

Official Program

50¢

West Delta Park
Portland, Oregon
June 10th and 11th 1972

SEP 2 0 1975

Rose Cup Road Races

The 12th Annual Rose Cup
Road Races Sponsored by
the Portland Rose Festival
Association.

Conducted by the Oregon
Region and Sanctioned by
the Sports car Club of America



No. 72 N 24 S



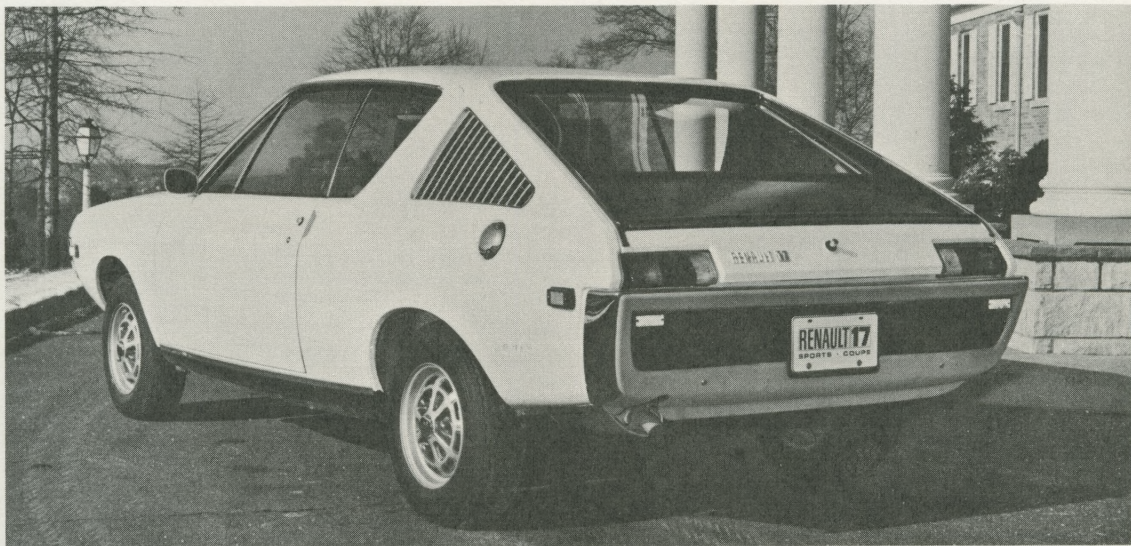
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RENAULT 15 coupe

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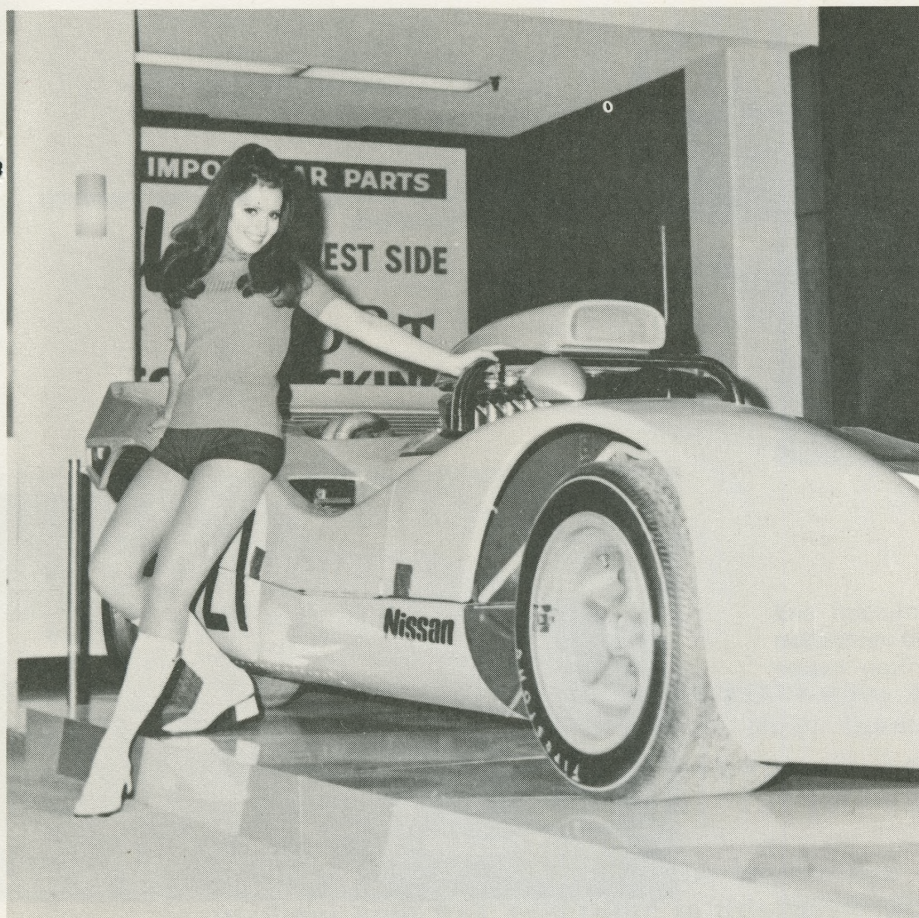
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Welcomes you to our pit area to see the NEW 15 & 17 the Latest Greatest Sports Car to Hit!



Trophy Girl — ANN DONAKA

RACE OFFICIALS AND CHIEFS

SCCA Observer &
 Chairman of Stewards Brom Clegg
 Chief Steward Tom Welch
 Assistant Chief Steward Ray Rairdon
 Stewards of the Meet John Bradshaw
 Bob Mead
 John Stuhldreier
 Steward in Training John Barnum
 Safety Steward Wayne Trenary
 Starter Tom Shea
 Communications Zel McFadgen
 Race Chairman Jim Martin
 Turn Marshal Don Jackson
 Timer/Scorer Ruth Sandoz
 Technical Inspection Gary Long
 Registrar Bob Bennett
 Worker Registrar Joyce Erickson
 Competition
 Board Chairman Ken Thomson
 Race Physician John Emery Jr., M.D.

THE SCHEDULE

RACE GROUPS

- GROUP I — Formula Ford
- GROUP II — F-G-H Production, C Sedan,
D Sports/Racing
- GROUP III — C-D-E Production, B Sedan,
C Sports/Racing
- GROUP IV — Formula Vee
- GROUP V — Formula A-B-C-Super Vee
- GROUP VI — A-B Production, A Sedan, A-B
Sports/Racing
- GROUP VII — Showroom Stock Sedan

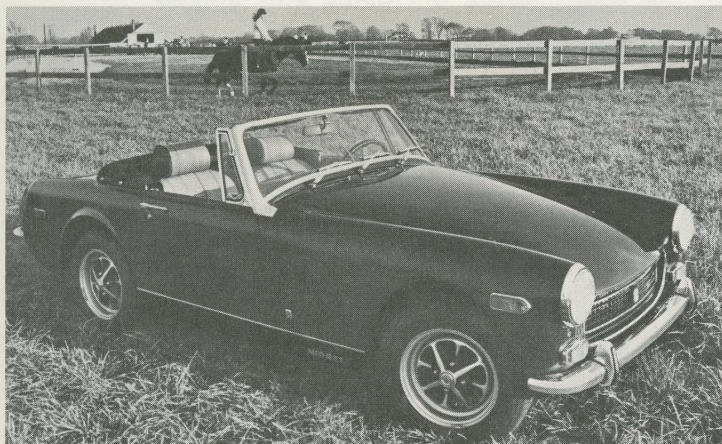
Saturday, June 10, 1972 Practice and Qualifying Only

7:30 a.m. — 2 p.m.
 Registration and Tech Inspection
 9:00 a.m.
 Drivers Meeting
 9:30 a.m.
 Practice - Group I
 10:00 a.m. Practice - Group II
 10:30 a.m.
 Practice - Group III
 11:00 a.m.
 Practice - Group IV
 11:30 a.m.
 Practice - Group V
 12:00 Noon — 1:00 p.m.
 Lunch
 1:00 p.m.
 Practice - Group VI
 1:30 p.m.
 Practice - Group VII
 2:00 p.m.
 Qualifying - Group I
 2:30 p.m.
 Qualifying - Group II
 3:00 p.m.
 Qualifying - Group III
 3:30 p.m.
 Qualifying - Group IV
 4:00 p.m.
 Qualifying - Group V
 4:30 p.m.
 Qualifying - Group VI
 5:00 p.m.
 Qualifying - Group VII
 5:30 p.m.
 Practice - Go Karts

Sunday, June 11, 1972

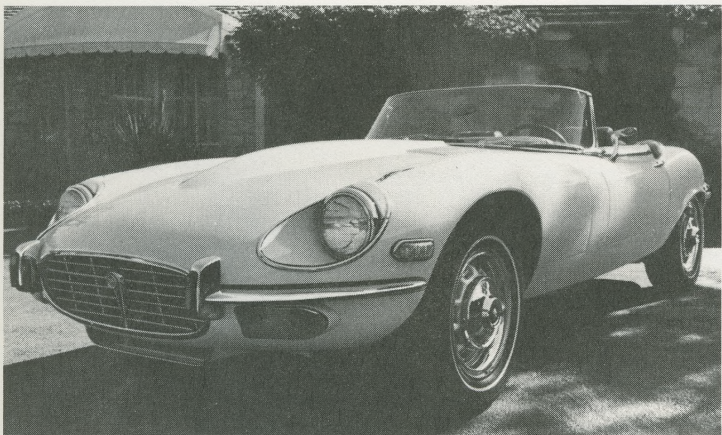
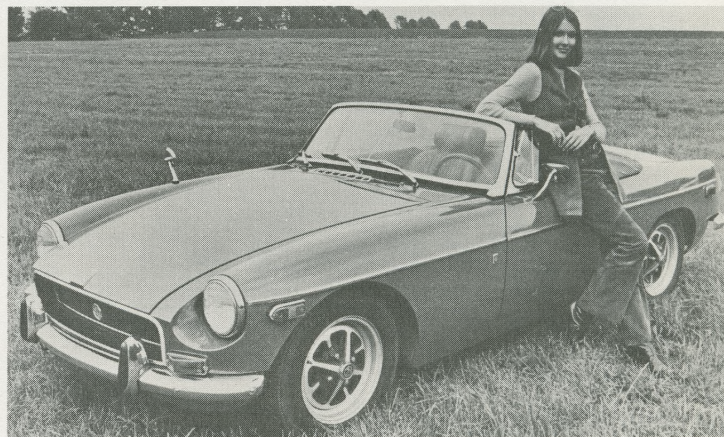
7:30 a.m. — 9:00 a.m.
 Registration and Tech Inspection
 Positively no credentials issued after
 close of Registration
 9:00 a.m.
 Warmup practice — Go Karts
 9:15 a.m.
 Warmup practice - Group I
 9:35 a.m.
 Warmup practice - Group II
 9:55 a.m.
 Warmup practice - Group III
 10:15 a.m.
 Warmup practice - Group IV
 10:35 a.m.
 Warmup practice Group V
 10:55 a.m.
 Warmup practice - Group VI
 11:15 a.m.
 Warmup practice - Group VII
 11:30 a.m. — 12:30 p.m.
 Lunch and Go Kart Race
 12:30 p.m.
 Race, Group I
 1:15 p.m.
 Race, Group II
 2:00 p.m.
 Race, Group III
 2:45 p.m.
 Race, Group IV
 3:30 p.m.
 Race, Group V
 4:15 p.m.
 Race, Group VI
 5:00 p.m.
 Race, Group VII
 5:45 p.m.
 Trophy Presentation

THE WORLD'S GREAT SPORTS CARS.... SEE THEM ALL IN ONE SHOWROOM!



