

SCCA**TRANS-AM.**
Budweiser
CHAMPIONSHIP

Sports Car Club of America, Inc., 6750 S. Emporia St., P.O. Box 3278, Englewood, CO 80155, (303) 770-1044, Results Phone (303) 770-0579

For Immediate Release

May 16, 1983

HOBBS TAKES BUDWEISER CAMARO TO THE HEAD OF THE SCCA BUDWEISER TRANS-AM® POINTS CHASE SUMMIT POINT, W. Va., -- David Hobbs and Willy T. Ribbs, teammates on the DeAtley/Budweiser effort, both suffered bad luck on the same lap of the SCCA Budweiser Trans-Am® Championship race at Summit Point Raceway, but with vastly different results.

On lap 35 of the 50 lap race, Ribbs, who had been running second, crashed together with Greg Pickett. Coincidentally, Hobbs, who was leading, suffered a flat tire. Ribbs was unhurt but his Budweiser Camaro was severely damaged. Hobbs was able to duck into the pits for a quick left side tire change and never lost the lead he had taken from pole-sitter Ribbs at the start.

Tom Gloy passed Paul Newman's Datsun 280ZX Turbo 10 laps from the finish to take second in his Lane Sports Mercury Capri. Gloy finished 20.369 seconds back of Hobbs.

Hobbs now has a comfortable 36 to 23 points lead over Pickett in the chase for the 1983 Trans-Am Championship. Phil Currin is third in points with 21 while Gene Felton and Newman are tied with 20 and Tom Gloy has 18.

Phil Currin suffered a broken rear suspension member five laps into the race, dropped as far back as eighth, but came back to take fourth in his Currin Racing Corvette.

The thunderstorm which drenched the SCCA Rabbit/Bilstein Cup race won by Peter Schwartzott held off during the Trans-Am, except for a few light drops. Paul Miller ran the entire race on intermediate Firestones but still managed a fifth in the Herman+Miller Porsche Carrera Turbo. Stock Car ace Dave Watson brought his Deppe-Lundy/Old Style Beer Firebird in sixth. Pickett, his car missing most of the rear bodywork, recovered from the incident with Ribbs and two pit stops to take seventh. Lyn St. James was eighth in her Lane Sports Capri. Bill Craine took ninth in his B.C. Auto Body Corvette, while Frank Search was tenth in the On Track Engineering Corvette.

Ribbs won the pole position in Friday's TRW Fast Five Awards qualifying. Hobbs and Gloy were other repeat members of the TRW Fast Five club with Felton taking fourth in the Bondo/Oftedahl Trans-Am and Newman fifth.

Hobbs took the lead from Ribbs at the start, though Ribbs stayed glued to his tail until the incident with Pickett. Felton ran third until the 12th lap when his engine expired. Pickett ran third until his incident with Ribbs. At that point Newman unlapped himself on Hobbs' stop and took second with Gloy also unlapping himself and taking third.

Currin dropped back with his suspension problem but passed Miller for seventh on lap 31 and took fourth when Watson pitted with a flat tire on lap 35. Miller charged ahead of Newman while the track was still damp but faded. Watson was running just behind Gloy when he had to pit, though both he, Hobbs and Search benefitted from the safety car's laps 35-39 presence.

Hobbs' win was also Goodyear's second victory in two races. Currin was the first non-Eagle finisher, coming in on McCrearys.

In the Bilstein Cup event, EVERYBODY was off the road at one point or another. A thunderstorm, which forced the race to be red flagged, also caused mass off-road excursions. First Mark Behm, and then Ed Mautner, lost the lead on spins in the rain. Peter Schwartzott spun on the 10th lap, recovered, benefitted from the others' mistakes and finally passed Mautner four laps from the finish to win. Mautner held on for second, Behm was third and Karl Hacker was fourth.

TRW

featuring the
TRW Fast Five Awards

1983 SCCA BUDWEISER TRANS-AM® CHAMPIONSHIP RESULTS

ROUND 2, ESCORT 300 BUDWEISER TRANS-AM® CHAMPIONSHIP AT SUMMIT POINT INTERNATIONAL RACEWAY, Summit Point, W. Va., (2 miles, 10 turns), May 15, 1983.
 RACE LENGTH: 50 Laps, 100 miles. TIME OF RACE: 1:08:36.695
 WINNER'S AVERAGE SPEED: 87.449 mph. MARGIN OF VICTORY: 20.369 seconds.
 FASTEST RACE LAP: #28 Willy T. Ribbs, 1:16.566, 94.036 mph. FASTEST QUALIFIER: #8 Tom Gloy, 1:16.04. 94.679 mph., (Willy T. Ribbs earned the pole position on Friday at 1:16.192, 94.500, Gloy turned his time on Saturday.)
 LAP LEADERS: #29 David Hobbs, 1-50.
 SAFETY CAR CONTROLLED PERIOD: Laps 35-39.

