Wayne Harper, Dave Watson and Larry Park in sixth-through-10th respectively.

Lobenberg started the race on the pole, having set a new record in Saturday's qualifying. He was the leader after one lap, until Brassfield decided to make his move.

"It was the first time I've started on brand new tires," Brassfield said. "I knew I had to get by Lobenberg quick. It worked to my advantage. I got by, was able to cool the tires down and go the whole race."

"Darin's car was untouchable," said Ribbs. "He disappeared so fast, it was incredible. I kept waiting for Darin to break and kept seeing the minus board (indicating the gap between he and Brassfield).

Paul Newman, driver of the Bob Sharp-prepared Nissan 300ZX Turbo, finished 20th. He was three laps down as the race finished, suffering from suspension problems.

Gene Felton, of Marietta, Ga., suffered an accident in the Sunday warmup session. He hit the wall at entrance to the pit lane and spun to a halt in the middle of the front straightaway. The session was immediately red flagged. Emergency crews worked to remove Felton from the heavily damaged car. He was taken to Riverside Community Hospital for treatment. His only apparent injury was a dislocated vertebrae in his neck.

The Budweiser Trans-Am Championship will resume Oct. 28 at the Texas Challenge circuit near Fort Worth, Texas. Gloy could wrap up the Championship at that race. The season will conclude November 11 at Caesars Palace in Las Vegas, as the Budweiser Trans-Am will be held in conjunction with an Indy Car race.

Round 14, 1984 SCCA BUDWEISER TRANS-AM CHAMPIONSHIP AT THE RIVERSIDE INTERNATIONAL GRAND PRIX FESTIVAL, Riverside, Calif., (2.47 miles, 9 turns), Oct. 7
 RACE LENGTH: 40 Laps, 98.80 miles. TIME OF RACE: 58:00.485 1984.
 WINNER'S AVERAGE SPEED: 105.378 mph., (New Record). MARGIN OF VICTORY: 35.9 seconds.
 FASTEST RACE LAP: #3, Darin Brassfield, 1:22.393, 107.921 mph, (Record) FASTEST QUALIFIER: #55, Bob Lobenberg, 1:21.834, 113.152 mph., (New Record).
 LAP LEADERS: #55, Bob Lobenberg, 1; #3, Darin Brassfield, 2-40.