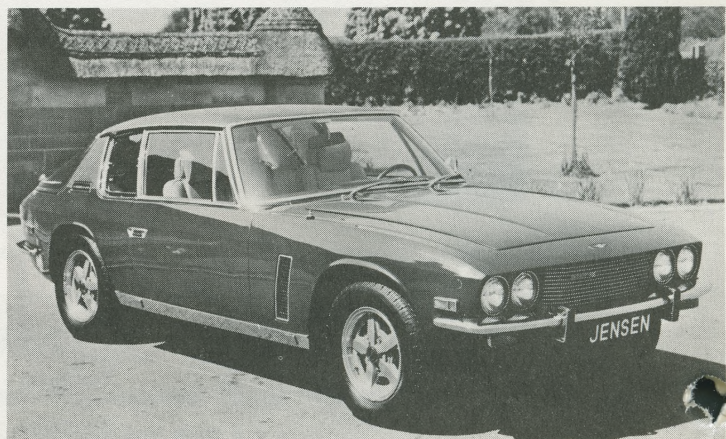
Americas lowest priced true sports car. Great handling and economy of operation.

Americas longtime favorite, rugged construction and quality finish. With newly designed dash and ventilation system. Available in convertible and hardtop coupe models.



This ultimate cat with fabulous aluminum 326 CID V-12 engine. Choice of transmissions automatic or 4 speed, air conditioning and etc. Coupe or convertible.

An English coachbuilt car. Powered by the Chrysler 440 CID engine with electronic ignition for performance, 4 wheel disc brakes and radial tires for safety. Air conditioning, power steering, stereo radio, tape deck, and leather upholstery for luxury.



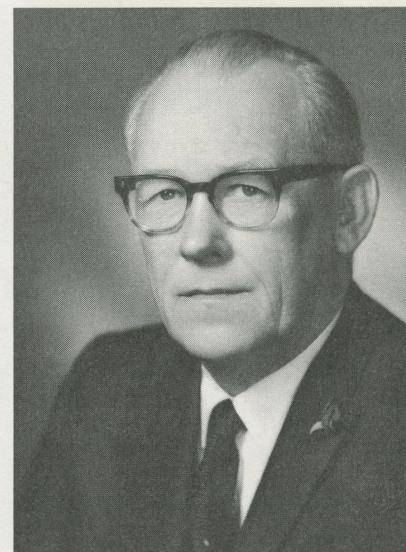
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CITY OF PORTLAND
OREGON

June, 1972

GREETINGS!

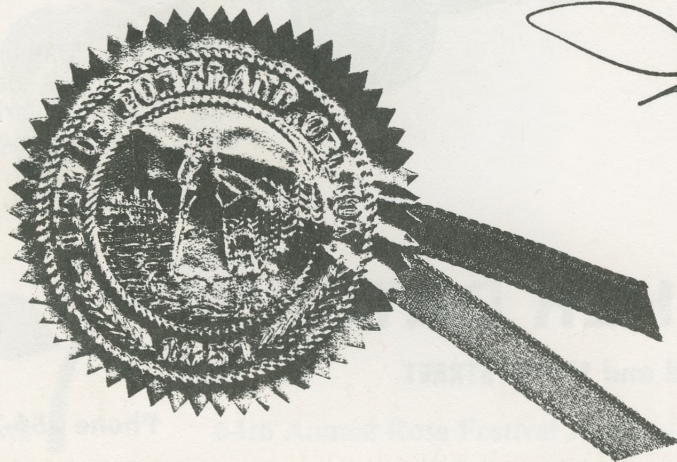
When I took office as Mayor 16 years ago, auto racing did not exist in the city as we know it today. Now, thanks to the efforts of many people, we have a first-rate city-owned facility, both for drag racing and sports car racing.

Many of you will remember the beginnings of our program. The original plan was generated in this office. Through the years we have given all the effort and encouragement we could to the sport of auto racing.

We should pay tribute, also, to the long-time work and devotion of our City Park Department in operating our growing facility.

As I leave the office of Mayor, I leave with many satisfactions. One of them is our auto racing. We have been able, working together, citizens and government, to create a program which has rightfully earned national respect.

Although I will no longer be looking at racing from City Hall after this year, you may be sure my enthusiasm will continue. Please count on me in the future, in whatever way I may be of service.



Terry D. Schrunk
MAYOR

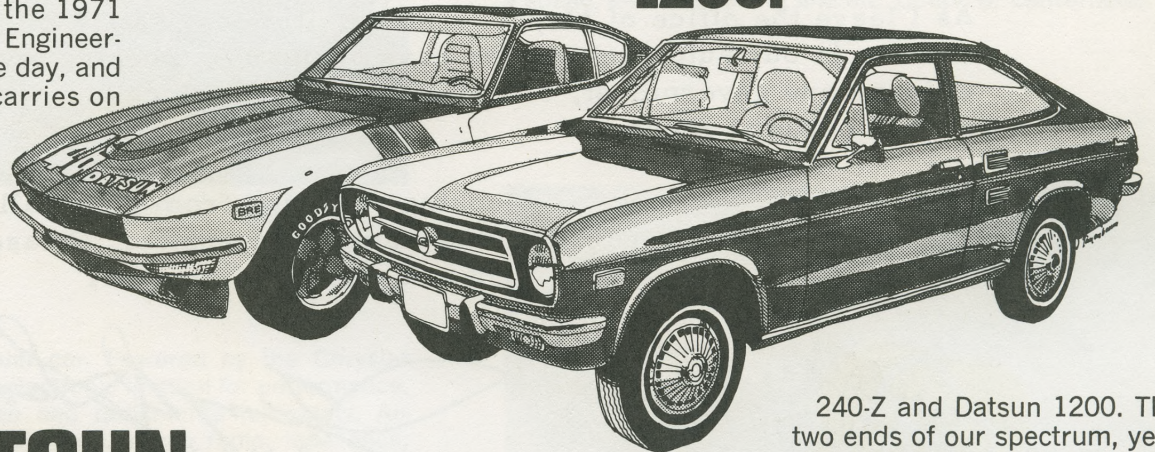


1972 Rose Festival Court

**240-Z: Winner in
Africa and Atlanta.**

Datsun 240-Z: Winner of the 1971 East African Safari and the 1971 Road Race of Champions. Engineering excellence carried the day, and every Datsun we build carries on the tradition.

**There's a lot of Z
in every Datsun
1200.**



240-Z and Datsun 1200. They're two ends of our spectrum, yet they share many similarities. Maybe you don't think winning races is important for a family car. **But it sure beats whatever's second.**

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PORTLAND ROSE FESTIVAL ASSOCIATION

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June 1972

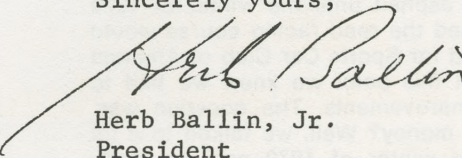
The year 1972 is a fateful one in our Auto Racing program. It is the year we say "hello" to national professional racing.

It is also, regretfully, the year we say "good-bye" to a great long-time champion of auto racing, Mayor Terry Schruck. Many people have helped build auto racing to its present level but Mayor Schruck is truly the major figure in that development.

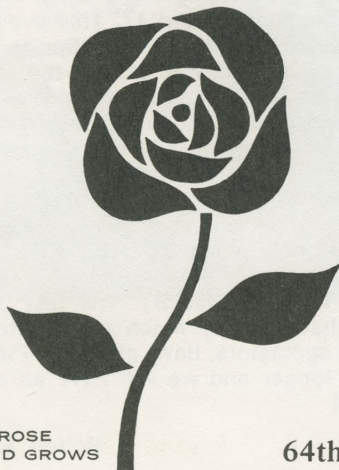
The original plan to turn the old streets of Vanport into a drag strip was his. Last year, when the Rose Festival proposed to lend the City \$100,000 to rebuild the road racing track, his help was vital in putting that plan into operation. In between, he has spent many years working for and encouraging others to work for auto racing in Portland.

We pause at this time to say Thank You, Terry Schruck. Without your efforts there might well be no Rose Festival Auto Racing today. Even though you are retiring from office, we hope to call on your continued advice and encouragement.