FIN. POS.	QUAL POS.	CAR NO.	DRIVER/HOMETOWN	SPONSOR/CAR	POINTS	\$PRIZE	LAPS/REASON OUT
1	2	29	David Hobbs, Upper Boddington, England	DeAtley/Budweiser Camaro	20	8,450 ⁰	50
2	3	8	Tom Gloy, Lafayette, Calif.	Lane Sports Capri	16	5,850 ⁰	50
3	5	33	Paul Newman, Westport, Conn.	Bob Sharp Racing Datsun 280ZX Turbo	14	4,250 ⁰	50
4	7	99	Phil Currin, Gainesville, Fla.	Currin Racing Corvette	12	3,000	49
5	10	36	Paul Miller, Morristown, N.J.	Herman+Miller Porsche Carrera Turbo	11	2,500	49
6	11	37	Dave Watson, Milton, Wisc.	Deppe-Lundy Old Style Firebird	10	2,000	49
7	6	6	Greg Pickett, Alamo, Calif.	Pickett Racing Corvette	9	1,800	49
8	8	18	Lyn St. James, Dania, Fla.	Lane Sports Capri	8	1,700	48
9	19	41	Bill Craine, Portland, Ore.	B.C. Auto Body Corvette	7	1,600	48
10	17	0	Frank Search, San Leandro, Calif.	On Track Engineering Corvette	6	1,500	47
11	26	93	Michael Oleyar, Freeland, Pa.	Jet Syn Oil Corvette	5	1,300	47
12	25	45	Jim Derhaag, Chaska, Minn.	Derhaag Pontiac Firebird	4	1,200	47
13	23	85	R.J. Valentine, Braintree, Mass.	USA Racing/MBA Companies Firebird	3	1,100	47
14	20	73	Dan Furey, Columbus, Ohio	Quaker Manufacturing Corvette	2	1,000	46
15	34	72	George Hulse, Baltimore, Maryland	Foreign Car Repair Porsche 911SC	1	800	46
16	28	71	Ron Boeltes, Wellsburg, Iowa	Specialtie Racing Equipment Corvette		550	46
17	38	38	Brad Murphey, Scottsdale, Arizona	Lane Sports Racing Mustang		450	45
18	31	67	Tony DiLorenzo, Springfield, Va.	Radial Tire Company Camaro		375	45
19	27	5	Tom Aquilante, Phoenixville, Pa.	Aquilante Racing Corvette		325	45
20	36	15	Joe Gonzales, Miami, Fla.	Centurion Racing Camaro		300	42
21	1	28	Willy T. Ribbs, San Jose, Calif.	DeAtley/Budweiser Camaro	2#	650 ⁰	34 - Crash
22	14	7	Ludwig Heimrath, Sr., Scarborough, Ont., Can.	STP Porsche 930			33
23	21	74	Peter Dus, Richmond, Mass.	Corvette			24 - Suspension
24	22	68	Craig Shafer, Somerset, Pa.	Shafer Racing Camaro			21 - Suspension
25	29	23	Claude Saffer, Addie, Va.	Cub Run Fairmont			19 - Valve Cover Gasket
26	16	60	John Brandt, Lebanon, Pa.	Brandt Racing Corvette			13 - Unknown
27	4	4	Gene Felton, Atlanta, Ga.	Bondo/Oftedahl Trans-Am		300 ⁰	12 - Engine
28	33	98	Bob Lee, Ft. Lauderdale, Fla.	Bob's Speed Products Skyhawk			11 - Engine
29	35	51	Rich Reynolds, Zeeland, Mi.	Pit Stop Racing Trans-Am			9 - Unknown
30	30	31	Gary Schons, Los Alamitos, Calif.	Coast Citrus/SignArt Trans-Am			8 - Crash
31	24	20	Doug Mills, Hagerstown, Maryland	Penn's/Woods Racing Camaro			5 - Unknown
32	9	2	Paul Fassler, Needham, Mass.	Oftedahl Racing Firebird			2 - Engine
33	15	11	Darin Brassfield, Los Gatos, Calif.	Pacific Summit Corvette			0 - Crash
DNS	13	77	Vern Smith, York, Pa.	Trans-Lease Capri			
DNS	32	90	Chip Boatright, Wanconda, Ill.	North Shore Auto Parts Corvette			
DNS	12	48	Frank Leary, Santa Clara, Calif.	Peterson Tractor Pontiac Trans-Am			

@Includes TRW Fast Five Awards, but not contingency awards. #Earned two points for pole position.