FIN POS.	QUAL POS.	CAR NO.	DRIVER/HOMETOWN	SPONSOR/CAR	POINTS	\$PRIZE	LAPS/REASON OUT
1	3	3	Darin Brassfield, Los Gatos, Calif.	DeAtley Budweiser Corvette	21#	10,150*	40
2	9	98	Wally Dallenbach, Jr., Basalt, Colo.	The Colorado Connection Camaro	16	6,150	40
3	4	64	Willy T. Ribbs, San Jose, Calif.	Rough Prototfab Motorcraft Capri	14	4,500*	40
4	5	7	Tom Gloy, Lafayette, Calif.	7-Eleven Mercury Capri	12	3,350*	40
5	2	36	Paul Miller, Morristown, N.J.	Herman + Miller Porsche Turbo Carrera	11	2,900*	40
6	7	63	Greg Pickett, Alamo, Calif.	Rough Prototfab Motorcraft Capri	10	2,150	40
7	1	55	Bob Lobenberg, Lafayette, Calif.	STP Son of a Gun! Huffaker Trans-Am	10+	2,300*	40
8	17	62	Wayne Harper, Bolton, Ontario	Rough Prototfab Motorcraft Capri	8	1,800	39
9	16	37	Dave Watson, Milton, Wis.	Trick Racing Gas Camaro	7	1,700	39
10	34	79	Larry Park, Milpitas, Calif.	Park Performance Corvette	6	1,600	39
11	11	16	George Follmer, Montclair, Calif.	George Follmer Racing Corvette	5	1,400	39
12	6	1	David Hobbs, Upper Boddington, England	DeAtley Budweiser Corvette	4	1,300	39
13	21	2	Bruce Nesbitt, Chicago, Ill.	Oftedal Racing Pontiac Trans-Am	3	1,200	39
14	18	5	Andy Porterfield, Newport Beach, Calif.	Porterfield Racing Camaro	2	1,100	39
15	24	27	Rich Sloma, Cupertino, Calif.	Automotive Enterprise Corvette	1	900	39
16	20	80	Les Lindley, Anaheim, Calif.	Fire Protection Camaro		650	39
17	22	6	Bob Brewer, Corona del Mar, Calif.	Newport Harbor Racing Camaro		550	38
18	29	21	Pete Brallier, Hillsborough, Calif.	Round Table Racing Firebird		475	38
19	35	4	Paul Hacker, Valatie, N.Y.	Oftedal Racing Pontiac Trans-Am		425	38
20	8	33	Paul Newman, Westport, Conn.	Bob Sharp Racing Nissan 300ZX Turbo		400	37
21	32	90	John Klug, Newport Beach, Calif.	Fire Protection Camaro			37
22	31	41	Bill Craine, Portland, Oregon.	B.C. Auto Body Corvette			37
23	30	83	John Seiler, San Diego, Calif.	Vintage Vettes Racing Corvette			37
24	33	91	David Kirby, Simi Valley, Calif.	Teleprocessing Products/Precision Eng. Camaro			37
25	28	22	Tom Riley, Newport Beach, Calif.	Tom Riley Racing Camaro			36
26	26	31	Gary "Fritz" Schons, Los Alamitos, Calif.	Spina Bifida/Golden West Firebird			31
27	19	78	Rob McFarlin, Dallas, Texas	The Kontrolle Shocks g-Machine Trans-Am			30/Mechanical
28	27	68	Gail Chase, Granada Hills, Calif.	Kadee Installation Company Camaro			27/Oil Leak
29	15	40	Jim Derhaag, Chaska, Minn.	Pontiac Trans-Am			25/Water Leak
30	12	50	Jim Miller, Oak Brook, Ill.	MTI Vacations/Huffaker Pontiac Trans-Am			21/Differential
31	25	73	Bob Barker, Las Vegas, Nevada	Pontiac Trans-Am			13/Mechanical
32	10	0	Jerry Brassfield, Los Gatos, Calif.	DeAtley Budweiser Corvette			12/Suspension
33	14	43	Richard Wall, Arcadia, Calif.	Stock Car Chassis Camaro			12/Ignition
34	23	66	Kurt Roehrig, Dearborn, Mich.	Infante Motorsport Turbo Regal			4/Fuel Press
35	13	38	Jim Fitzgerald, Clemons, N.C.	Bob Sharp Racing Nissan 300ZX Turbo			1/Differential

* - Earned one point for fastest qualifier; # - Earned one point for leading the most laps.

* - Includes Fast Five Qualifying Prize Money.

NEXT SCCA BUDWEISER TRANS-AM CHAMPIONSHIP EVENTS: October 28, Green Valley Raceway, Smith Field, Texas.
 November 11, Caesars Palace Grand Prix, Las Vegas, Nevada.

Ribbs, the 28-year-old driver from San Jose, Calif., cruised to a 28.8-second victory over John Jones, of Thunder Bay, Ontario, Canada. Both Ribbs and Jones drove Jack Roush-prepared Motorcraft Capris.

Ribbs was the dominating force the entire weekend. He set the pole in record-setting fashion (1:02.791, 91.733 miles-per-hour) and he set the pace from the very beginning of the race as well. Ribbs was never seriously challenged as he led wire-to-wire (63 laps in all). He also recorded the fastest race lap, a 1:03.639 (90.511 mph). For his weekend effort, Ribbs picked up 22 points and \$10,400 in earnings, to improve his totals to 155 points and \$62,750 on the season.