Sincerely yours,



Herb Ballin, Jr.
President



FOR YOU A ROSE
IN PORTLAND GROWS

64th Annual Rose Festival June 2nd thru June 11th, 1972, Portland, Oregon

PORTLAND INTERNATIONAL RACEWAYS

Recent History and the Future

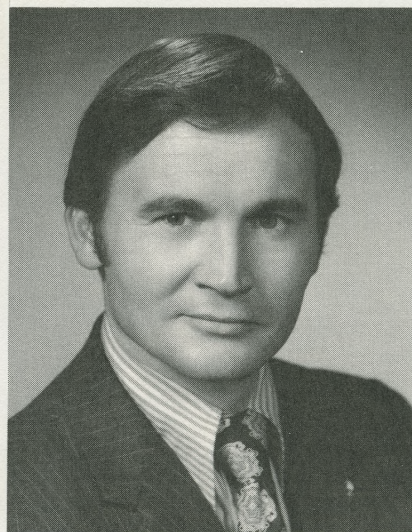
The history of racing at Delta Park goes back just about thirteen years to the time when the Cascade Sports Car Club began holding road races on the old abandoned streets of Vanport. Even at that time holding a race on what had once been city streets was quite a departure. Northwest road racers had been competing only on very temporary courses laid out on airport runways such as Tillamook, Shelton, Deer Park and Madras. Whatever faults these jury-rigged race courses may have had, they were considerably smoother than those roads we began using at Delta Park! Probably many of you attending this year's Rose Cup can remember hearing stories told by drivers who competed in those days of the tremendous damage done to their cars by the bumpy surface of our "municipal race course". Even frame damage wasn't uncommon!

Following somewhat abortive efforts by other civic groups to fund improvements to the race course, the City of Portland "stepped into the breach" and paid for construction of a new series of turns at the east end of the park subsequently known as "the circus" as a regulation eighth mile drag strip.

Following these improvements, the Oregon Region of the Sports Car Club of America began holding events at Delta Park as did a National Hot Rod Association sanctioned drag strip operator, Al Beachell, while Cascade Sports Car Club continued with its programs. Things went along pretty well during this period, just a few major trials and tribulations, such as slipping grades and breaking asphalt until the winter of 1970 when we were informed the road racing course would no longer be approved for Sports Car Club of America sanctioned events. At this point we knew we had to make some major improvements. The question was, where do we get the money? Well, we talked to a lot of people during the winter of 1970 and the early spring of 1971 and even thought of using private funds. We soon learned this was not possible due to restrictions on the improvement of City property by such means. We also learned there was definitely no way the City could fund the needed work.

It was almost in sheer desperation we hit upon the idea of having the Portland Rose Festival Association, a non-profit organization, finance the needed improvements. There were a lot of questions at this point and none of a minor nature. Questions such as: Where does the Portland Rose Festival Association get the money? Is it legal to do it this way? Will the City Council approve such a scheme? If we could raise, say \$100,000, could we get the work done for that amount? Believe me, there was a lot of scrambling around done during the first 90 days in 1971!

To make what is a very long story short, the Portland Rose Festival Association went to four Portland banks and borrowed \$100,000. It also received the approval of the City to invest this at Delta Park with the understanding the PRFA loan would be repaid through collection of 15% of gross revenues at the Park. Within a period of just a few weeks, we had all the engineering drawings completed, the bids let (and luckily one contractor bid within what we had to spend) and began work! For our money we got a completed quarter-mile drag strip with 3/8 mile run-off (road racing course main straightaway), completed new sections of the race course at the east and west ends and several thousand feet of guard railing.



Robert Ames

Rose Festival Auto Race Chairman

1971 was an excellent year at the improved facility and we were able to reduce our \$100,000 loan by approximately \$25,000. This year, with a more complete racing schedule and an earlier start, we anticipate doing even better. As you are all aware, there is still a lot to be done at Delta Park before we have a really first class facility. Believe it or not, those things are on the way, too.

Last year the City of Portland sold a small piece of East Delta Park to a private developer and the funds from this were dedicated to further improvement of Portland International Raceways at West Delta Park. The sale price of this land was approximately \$200,000 and the City received a 10% down payment last year. These monies were spent on some further grading and grass-seeding at the Park as well as other necessary maintenance. The rest of the sale price is to be received over a five year period and this will be put into more needed improvements. There is, however, a possibility a portion of the contract will be paid off in a lump sum this year as a result of a part of the property being resold. Should this happen, this money (about \$90,000) will be spent on additional asphaltting of the road course (another two inch "lift") and permanent restroom and concession facilities. All the drawings of these improvements are finished and approved by the City. Just as soon as the money is received, this construction will be put up for bid. Yes, it's possible we will be rid of the little green outhouses by the spring of next year!

There is another real milestone coming up in 1972 at West Delta Park. We are holding our first full-blown professional race September 16 and 17. This event is a part of the 2.5 Challenge Series of the Sports Car Club of America. We will be having a race the same weekend for Super Vees also a part of a major SCCA professional series and a full national amateur racing program! This is the first time these three events have been brought together in a single weekend of racing and it is entirely possible we will have to open the Park on Friday as well for practice. This is just the beginning of professional racing at Delta Park and we have made applications for other events in 1973.

Well, that's it for the short history. The last point I want to make is that we very much appreciate all the support you, our spectators, have given us. Please bear with us a little longer and we will have an even finer facility for you!

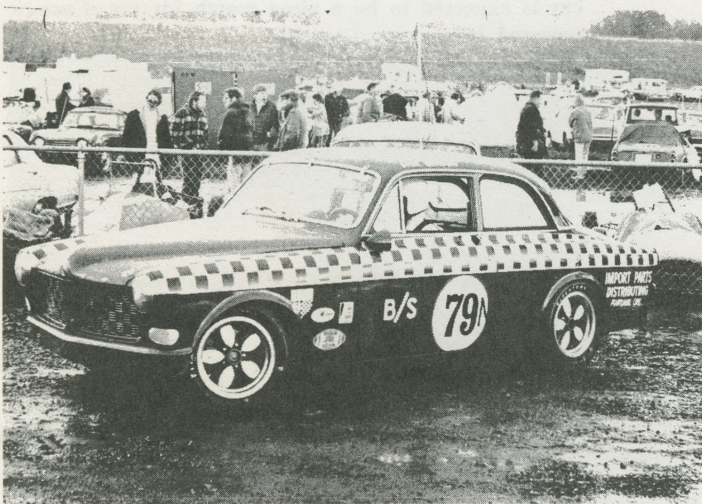
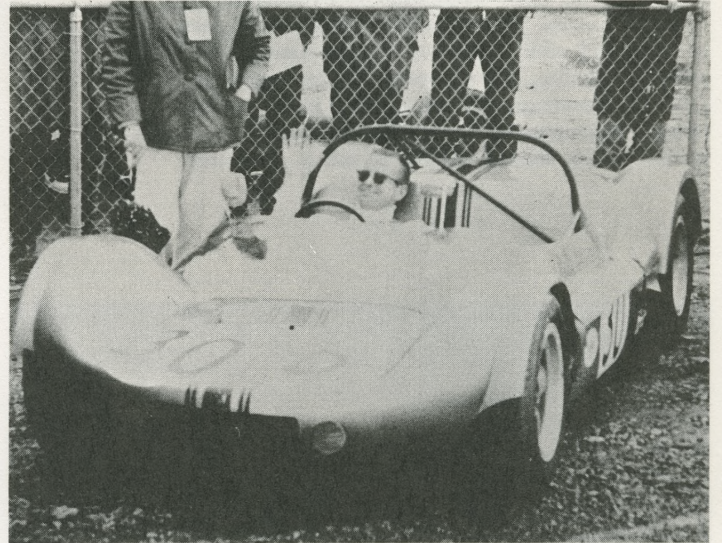
Robert Ames

The Cars

C and D SPORTS RACING

C and D sports racing machines might be classified as the little brothers of the roaring Can Am racers. But don't be deceived — these cars are quick. Class C cars consist of primarily Lotus and Elva carriages, powered by BMC, Cosworth, and Lotus four cylinder engines, and are capable of speeds of 135 mph up.

The D sports racers tend to be rather conglomerate. They are a colorful lot, many hand-built bodies and chassis, powered by just about anything that falls in the engine size category of 850cc or less. The Fiat Abarth engine is one of the most popular power plants, though there will be some Saab, BMW and Imp power too.



B SEDANS

B Sedans must be primarily stock bodies, stock powered passenger cars capable of seating four persons by the manufacturers intent. Under 1972 rules, these machines are classified on a horsepower to weight formula, and included are cars with engines ranging from 1438cc to 2500cc. Honors in the past have been split among the Ford Cortina, Porsche 911 (no longer classed as a sedan), Alfa Romeo GTA, and Volvo. Now domestic makes such as the Ford Pinto and Chevrolet Vega are in B Sedan, so anything can happen.

A and B PRODUCTION

These are the big hot ones, the ones the kids drool over, the ones with the inspired marques—Sting Ray and Cobra 427. —They're noisy, showy and fast and if the machine doesn't perform too well on the track for some reason, it could end up at the local drag strip on Saturday night to thrill the little girls. This will be close. It's pure muscle against pure brawn. Nothing delicate about these cars, from A Production.

B Production, though a bit less powerful, are not to be trifled with. Again, it's Chevy against the Ford power of Shelby. The Corvette 327, for years the most exotic of American performers, are pitted against the hybrid Mustangs known as Shelby 350 GT's. Down to the wire, it should be nose to tail in this class.

