

Roush-Ribbs take 2nd place

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The move proved a disaster. Andreotti rammed into pole-sitter Bob Lobenberg on the first lap, a collision that eventually put Lobenberg out of the race, then ran into the wall three times before retreating midway through the race.

Hobbs took control early in the race until, on the 22nd lap, Gloy slipped by on the first turn. Hobbs never recovered as Gloy pulled away. The DeAtley

driver dropped back, finishing the race in sixth.

THE CASUALTIES continued to mount on the bumpy Detroit course with fewer than half the cars entered able to finish.

"I felt we'd have a real good chance if we could avoid the carnage early on," said Gloy. "I just played dodge 'em and stayed out of trouble."

As for Hobbs, Gloy could "see David's car, how it was handling and braking."

And it wasn't good. As Roush pointed out, "DeAtley's in a slump. Their car isn't working well, the suspension is breaking down and it's wearing out the tires faster."

The faulty suspension wasn't helping the brakes much, either, while Gloy enjoyed "excellent braking all day long."

What Roush drivers Ribbs and Pickett enjoyed after the race was the announcement delivered by Ford executive vice president Harold A. Pilling that Motorcraft would sponsor the Roush team the rest of the Trans Am

season. Both drivers' contracts expired after the Detroit race.

That certainly doesn't brighten the season outlook for the DeAtley team unless they can affect some changes quickly. The problems Ribbs experienced aren't likely to recur, and Pickett's car will be back on the track for this weekend's race at Daytona.

So it seems that, for this season at least, Roush and Mercury Capri have the inside track on the Trans Am circuit.

Mechanical flaw KO's local racer

By Rich Swanson
staff writer

Garden City race car driver Russ Theus was making a good showing before the hometown fans in Saturday's running of the Pontiac Trans Am 100 in downtown Detroit, but mechanical problems forced him out of the race with just 10 laps to go.

The 39-year-old Theus started having transmission problems with his 1984 Lincoln Mark VII after just 10 laps, but he managed to keep his car running for most of the 40 lap race, though he drove most of the time in third gear.

After qualifying his car 21st with a speed of 68.2 MPH, Theus finished a respectable 15th in a field of 28 cars in his debut on the Trans Am circuit.

"It was fun. I was a little nervous at first, but when we got the green flag, all I thought of was the race and driving the car."

"IT WAS OUR first race with the car, so we really didn't expect that much," he said. "We wanted to finish in the top 10, but we also wanted to learn more about the car."

Theus, Jim Bartel and a number of friends formed the High Tech Racing team last year and built the Lincoln, the only car of its kind entered in the race. The team worked hard to get the car prepared for Detroit.

"We made a big push to get the car ready," he said. "We wanted to get it in front of the corporate people, because we're still looking for a sponsor."

Though Theus enjoyed participating in the race, he said the cars had a tough time with the twisting 2.5 mile track.

"I wasn't thrilled with the course," he said. "It was extremely tight and bumpy." I bottomed out about three times per lap. The cars only have about 2 1/2 inches of clearance.

"You have to run the car pretty hard

on a tight course like this. On other road courses, there's not so much continuous braking."

THE TRANS AM race featured some of the top drivers in the country and Theus believes the circuit is a much more exciting and competitive series than the Formula One cars that ran in Sunday's Detroit Grand Prix.

"I think most people know our cars a lot better than the Formula One cars," he said. "We put on a much better show. Everyone seemed to love our race."

A veteran driver who has been racing competitively for 12 years, Theus made his mark on the Sports Car Club of America (SCCA) amateur circuit, where he won Midwest and Southeast regional championships.

His jump to the Trans Am series gives him the opportunity to compete against some of the stiffest competition

in racing, and he relishes the chance.

"It's the highest level of racing — it's a lot more competitive than most of the racing I've done," he said. "There are a lot of very good drivers. It's a professional series."

LIKE MANY OF his racing counterparts, Theus' problem has been attracting major sponsors to help absorb the tremendous expenses involved in racing.

"We think we have a pretty good team right now," he said. "But with the right sponsor, we'd have a good shot at the title."

Theus and his crew will spend the next month working out the bugs in the car. He hopes to have it ready for the Elkhart Road America (W.S.) Trans Am on Aug. 5.



DAVE DEAN/staff photographer

Willie T. Ribbs raises his hand triumphantly after taking second in Saturday's Trans-Am race in Detroit. He drove a Roush car.

sport shorts

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The registration deadline for the Farmington Soccer Club's fall outdoor season is Saturday, June 30. The league is open to boys and girls ages 8-16. A \$25 entry fee includes eight games and uniforms. Register by mail to PO Box 162, Farmington 48024.

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