For Gloy, the weekend was a bitter-sweet one.

It was bitter from the standpoint that he crashed his No. 1 race car in Saturday's qualifying. Unable to make the necessary repairs, Gloy brought out his No. 2 car for the race, which meant he had to start the race from the back of the pack (in the 21st position).

Gloy put his problems behind him, and set his sights on the race. He was in the process of an incredible drive, as he had moved all the way from 21st to sixth in a matter of 21 laps, when disaster struck again. This time around, the gear box in his 7-Eleven Mercury Capri failed and Gloy was forced to watch the rest of the race from the sidelines.

Moments before Gloy's car stopped running, Greg Pickett's car entered the pits with a gear box problem as well. Pickett was running in second at the time. Knowing that Pickett had to finish 10th or better to keep Gloy from clinching the championship, and knowing that Gloy was through for the day, The Roush crew worked frantically to repair the usually ultra-reliable No. 63 car. Pickett's faint hopes of the Championship rested with his crew's efforts, but the dream was just not to be. The car couldn't be repaired and the Championship belonged to his chief rival -- Tom Gloy.

A total of 23 cars started the Texas Challenge Trans-Am, and only eight were running at the end. The list of early retirees included the likes of David Hobbs, Darin Brassfield, Paul Miller, Wally Dallenbach, Jr. and Jim Derhaag. Including Gloy and Pickett, eight of the Top-10 drivers entering the race failed to finish.

Other than Ribbs, the only Top-10 driver to finish was Jim Miller, driver of the MTI Vacations Huffaker Pontiac Trans-Am. Miller finished third, which matched his best finishes of the season (Road America and Seattle).

"I didn't see the Corvettes (Hobbs or Brassfield), Gloy, Pickett -- no one," said the victorious Ribbs. "But any time you're out in front it's not boring. You're concentrating like hell to stay there."

As for winning the Championship, Gloy had this to say: "It's been a four-year process trying to win this title and the first three of it were a real struggle. This year has been a great pleasure."

Bob Lobenberg, who would have been considered one of the favorites to win the race, didn't even make it to the starting grid. He wrecked his STP Son of a Gun! Huffaker Pontiac Trans-Am in Saturday's qualifying session. Damage was such that he was forced to scratch. Rob McFarlin, of Dallas Texas, also crashed his car in qualifying and failed to start the race.

The Budweiser Trans-Am Championship for 1984 will conclude Nov. 11 in Las Vegas. Also on the agenda at Caesars Palace is the Bosch/Volkswagen Super Vee Championship and a CART/PPG Indy car race.

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ROUND 15, 1984 SCCA BUDWEISER TRANS-AM CHAMPIONSHIP FOR THE TEXAS CHALLENGE AT GREEN VALLEY RACEWAY, North Richland Hills, Texas, (1.6 miles, 7 turns)
 RACE LENGTH: 63 Laps, 100.8 miles. TIME OF RACE: 1:11:44.69 October 28, 1984.
 WINNER'S AVERAGE SPEED: 84.30 mph, (New Record). MARGIN OF VICTORY: 28.88 seconds
 FASTEST RACE LAP: #64, Willy T. Ribbs, 1:03.639, 90.511 mph, (Record). FASTEST QUALIFIER: #64, Willy T. Ribbs, 1:02.791, 91.733 mph., (New Record).
 LAP LEADERS: #64, Willy T. Ribbs, 1-63.