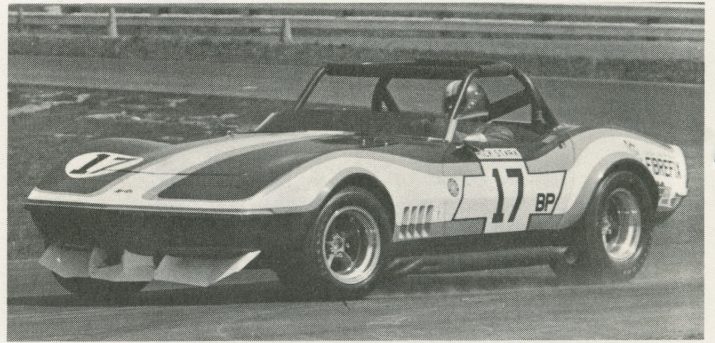


Photo by Bob Ames

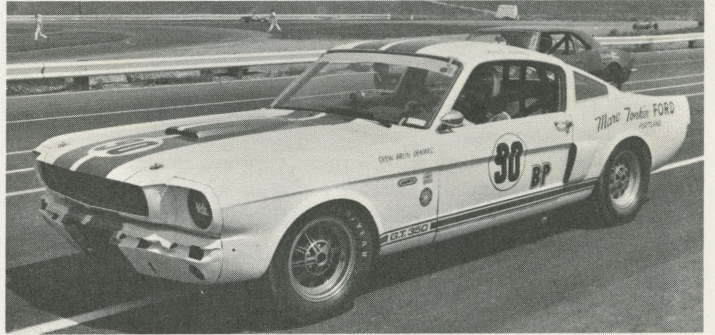


Photo by H. E. Henneman

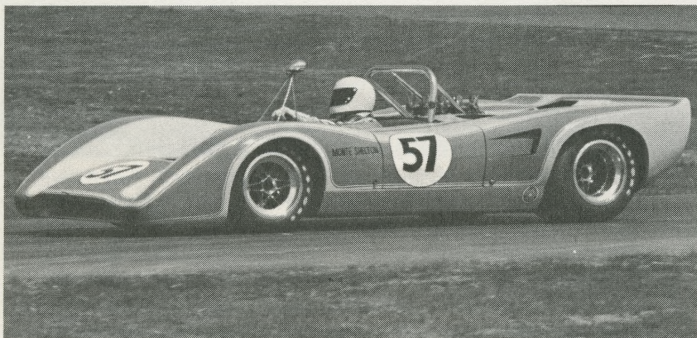


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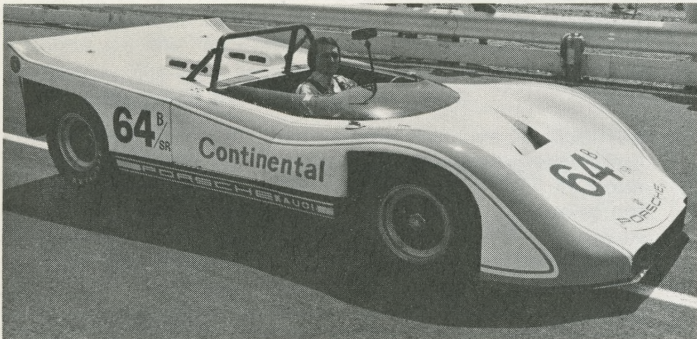


Photo by H. E. Henneman

C PRODUCTION

Porsche's dominated this class for years before Datsun's snappy 240Z came along, and last year at Atlanta the speedsters by Nissan made a 1-2-3 sweep of the runoffs. The Porsches are still plenty competitive, however, so look for a real battle in this one — and don't overlook the Triumph TR6 entered by Group 44.

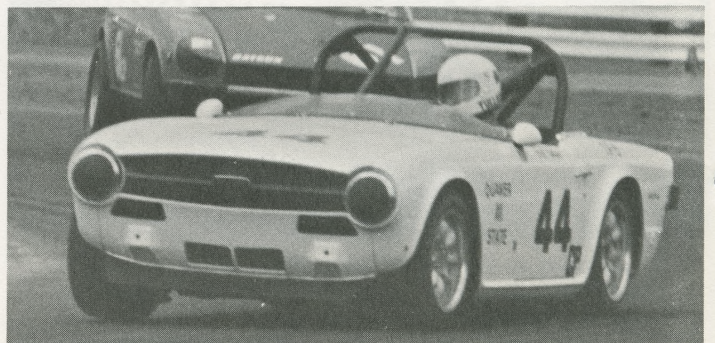


Photo by Bob Ames

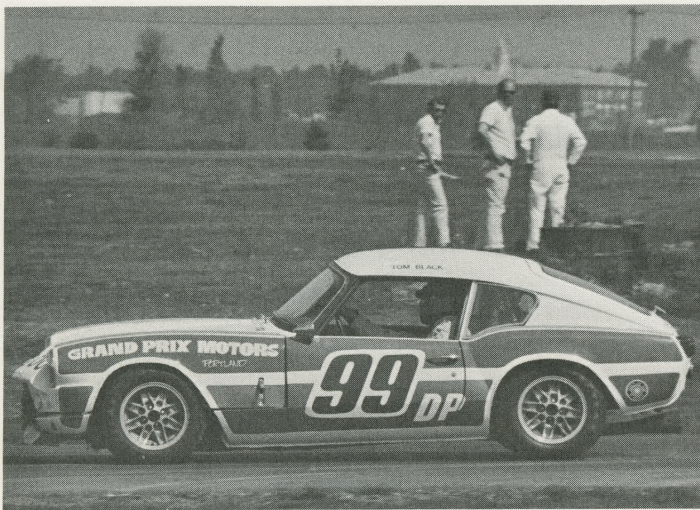


Photo by Bob Ames

D PRODUCTION

This class was mostly a runaway for Triumph TR4s and TR4As for years, with an occasional Alfa, MGB, or Porsche 911 sneaking in. The scene has changed however. The Triumph GT6 now seems to dominate with Datsun 2000's providing some competition.

FORMULA FORD

Not since the initiation of the Formula Vee has there been so much interest over one particular racing class.

The Formula Ford is classed as a single seat racing car, open wheel, using a 1600cc crossflow engine. Originally restricted to the powerplant from the English Ford Cortina, 1972 rules permit a choice of Cortina, Capri, or Pinto engines. Stock wheels must be used and chassis design is basically unrestricted, but engine preparation, as in Formula Vee, is highly restricted, with specified cams, pistons, rods, etc.

Some twenty-five manufacturers are now producing Formula Fords, including Titan, Alexis, Lotus, Caldwell, Merlyn, Winkelmann, and many others. Prices on these cars range from \$3,000 to \$6,000, and speeds are comparable to that of the more exotic Formula C cars. Competition here will be very close.

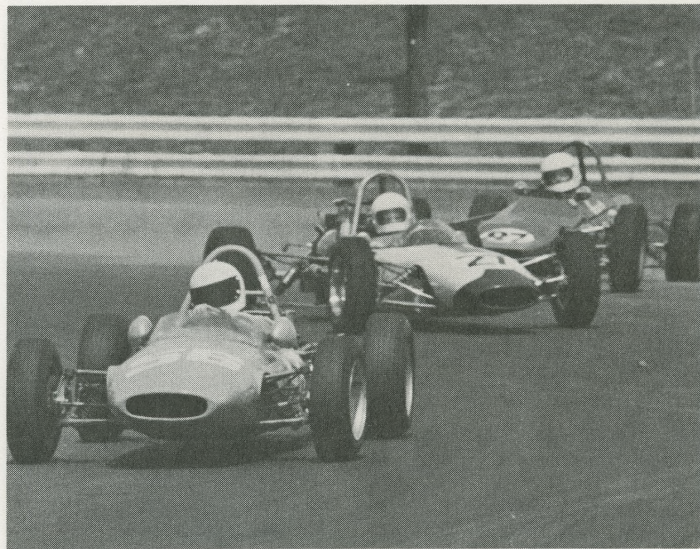


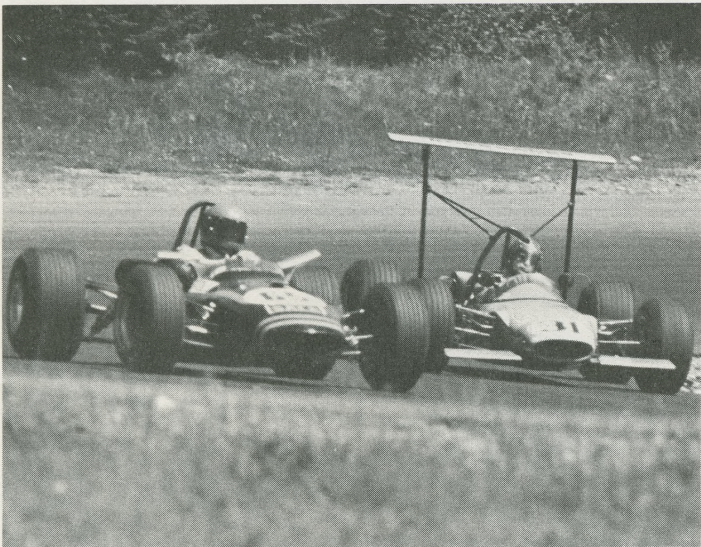
Photo by Bob Ames

FORMULA A, B, C

The formula cars have really come into their own with initiation of the SCCA Continental professional series for A and B machines. Most are now constructed by full-time manufacturers for American use, whereas initially the carriages were often "old" European formula cars no longer quick enough for the Grand Prix series.

Formula A is restricted to either 3000 cc unrestricted (overhead cam, etc.) or 5000 cc conventional pushrod engines (such as the small Ford and Chevy V8's). These cars are extremely fast, and noisier than most formula cars.

Formula B is similar except that the engine sizes must not exceed 1600 cc, mostly English Ford plants; and Formula C is just a step down in power, requiring a displacement of 1100 cc or less. Again, English Ford blocks are the front runners.



A SEDANS

These are the so-called "pony sedans," or "mini-stockers," such as Mustangs, Camaros, Javelins, Cougars, Road Runners, and Barracudas. They are identical with the SCCA Trans-American sedans and many run in this series as well as the Nationals. They must be powered by engines no larger than 305 cubic inches, and this year larger engines may be destroyed to this size. Although there is not the commercialism in National Championship races that is found at the Trans-Ams, everyone is just as interested in whether Ford can beat Chevy, or if American Motors or Chrysler will pull off a coup.



Photo by Bob Ames

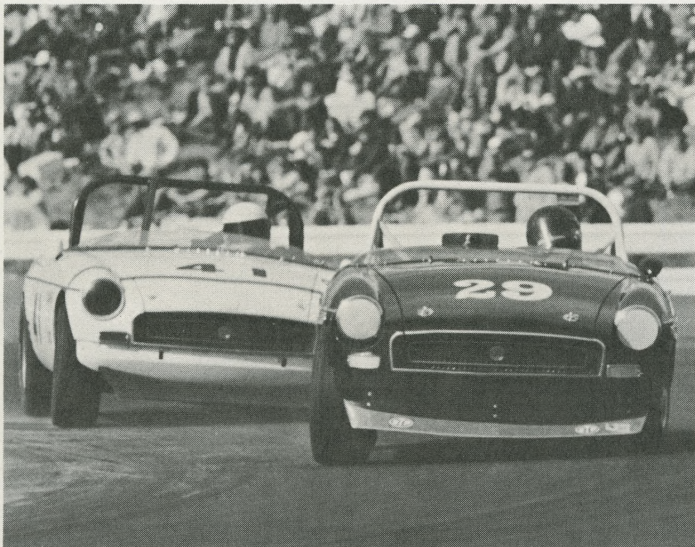


Photo by Bob Ames

FORMULA VEE and SUPERVEE

Well, they aren't laughing at the Vee's anymore. This has proven to be one of the most competitive classes in amateur road racing today. No, they aren't too fast or too pretty or even very loud, and certainly not too expensive. But if it's real wheel to wheel competition you want, this is it. It's all due to the fact that these little open-wheel racers are almost all identical in speed and handling potential. All being built on stock Volkswagen beetle components, no one will have more than a few horsepower of an advantage. So it's up to the drivers here.