BUDWEISER TRANS-AM POINTS STANDINGS (After Two Events)

1. David Hobbs	36	10. Dave Watson	10
2. Greg Pickett	23	12. Brad Murphey	8
3. Phil Currin	21	12. Lyn St. James	8
4. Gene Felton	20	14. Paul DePirro	7
4. Paul Newman	20	14. Bill Craine	7
6. Tom Gloy	18	16. Frank Search	6
7. Willy T. Ribbs	13	17. Michael Oleyar	5
8. Frank Leary	12	17. Dave Heinz	5
9. Paul Miller	11	19. Ken Murray	4
10. Ludwig Heimrath	10	19. Jim Derhaag	4

NEXT SCCA BUDWEISER TRANS-AM CHAMPIONSHIP: The Ford Grand Prix at Sears Point International Raceway, Sonoma, Calif., June 4-5, 1983.

1983 VW RABBIT/BILSTEIN CUP

ROUND 1, VW RABBIT/BILSTEIN CUP FOR THE ESCORT 300 at SUMMIT POINT INTERNATIONAL RACEWAY, Summit Point, W. Va., (2 miles), May 15, 1983.
 RACE LENGTH: 25 Laps, 50 miles. TIME OF RACE: 58:02.806
 WINNER'S AVERAGE SPEED: 59.944 mph. MARGIN OF VICTORY: 0.24 second.
 FASTEST RACE LAP: #1 Ed Mautner, 1:55.661, 62.236 mph. FASTEST QUALIFIER: #12 Ed Mautner, 1:38.121, 73.378 mph.
 LAP LEADERS: #3 Mark Behm, 1, 5-10; #1 Ed Mautner 2-4, 12, 13, 16-21; #4 Peter Schwartzott, 22-25; #00 Karl Hacker 14-15.

FIN. POS.	QUAL POS.	CAR NO.	DRIVER/HOMETOWN	SPONSOR/CAR	POINTS	\$PRIZE	LAPS/REASON OUT
1	4	4	Peter Schwartzott, Niagara Falls, N.Y.	ABT Motorsports Rabbit	20	2,000	25
2	1	12	Ed Mautner, Madison, Conn.	Eriksson Industries, Inc. Rabbit	16	1,500	25
3	3	62	Mark Behm, Appleton, Wisc.	Phantom Racing Rabbit	14	1,200	25
4	2	00	Karl Hacker, Castleton, N.Y.	Piper Hydro Solar Express Rabbit	12	900	25
5	5	0	Paul Hacker, Castleton, N.Y.	Piper Hydro Solar Express Rabbit	11	700	25
6	6	61	Les Behm, Appleton, Wisc.	Phantom Racing Rabbit	10	600	25
7	7	63	Dan Fonstad, Appleton, Wisc.	Phantom Racing Rabbit	9	500	25
8	10	25	Dan Muench, Alden, N.Y.	Rabbit	8	400	25
9	18	55	Julio D'Angelo, Bethesda, Maryland	U.S. Couriers, Inc. of Maryland Rabbit	7	300	25
10	14	27	John Williamson, Los Angeles, Calif.	Porsche Place Rabbit	6	250	25
11	11	37	Robert King, North Berwick, Maine	BC Racing Rabbit	5	200	25
12	22	65	Al Salerno, Peabody, Mass.	Duck Racing Rabbit	4	200	25
13	9	3	Alistair Oag, Sinclairville, N.Y.	Genessee Beer/Dalmore Rabbit	3	200	25
14	20	28	Bill Robertson, Indianapolis, Ind.	Suspension Techniques Rabbit	2	200	25
15	16	7	Tim Elliott, Tonawanda, N.Y.	Power Lab Racing Rabbit	1	150	24
16	15	24	Dan Baroody, Sherman, Conn.	Rabbit		150	24
17	8	30	Fred Cory, Quincy, Ill.	Cory Racing Rabbit		150	23
18	19	75	Jeff Covell, Waukeg, Iowa	Dick's VW Rabbit		150	22
19	12	45	Chuck Hemmingson, Des Moines, Iowa	Gary Lilly VW Rabbit		100	3
20	17	41	William Pate, Lafayette, Ind.	Rabbit		100	0 - Crash
DNS	13	59	Dick Kaufman, Richmond, Mass.	Team O.B.S., Inc. Rabbit			
DNS	21	2	David Grunwaldt, Green Bay, Wisc.	Fugari Racing Team Rabbit			

NEXT VW RABBIT/BILSTEIN CUP: Road America, Elkhart Lake, Wisconsin, July 17, 1983.