FIN POS.	QUAL POS.	CAR NO.	DRIVER/HOMETOWN	SPONSOR/CAR	POINTS	\$PRIZE	LAPS/REASON OUT
1	1	64	Willy T. Ribbs, San Jose, Calif.	Roush Prototfab Motorcraft Capri	22#*	\$10,400*	63
2	9	62	John Jones, Thunder Bay, Ontario	Roush Prototfab Motorcraft Capri	16	6,150	63
3	10	50	Jim Miller, Oak Brook, Ill.	MTI Vacations Huffaker Pontiac Trans-Am	14	4,400	62
4	15	60	John Brandt, Lebanon, Pa.	Brandt Racing Corvette	12	3,250	60
5	23	22	Del Taylor, Boca Raton, Fla.	Pontiac Trans-Am	11	2,650	60
6	18	31	Gary "Fritz" Schons, Los Alamitos, Calif	Spina Bifida Firebird	10	2,150	57
7	16	21	P.J. Brallier, Hillsborough, Calif.	Round Table Racing Pontiac Firebird	9	1,900	56
8	22	37	Dave Watson, Milton, Wis.	Trick Racing Gas Camaro	8	1,800	55
9	11	8	Pancho Weaver, Midwest City, Calif.	Weaver Racing Concepts Camaro	7	1,700	54
10	13	80	Les Lindley, Anaheim, Calif.	Fire Protection Camaro	6	1,600	51/
11	8	88	Dennis Aase, Orange, Calif.	Colorado Connection Camaro		1,400	41
12	14	73	Ron Boelts, Wellsburg, Iowa	Maidrite Sandwich Shops Corvette	5	1,300	40
13	7	43	Richard Wall, Arcadia, Calif.	Stock Car Chassis Camaro	4	1,200	38/Blown Engine
14	20	33	Ken Sawatzky, Weatherford, Okla.	Sawatzky Construction/Performance Auto Cor.	3	1,100	36
15	4	36	Paul Miller, Morristown, N.J.	Herman + Miller Porsche Turbo Carrera	2	1,000*	25
16	19	75	Tom Walker, St. Louis, Mo.	Bailey Pontiac Fiero	1	650	23
17	21	7	Tom Gloy, Lafayette, Calif.	7-Eleven Mercury Capri		550	21/Gearbox
18	6	98	Wally Dallenbach, Jr., Basalt, Colo.	Colorado Connection Camaro		475	19
19	2	63	Greg Pickett, Alamo, Calif.	Roush Prototfab Motorcraft Capri		675*	19/Gearbox
20	5	3	Darin Brassfield, Los Gatos, Calif.	DeAtley Budweiser Corvette		500*	14/Gearbox
21	3	1	David Hobbs, Upper Boddington, England	DeAtley Budweiser Corvette		150*	8/Stub Axle
22	17	19	Glenn Fox, Albuquerque, New Mexico	Spirit of the Cherokee Nation Racing Monza			1/
2	12	40	Jim Derhaag, Chaska, Minn.	Pontiac Trans-Am			0/Accident
DNS	7	55	Bob Lobenberg, Lafayette, Calif.	STP Son of a Gun! Huffaker Pontiac Trans-Am			
DNS	22	84	James Gradel, Dallas, Texas	Gradel Racing Enterprises Corvette			
DNS	23	48	Jake Clark, Dallas, Texas	Advanced Racing Programs Corvette			
DNS	24	70	Ross Beedle, Mesquite, Texas	Pickett Investments Camaro			
DNS	DNQ	78	Rob McFarlin, Dallas, Texas	The Kontrolle Shocks g-Machine Firebird			

- Earned one point for fastest qualifier; # - Earned one point for leading the most laps.
 - Includes Fast Five Qualifying Prize Money.

XT SCCA BUDWEISER TRANS-AM CHAMPIONSHIP EVENT: November 11, Caesars Palace Grand Prix, Las Vegas, Nevada.

Gloy, who clinched the 1984 Trans-Am Championship in the 15th race (at the Texas Challenge), took the lead on the 32nd lap. He maintained the lead through the 89th and final lap, to claim his third victory of the season and fifth of his career. Gloy's total earnings for the season, including purse, a year-end points fund and contingencies were over \$116,000, including the \$10,000 first-place payout for the Caesars Palace Trans-Am, which was sponsored by 7-Eleven and Motorcraft.