A new class, Super Vee, was created last year, permitting greater latitude in engine preparation and frame construction. The SVs are now turning speeds to match Formula B cars, and a number of professional races for class have been scheduled for 1972. Only a few have appeared in NORPACDIV so far, but look for more soon. September 16 & 17 PIR will host an SCCA pro race for this new class!

E PRODUCTION

This is the class for the sports car "purists." These are the cars that have been associated with sporty car racing for the past ten years, although they are, of course, the MGB's, Triumphs, the "bathtub" Porsches and Alfas of all sorts. This class finds the same kind of rivalry amongst the fans that is evoked from the stock car duels at Daytona, Charlotte, Darlington and Riverside's big 500. The big difference here is the lack of factory participation, and general hoop-la. Watch the Huffaker and Group 44 MG-B's today!



Photo by H. E. Henneman



C and D SEDANS

Here come the Mini's. Not necessarily the BMC kind but there are plenty of them too. C Sedans will be comprised mostly of the little Austin Mini Coopers, known affectionately as "noisy shoeboxes." To qualify for this class, your sedan must be powered by no more than 1300 cc, which narrows down the field a bit. But they still put on one heck of a show, dicing around like dizzy bees and taking corners on three wheels, or even on two if the weather is right.

The D Sedans are just a little slower since their power is limited to what one can squeeze out of 1000 cc. But they're quick and there is always the possibility that the D's will be right in there with the C's.

F PRODUCTION

This one is just about a Datsun or Spitfire MK-III show with the exception of an occasional Healy, MGA, Volvo or Alfa. Of course, this limited menu of machinery constitutes close competition and wheel-bumping in the corners. It won't be a run away for anybody as we see it.

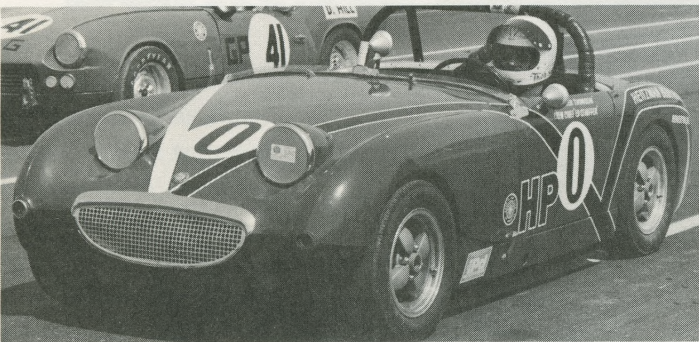
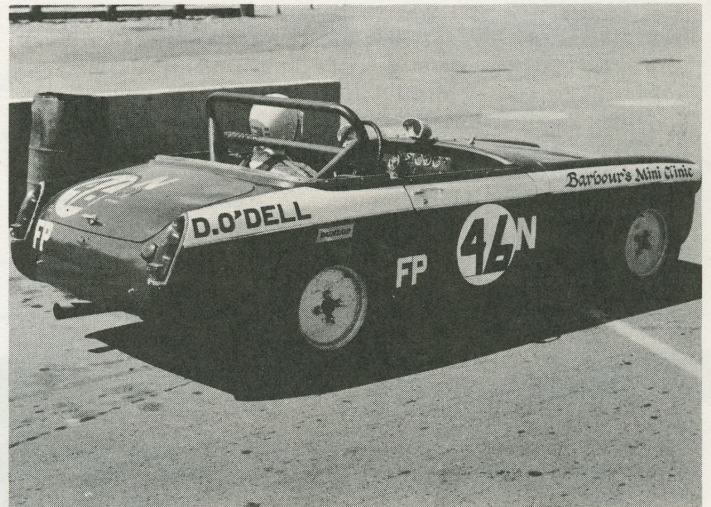


Photo by H. E. Henneman



Photo by H. E. Henneman

G and H PRODUCTION

Like Hornets out of the nest, the swarm of H Production Sprites stick together all the way around. This is where the littlest of the little bash it out for king of the hill. There will be duels for every position and distances are measured in car lengths rather than seconds as they scoot around the track.

Larger Sprites, Midgets and Spitfires dominate the G Production go-round. Here's some more close racing between the mighty-mites. Actually, the G and H Production cars are a lot faster than you may think. Look for some really spirited racing here.

HOW TO WATCH A SPORTS CAR RACE WHEN YOU'RE A RANK OUTSIDER

By a Rank Outsider

The confusing thing about sports car races is that the guy who seems to be first isn't necessarily the winner. Sometimes during the race it is very hard to tell who is ahead.

The best place to watch is not the finish line, for most people. Get a place to watch where you're comfortable, or even move around. It's a matter of preference.

The winner in these road races (a more accurate term than sports car races) is the car that goes around the course the most times in a half hour. At the end of the race, the starter waves the checkered flag as each car finishes. Driver who is first finisher with most laps wins. The winner gets to carry his checkered flag around once more on a Victory Lap, so you always know who the winner is. Sometimes you see other people riding with him. It might be the pit crew chief, the sponsor or the driver's girl friend. Or boy friend, the driver might be a girl. No sexism in racing.

Sometimes you see more than one driver carrying a checkered flag. This is the confusing part of racing. In most races, there is more than one race going on at once. The F Productions are racing against the other F Productions, the G Productions are racing against the other G Productions, all at the same time.

This is necessary because there are more classes

than there are half hours in the racing day. Also, some of the classes don't have enough entries to fill up the track.

You can tell the class of a car by letters on the side. FF means Formula Ford, EP means E Production, and so on. In some races, like Formula Vee, all the cars are racing each other and that's fairly easy to follow.

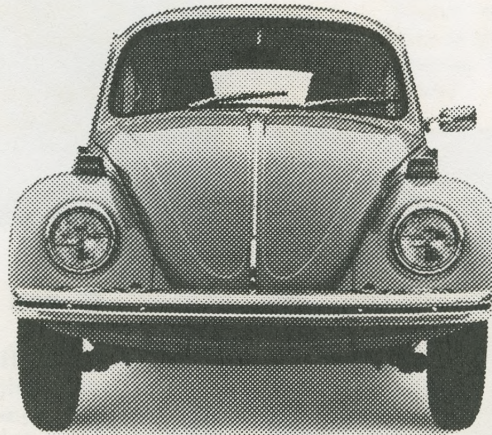
(A formula car is an open-wheel car designed especially for racing. A production car is what most people call a sports car. A sports racing car is always designed for racing and may look pretty weird but it does have fenders, normally.)

If you're watching a race which groups F Production and G Production, on paper at least the best F Production should beat the best G Production so if a G Production driver comes in first, his friends will treat him with added respect. (Unless all the F's spun out.)

Best way to watch these group races is to pick out a group by the lettering on the sides and stick with it on every lap. If you don't follow right along, you quickly get confused. Somebody may get lapped and it looks like he has moved to first when he's actually last. Except for spinouts, which are frequent, cars don't change position that much in one lap.

That's about enough to think about at the races, if you're a Rank Outsider. In no time you'll start discriminating between the classes of cars and you'll get to know the drivers by sight, too. You may even get bit by the bug and start racing yourself. However you approach auto racing, it's exciting fun, enjoyed by more people all the time.

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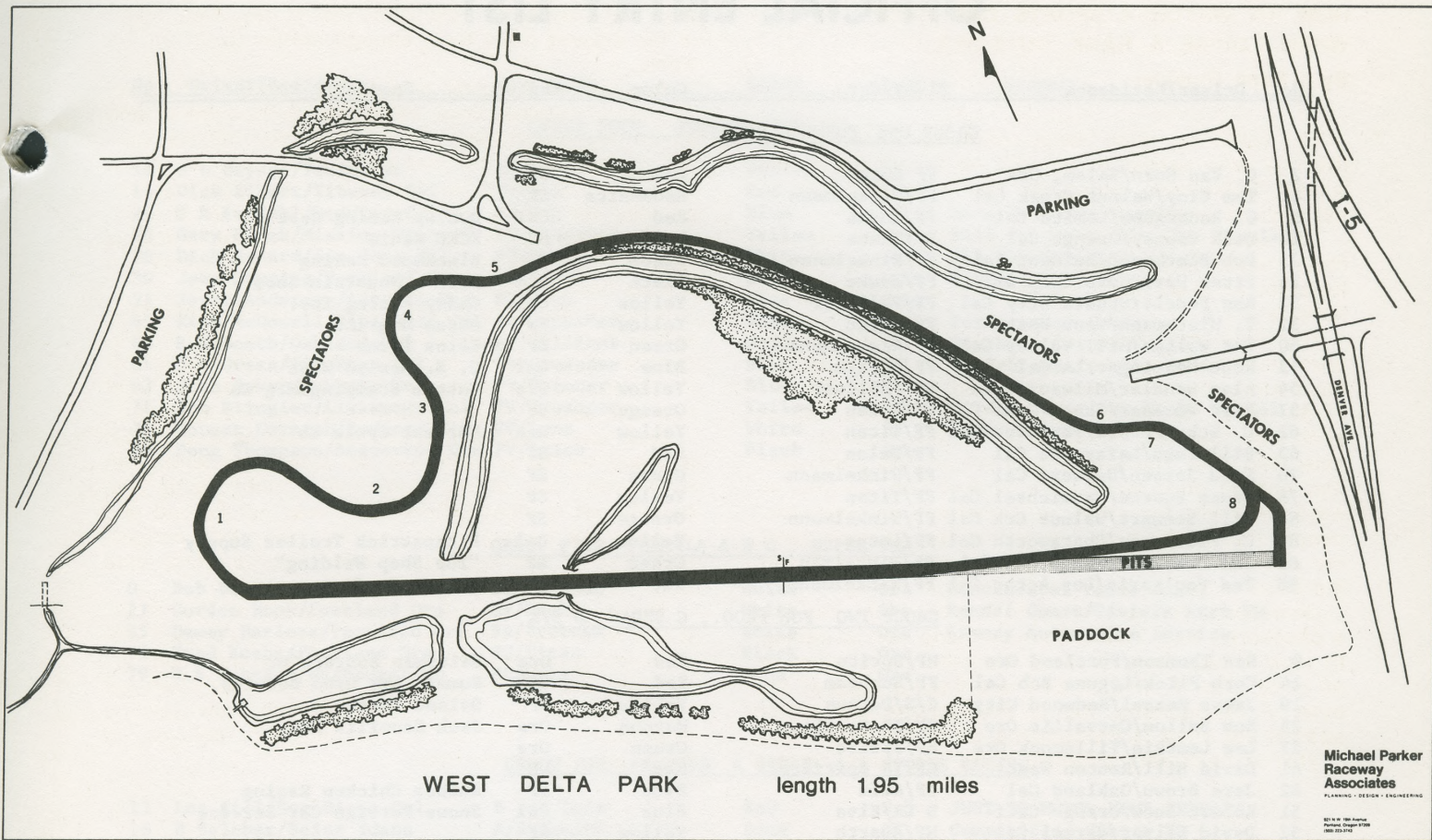
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*If an owner maintains and services his vehicle in accordance with the Volkswagen maintenance sched-

ule any factory part found to be defective in material or workmanship within 24 months or 24,000 miles, whichever comes first (except normal wear and tear on service items) will be repaired or replaced by any U.S. or Canadian Volkswagen Dealer. And this will be done free of charge. See your dealer for details.

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Red Carpet Service
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OFFICIAL ENTRY LIST

| No. | Driver/Residence | Class/Car | Color | Region | Sponsor |
|--|------------------------------|-----------------|------------|--------|--------------------------------|
| <u>GROUP ONE FORMULA FORD</u> | | | | | |
| 2 | G. Van Horn/Salem, Ore | FF Lotus | Red | Ore | |
| 4 | Tom Cloy/Walnut Creek Cal | FF/Winkelmann | Red&White | SF | |
| 6 | G. Rodrigues/Lomita Cal | FF/Hawke | Red | Cal | Dunlop Racing West |
| 10 | Dick Cooney/Orange Cal | FF/Hawke | Yellow | SF | KCKC Radio |
| 23 | Bob Blackwood/Belmont Cal | FF/Winkelmann | Black | SF | Blackwood Racing |
| 24 | Peter Darr/Govt. Camp Ore | FF/Hawke | Black | Ore | Darr's Mountain Shop |
| 32 | Ron Fedele/Studio City Cal | FF/Palliser | Yellow | Cal | Cuddy Racing Inc. |
| 37 | T. Wiechmann/Kent Wash | FF/Titan | Yellow | NW | Sutco Mfg Inc |
| 50 | Pat Walter/Mill Valley Cal | FF/Winkelmann | Green | SF | Cains Tires |
| 53 | Robt Henninger/LA Cal | FF/Merlyn | Blue | Cal | U. S. Merlyn West |
| 54 | Alan Wendler/Milwauie Ore | FF/Palliser | Yellow | Ore | Custom Stamping&Mfg Co |
| 57 | Fred Wacaser/Santa Cruz Cal | FF/Titan | Orange | SF | |
| 62 | C. Schoffstoll/Portland Ore | FF/Titan | Yellow | Ore | Norwest Cycle Co |
| 63 | Bill Pugh/Lafayette Cal | FF/Dalon | Red | SF | |
| 70 | Fred Jessen/Hayward Cal | FF/Winkelmann | Green | SF | |
| 78 | Bruce Pearce/Carmichael Cal | FF/Titan | Yellow | SF | |
| 82 | Bill Stewart/Walnut Crk Cal | FF/Winkelmann | Orange | SF | |
| 84 | C. Pittenger/Chatsworth Cal | FF/Lotus | Yellow | Cal | Fitzpatrick Trailer Supply |
| 86 | Tom Crowther/Kentfield Cal | FF/Winkelman | Green | SF | "The Shop Welding" |
| 96 | Ted Voulgaris/Los Actos Cal | FF/Winkelmann | Red | SF | The Du-It Company |
| <u>GROUP TWO FGH PROD., C SEDAN D S/R</u> | | | | | |
| 0 | Ken Thomson/Portland Ore | HP/Sprite | Red | Ore | Heitzman Body&Paint |
| 14 | Corb Flick/Laguna Bch Cal | FF/Sunbeam | Red | Cal | Summit Ave Dyno Service |
| 19 | James Hensel/Redwood City | C/S/Datsun | Yellow | SF | Daland Datsun |
| 25 | Bob Ballou/Corvallis Ore | GP/TR Spitfire | Maroon | Ore | Jack Scoville Ltd. |
| 27 | Lee Lembkie/Tillamook Ore | HP/Sprite | Green | Ore | |
| 41 | David Hill/Renton Wash | GP/TR Spitfire | Red | WN | |
| 42 | Jere Brown/Oakland Cal | GP/Alfa | Blue | SF | Rubber Chicken Racing |
| 51 | Robert Snow/Orange Calif | D SR/Elva | Blue | Cal | Snows Foreign Car Service |
| 52 | David Silver/Carmel Cal | HP/Abarth | Yellow | SF | |
| 54 | Don Hiner/Garden Grove Cal | HP/Fiat | Red | Cal | Boulevard Motor Clinic |
| 64 | Grant Hankin/W.Vancouver BC | C/S/Renault | Red | NW | |
| 66 | Steve Morse/Sacramento Cal | FP/MG | Blue | SF | Specialized Import Service |
| 67 | Bill Haener/San Carlos Cal | GP/MG | Black | SF | Internatioanl Imports |
| 70 | Bob Williams/Portland Ore | HP/Sprite | Plum Crazy | Ore | |
| 74 | Jerry Macek/Santa Clara Cal | HP/Healey | Red | SF | |
| 78 | David O'Dell Portland Ore | FP/MG | Blue | Ore | Kovacar Racing Ltd |
| 80 | Thomas Tuttle/San Mateo Cal | FP/TR Spitfire | White | SF | International Motoring |
| 81 | Myles Wwinbigler/Kirkland | HP/Sprite | Green | NW | Classics International |
| 83 | Gene Osborne/Pitaluna Cal | FP/TR Spritfire | Red | SF | Osborne Express |
| 85 | Joe Runnion/San Fran Cal | D S/R Saab | -- | SF | Rubber Chicken Racing |
| 86 | Steve Froines/Lafayette Cal | FP/TR Spitfire | Blue | SF | Kal Auto Transport |
| 88 | J. S. Lawrence/Gardena Cal | D S/R PBS | White | Cal | Business Insurance Inc |
| 91 | John Schuber/Vancouver BC | GP/Sprite | Yellow | NW | Jerry's British Cars |
| 92 | Rene Green/Aloha Ore | GP/TR Spitfire | Maroon | Ore | Re'Mar Racing Team |
| 93 | M. Meyer/Livermore Cal | FP/TR Spitfire | White | SF | Mueller Fabricators |
| 4 | Hal Roren/Portland Ore | C/S Alfa | White | Ore | |
| <u>GROUP THREE C D E PROD., B SEDAN, C S/R</u> | | | | | |
| 2 | Tom Hall/Bothel Wn | DP/ TR | White | NW | |
| 4 | Hal Roren/Portland Ore | C/S Alfa | White | Ore | |
| 6 | Jack Quinlan/Portland Ore | B/S/Alfa | Ocher | Ore | Mother Goose Tavern |
| 15 | B. Thulander/Napa Cal | B/S Datsun | Red | SF | Nevada County Imports |
| 16 | Rich Kliewer/Boise Ida | DP/TR 4 | Blue | Ore | Continental Import Parts |
| 21 | E A Hamburger/Malibu Cal | C S/R Merlyn | Maroon | Cal | Dragon Engineering |
| 22 | Billy Harms/Portland Ore | EP/MGB | Blue | Ore | |
| 25 | N. Matowich/Burnaby B C | B/S Fiat | Yellow | NW | Clements European Mtr |
| 39 | L St. Lawrence/Salem Ore | B/S BMW | Yellow | Ore | The Import Center/KLIQ Radio |
| 50 | Walt Maas/Mt. View Cal | CP/Datsun | White | SF | San Fran Bay Area Datsun Dlrs |
| 51 | R. Thompson/Scotts Vly Cal | EP/MG | Plum | SF | |
| 61 | Jack Scoville/Corvallis Ore | CP/Datsun | Orange | Ore | Jack Scoville Ltd. |
| 62 | B. R. Elworthy/Palo Alto Cal | CP/Jaguer | RED | SF | Baldwin Hwans Auto Inc |
| 63 | G A Henderson/Roseville Cal | C S/R Quasar | Silver | SF | Harvey Wallbanger(Himself) |
| 64 | R H DaPont/Aptos Cal | DP/Lotus | Yellow | SF | The Engine Room Santa Cruz |
| 65 | C. Kulmann/Fullerton Cal | C S/R Lotus | Yellow | Cal | Dragon Engineering |
| 67 | D M Krueger/Eugene Ore | EP/Porsche | White | Ore | Porsche Audi Northwest |
| 79 | R F Gordon/Milwaukie Ore | B/S Volvo | Grey | Ore | Import Parts Dist (I P D) |
| 83 | Carl Fredricks/L A Cal | B/S BMW | Orange | Cal | MacMillan Ring Free |
| 84 | Terry Enk/L A Cal | B/S BMW | Orange | Cal | MacMillan Ring Free |
| 86 | Chris Prael/Mt. View Cal | EP/Alfa | Orange | SF | Alfa West/Nancy Block Design |
| 90 | E. Tenderich/Napa Cal | EP/Porsche | Blue | SF | Art Stange Foreign Car |
| 93 | G M Murch/Portland Ore | B/S Datsun | White | Ore | Hienrich Datsun |
| 30 | Dwight Mitchell/Saratoga Cl | EP/Porsche | Yellow | SF | Northern Cal Porsche Audi Dlrs |