"With the Championship put aside, it made quite a bit of difference," Gloy said. "I was just concentrating on winning the pole, which I wasn't able to do, and then winning the race. It's been quite a relaxing weekend.

"I was very, very lucky today," continued Gloy. "I had no problems whatsoever -- with the car, the tires or the brakes. was a pretty clean race except for one incident in turn one."

The early leader was Milton, Wisconsin's Dave Watson, driver of the Trick Racing Camaro. Watson, who won the pole position in Saturday qualifying, led laps 1-16 before relinquishing it to Wally Dallenbach, Jr. Watson ended up finishing 22nd, after having to retire on the 52nd lap with a blown engine.

Dallenbach, of Basalt, Colo., led laps 17 through 31, and was fighting off Gloy most of those laps. Gloy made a splendid pass on the 32nd lap, but Dallenbach stayed within a car's length for most of the remaining 57 laps. With four laps remaining, however, Dallenbach spun out in turn one and that ended his hopes of challenging Gloy in the race's final laps.

"I started losing the brakes," Dallenbach said. "I was trying too hard and I got into turn one over my head."

Dallenbach's spin very nearly cost him second place as well, but he held off a challenge mounted by Englishman David Hobbs. "I'm pleased to finish third," Hobbs said, "but I would have liked to win at least one race this year." Finishing in fourth and fifth, respectively were Greg Pickett and Craig Carter.

The 100-mile Trans-Am finale was marred by a first-lap crash that involved two of the top cars -- Paul Miller's Porsche Turbo Carrera and Paul Newman's Nissan 300 ZX Turbo. Neither driver was hurt, but both were forced to watch the rest of the race from the sidelines. The third driver involved in the first-lap first-turn accident was Larry Park, and he was forced to leave the race as well.

Willy T. Ribbs, who withdrew after 54 of the 89 laps with engine problems, likened the race's first laps to a backyard brawl. "It's a brawl. It's a war out there," said Ribbs.

Gloy crossed the finish line in a time of 67 minutes and 8 seconds, averaging 88.82 miles-per-hour. His victory margin over Dallenbach was nine seconds.

A total of 34 cars started the race, but only 14 were running at the end. A total of eight cars were involved in crashes on the fast circuit, as 13 of the 89 race laps were run under the caution flag.

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ANAL 1984 SCCA BUDWEISER TRANS-AM[®] CHAMPIONSHIP AT CAESARS PALACE GRAND PRIX, Las Vegas, Nevada, (1.125 miles, 5 turns), November 11, 1984.
 RACE LENGTH: 89 Laps, 100.125 Miles. TIME OF RACE: 67 minutes, 8 seconds.
 WINNER'S AVERAGE SPEED: 88.82 mph. (Record). MARGIN OF VICTORY: 9 seconds.
 FASTEST RACE LAP: #7, Tom Gloy, 38:00, 106.578 mph. (Record). FASTEST QUALIFIER: #37 Dave Watson, 39.594, 102.288 mph., (Record).
 LAP LEADERS: #37 Dave Watson laps 1-16; #98 Wally Dallenbach, Jr., laps 17-31; #7 Tom Gloy, 32-89. CAUTION CONTROLLED PERIODS: Laps 1-5, 34-35; 69-72.

FIN POS.	QUAL POS.	CAR NO.	DRIVER/HOMETOWN	SPONSOR/CAR	POINTS	\$PRIZE	LAPS/REASON OUT
1	3	7	Tom Gloy, Lafayette, Calif.	7-Eleven Mercury Capri	21#	\$10,150*	89
2	11	98	Wally Dallenbach, Jr., Basalt, Colo.	The Colorado Connection Camaro	16	6,150	89
3	9	1	David Hobbs, Upper Boddington, England	DeAtley Budweiser Corvette	14	4,400	89
4	15	63	Greg Pickett, Alamo, Calif.	Roush Prototfab Motorcraft Capri	12	3,250	89
5	18	56	Craig Carter, Courtland, N.Y.	Peerless Racing Camaro	11	2,650	88
6	12	55	Bob Lobenberg, Lafayette, Calif.	STP Son of a Gun! Huffaker Trans-Am	10	2,150	88
7	14	65	John Jones, Thunder Bay, Ontario, Canada	Roush Prototfab Motorcraft Capri	9	1,900	87
8	16	5	Andy Porterfield, Newport Beach, Calif.	Porterfield Racing Camaro	8	1,800	87
9	21	6	Jerry Brassfield, Los Gatos, Calif.	DeAtley Budweiser Corvette	7	1,700	86
10	19	60	John Brandt, Lebanon, Pa.	Brandt Racing Corvette	6	1,600	85
11	24	14	Terry Visger, Santa Clara, Calif.	A-Mac Pontiac Firebird	5	1,400	84
12	30	88	James Gradel, Dallas, Texas	Gradel Racing Programs Camaro		1,300	82
13	32	28	Bob Zulkowski, San Leandro, Calif.	Metalcraft Porsche 911SC	4	1,200	82
14	26	26	Scott Mergele, Fallbrook, Calif.	Scott Mergele Racing Camaro	3	1,100	82
15	2	43	Richard Wall, Arcadia, Calif.	Stock Car Chassis Camaro	2	1,150*	72/Clutch
16	6	9	Jimmy Insolo, Canyon Country, Calif.	DeAtley Budweiser Corvette	1	650	70/Accident
17	31	73	Robert Barker, Las Vegas, Nevada	Firebird Trans-Am		550	69/Spun
18	20	27	Rich Sloma, Cupertino, Calif.	Automotive Enterprise Corvette		475	61/Rear End
19	35	91	Bob Hagestad, Littleton, Colo.	Porsche 924T		425	61/Accident
20	4	3	Darin Brassfield, Los Gatos, Calif.	DeAtley Budweiser Corvette		500*	59/Accident
21	7	64	Willy T. Ribbs, San Jose, Calif.	Roush Prototfab Motorcraft Capri			54/Engine
22	1	37	Dave Watson, Milton, Wis.	Trick Racing Gas Camaro	1+	400*	52/Blown Engine
23	28	31	Gary "Fritz" Schons, Los Alamitos, Calif.	Spina Bifida Firebird			37/Engine
24	25	80	Les Lindley, Anaheim, Calif.	Fire Protection Camaro			30/Unknown
25	34	62	Ron Deppert, Oconomowoc, Wis.	Deppert Racing Corvette			26/Accident
26	10	50	Jim Miller, Oak Brook, Ill.	MTI Vacations/Huffaker Pontiac Trans-Am			25/Accident
27	27	4	Karl Durkheimer, Portland, Oregon	Oftedahl Racing Pontiac Trans-Am			24/Unknown
	23	38	Jim Fitzgerald, Clemons, North Carolina	Bob Sharp Racing Nissan 300ZX Turbo			22/Overheating
	33	71	Ron Boelts, Wellsburg, Iowa	Maid-Rite Sandwich Shops Corvette			14/Engine
30	17	40	Jim Derhaag, Chaska, Minn.	Pontiac Trans-Am			13/Engine
31	22	0	Frank Search, San Leandro, Calif.	On Track Engineering Corvette			7/Bodywork
32	5	36	Paul Miller, Morristown, N.J.	Herman + Miller Porsche Turbo Carrera	100*		6/Engine Fire
33	8	33	Paul Newman, Westport, Conn.	Bob Sharp Racing Nissan 300ZX Turbo			0/Accident
34	13	79	Larry Park, Milpitas, Calif.	Park Performance Corvette			0/Accident
DNS	29	21	P.J. Brallier, Hillsborough, Calif.	Round Table Racing Firebird			

+ - Earned one point for fastest qualifier; # - Earned one point for leading the most laps.

* - Includes Fast Five Qualifying Prize Money.