| No. | Driver/Residence | Class/Car | Color | Region | Sponsor |
|-------------------------------|------------------------------|-------------|--------|--------|---------------------------------|
| <u>GROUP FOUR FORMULA VEE</u> | | | | | |
| 11 | W C Bryant/Yakima Wn | FV/Lynx | Violet | NW | |
| 14 | Dick Zibert/Tiburon Cal | FV/ASP | Red | SF | |
| 23 | P R Rendahl/Redding Cal | FV/RCA | Blue | SF | Bousfield Engineering |
| 26 | Gary Enoch/Mission Viejo Ca1 | FV/Fiberkit | Yellow | Ca1 | Bill Robinson (The Two Wheeler) |
| 28 | Dick Renard/San Jose Cal | FV/Fox-Ad | White | SF | All Foreign Auto Salvage |
| 30 | John Downing/Portland Ore | FV/Zink | Blue | Ore | Riviera Motors |
| 31 | Jerry Anderson/Astoria Ore | FV/Zink | Blue | Ore | |
| 49 | Kirk McDowell/Riverside Cal | FV/Crusader | White | Ca1 | Performance Center |
| 60 | R G Booth/Oakland Cal | FV/Williams | White | SF | Southern Carper Guild |
| 61 | J N Gress/Stockton Cal | FV/Crusader | Blue | SF | Al Schropp Porsche Audi |
| 63 | John Baker/Ephrata Wn | FV/Formcar | Blue | NW | |
| 71 | Bob Klingler/Livermore Cal | FV/Crusader | Yellow | SF | Wild Enterprises Menlo Pk Cal |
| 74 | Robert Cornish/Redwood City | FV/Lynx | White | SF | Fiber-Tek Fiberglass |
| 86 | Doug Thompson/Beaverton Ore | FV/Beach | Black | Ore | |

| <u>GROUP FIVE FORMULA A B C SUPER VEE</u> | | | | | |
|---|----------------------------|------------|-------|-----|------------------------------|
| 0 | Bob Boyd/Canby Ore | SV/Brabham | White | Ore | Continental Parts Dist. |
| 27 | Gordon Hook/Portland Ore | SV/Hawke | White | Ore | Randal Const/Riviera Mtrs VW |
| 35 | Dewey Harless/Portland Ore | FB/Brabham | White | Ore | Armory Automotive Service |
| 78 | Fred Roehr/Portland Ore | FC/Titan | Black | Ore | |
| 79 | R E Janssen/Washougal Wn | FC/Lola | Blue | Ore | |

| <u>GROUP SIX AB PROD A SEDAN A B SPORTS RACING</u> | | | | | |
|--|----------------------------|-------------------|---------|-----|---------------------------------|
| 12 | Les Hill/San Diego Cal | B S/R Lola | Red | S D | JUST GO MOTOR HOME RENTALS |
| 16 | B Belcher/Boise Idaho | A/S Camaro | Blue | SF | Competition Center NW |
| 17 | Rick Stark/Bellevue Wn | BP/Corvette | Blue | NW | Fibrefix/Hilton Hiperlub |
| 19 | Ken Jones/Seattle Wn | A/S Camaro | White | NW | Morseth Auto Parts |
| 23 | L Huddleston/Beaverton Ore | A/S Mustang | Yellow | Ore | International House of Pancakes |
| 26 | T Hendrickson/Portland Ore | BF/Shelby Mustang | Blue | Ore | Hendrickson Racing |
| 28 | Rich Sloma/Cuprtine Cal | BF/Corvette | Lime | SF | Zinn Auto Parts San Bruno Cal |
| 40 | Jim Wilson/Oakland Cal | AP/Corvette | Grey | SF | Jim Wilson's Texaco |
| 43 | R B Dy/Concord Cal | BF/Corvette | Red | SF | Rubber Chicken Racing |
| 56 | Bill Pendleton/Eugene Ore | A/S Cougar | White | Ore | |
| 57 | Monte Shelton/Portland Ore | A S/R Lola | Yellow | Ore | Monte's Motors |
| 66 | Stan Bennett/Portland Ore | A/R Camaro | Orange | Ore | Roth Motors |
| 73 | Ken Legg/Seattle Wn | B S/R Lotus | Magenta | NW | Johnny's Foreign Auto Parts |
| 82 | John Hall/N.Vancouver BC | A/S Mustang | White | NW | Dave Buck Ford/Castrol Mustang |
| 84 | Dn Shervey/Portland Ore | B S/R Corvette | White | Ore | |

| NO. | DRIVER/RESIDENCE | CLASS | KART/ENGINE |
|-----|---------------------------------|---------------------|----------------------------|
| 00 | Don Hennig/Portland Ore | A Stock Lite | Special/Parilla |
| 1 | John Jones/Gresham Ore | A Stock Heavy | Hornet Allegro/Parilla |
| 2 | Jim Nolde/Portland Ore | American Reed Heavy | Bug/Mac 91 |
| 3 | Tom Mersereau/Portland Ore | A Stock Lite | Lockwood/Komet |
| 4 | Chuck Bertrand/Milwaukie Ore | A Open Heavy | Hornet Marauder III/Mac91A |
| 5 | Don Holmboe/Portland Ore | A Stock Heavy | Red Devil/Komet K-77 |
| 6 | Gay Sargent/Garden Home Ore | American Reed Lite | Marauder III/Mac 91 |
| 7 | Roberta Sargent/Garden Home Ore | American Reed Lite | Marauder III/Mac 91 |
| 8 | Wayne Peterson/Gladstone Ore | B Stock | Bug/Mac 91 |
| 9 | Maurice LePore/Lake Oswego Ore | B-Limited | Special/Mac 101 |
| 11 | Gary Woolf/Portland Ore | FKE II | Wolf Special/Hodaka |
| 12 | I.A. Lindsten/St Helens Ore | American Reed Heavy | McCulloch/Mac 91B |
| 15 | Dave Schulz/Tigard Ore | B-Limited | Hegar Hustler/B-Bomb |
| 16 | Sam Gotter/Hillsboro Ore | A Stock Heavy | Hegar Hustler/Komet |
| 18 | Ken Trexler/Hillsboro Ore | American Reed Heavy | Hegar Hustler/Mac 91B |
| 19 | Cecil Rowles/Beaverton Ore | American Reed Heavy | Hornet Allegro/Mac 91B |
| 21 | Jack West/Portland Ore | A Open Lite | Hegar Hustler/Komet |
| 22 | Jeff Bizzell/Vancouver Wn | American Reed Lite | Bug/Mac 91 |
| 29 | Dave Brown/Gaston Ore | American Reed Lite | Red Devil/Mac 91B |
| 31 | Bruce Gilbertson/Portland Ore | B Stock | Dart Mean Machine/Mac 91Bs |
| 32 | Jim Rawlings/Portland Ore | American Reed Heavy | Hegar Hustler/Mac 91B |
| 38 | Rick Holmboe/Portland Ore | B Open | Marauder III/Parillas |
| 39 | Barbara Clist/Portland Ore | FKE I | Special/Mac 91 |
| 44 | Chris Nissen/Portland Ore | American Reed Lite | Dart/Mac 91B |
| 65 | Morris Tuttle/Estacada Ore | B Stock | Marauder V/Mac 91Bs |
| 74 | Monte Hanson/Portland Ore | A Open Lite | Marauder V/Mac 91A |
| 91 | Monty Foulk/Vancouver Wn | A Stock Lite | Hornet Allegro/Komet |
| 98 | Phil Lockwood/Portland Ore | FKE III | Lockwood/Kawasaki |
| 99 | Arnold Lockwood/Portland Ore | A Stock Lite | Lockwood/Komet |

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ADDRESS _____

CITY AND ZIP CODE _____

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ACTION AT PIR DURING SCCA REGIONALS MAY 13 - 14

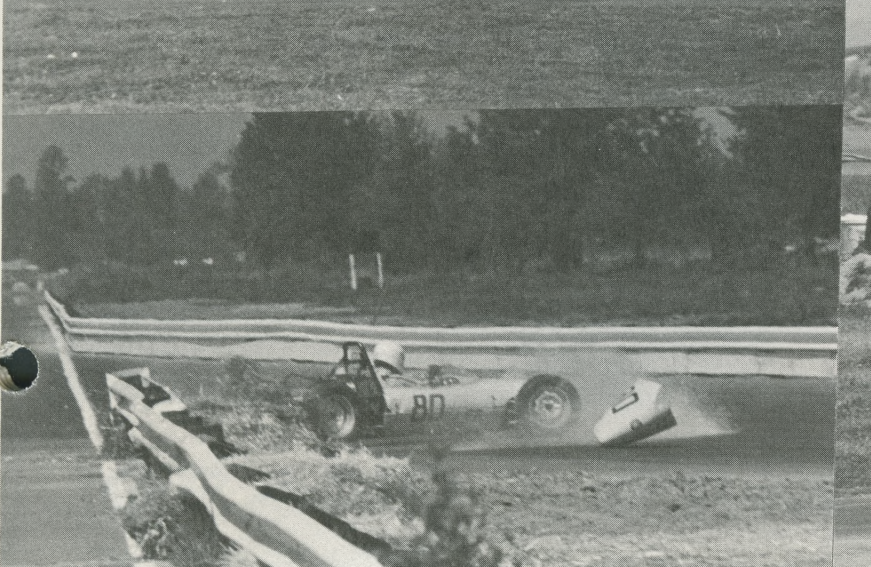
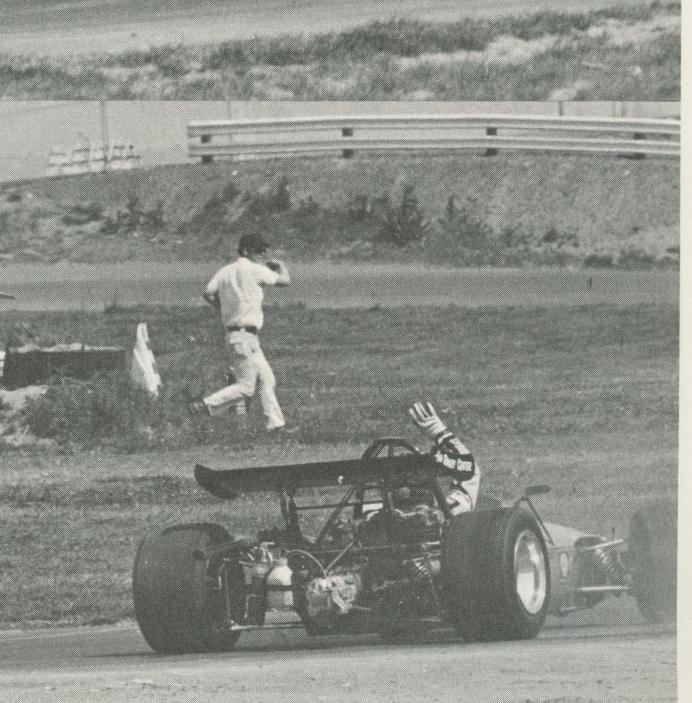
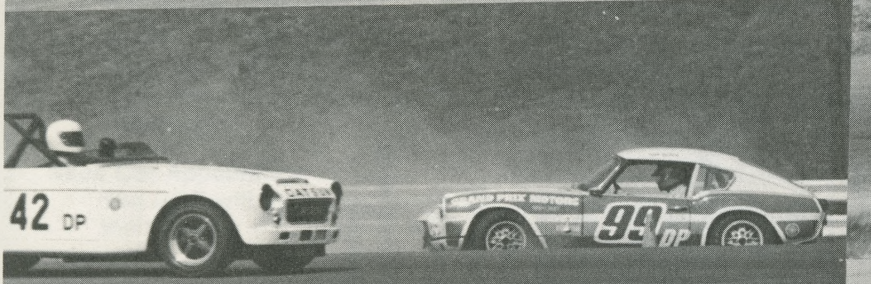
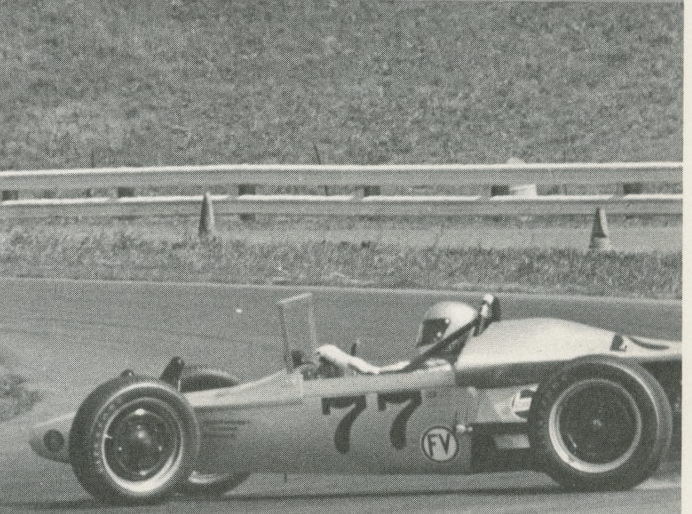
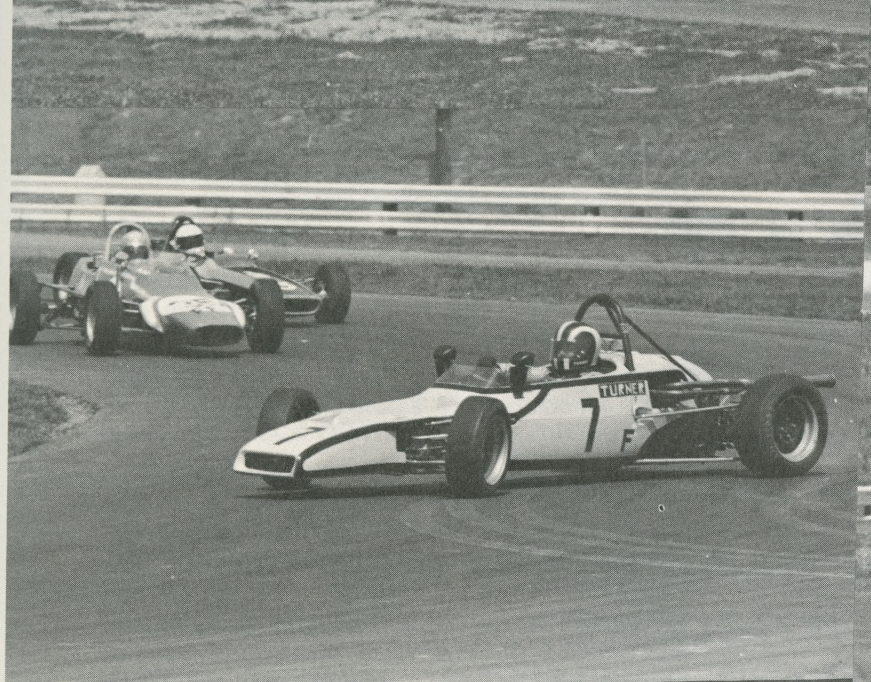
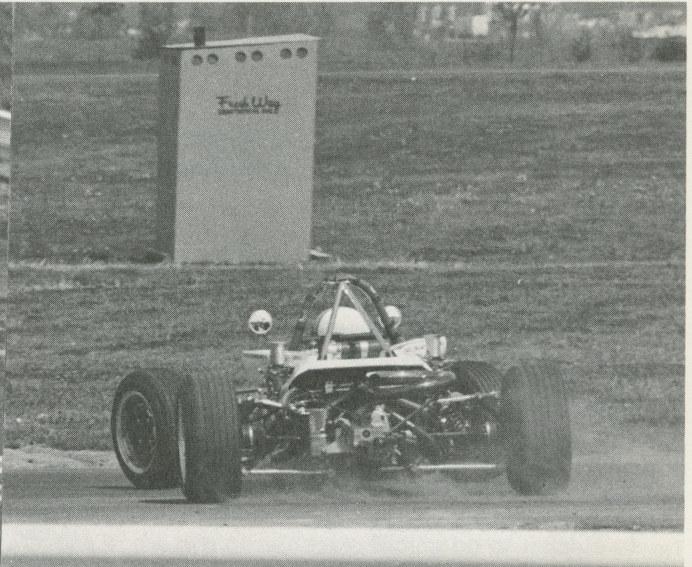
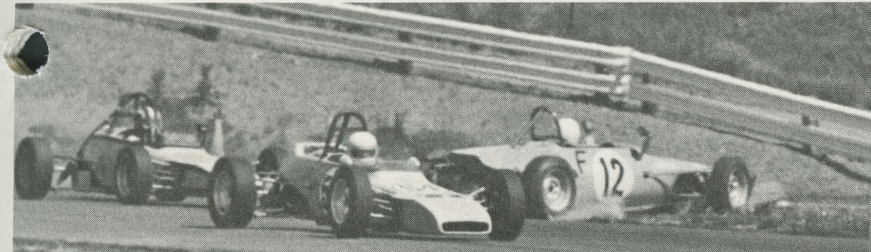


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SUPPLEMENTARY REGULATIONS AND NOTES

Event Location and Date

The Twelfth Annual Rose Cup Road Races, an official event of The Portland Rose Festival Association, and a Sports Car Club of America National Championship Event, will be held at Portland International Raceway, West Delta Park, Portland, Oregon on Saturday and Sunday, June 10 and 11, 1972. PIR is located at the North City Limits of Portland.

Driver Eligibility

This event is open only to 1972 SCCA National Competition License holders.

Car Eligibility

All categories and classes of automobiles listed in the 1972 SCCA GCR are eligible to compete.

Sponsor and Organizer

The event sponsor is the Portland Rose Festival Association, Portland, Oregon. The event will be organized and conducted by the Oregon Region,

Rules

This event will be conducted under the 1972 SCCA General Competition Rules (GCR) and these Supplementary Regulations.

Insurance

Insurance covering participants, organizers, sponsors, and others will be provided under the SCCA Master Plan.

Race Car Appearance

The GCR will apply. Drivers are requested to have their names prominently displayed on their cars.

Rules of the Pits and Paddock

GCR rulings will apply to children, pets, alcohol, and general behavior of all participants. Entry to racing pits restricted to persons 16 years of age or older. Drivers are reminded that they are responsible for the conduct of their crew, including children. Children under 12 must be closely supervised by the responsible adult at all times. Pets are not allowed in the pits or paddock. Only race officials are permitted to operate 2-wheeled vehicles in the pits or paddock. Riding on or outside of any race car is strictly prohibited. Timing & Scoring areas are strictly off limits to all entrant personnel.

Grid Positions, Starting Procedures

Rolling starts will be used. Starting procedures will be in accord with the GCR. Grid positions will be determined by official lap times taken in Qualifying Practice. Races will be 30 minutes in duration. Qualifying Practice is on Saturday only.

Drivers Please Note

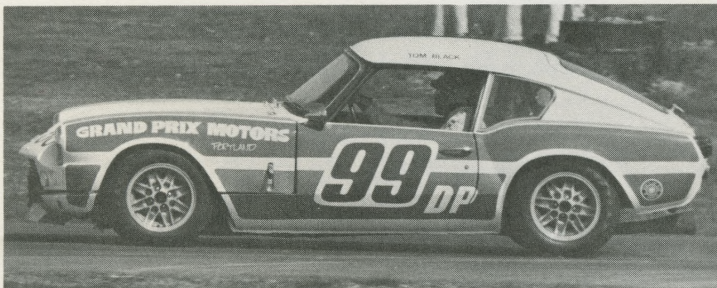
Drivers of closed cars shall wear face shields or racing goggles. Drivers will be requested to act as Driver Observers.

Awards, Finishing Positions, Results

The GCR will apply. Results will be posted within 30 minutes of the final race. The Group VI race has been designated the "Rose Cup" feature race, and the overall winner of this race will be awarded the "Rose Cup" in addition to the class trophy.

Protests

Protests will be handled per the GCR.



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MICHIGAN 500 SUNDAY, JULY 16, 2:00 P.M.

MILWAUKEE 200 SUNDAY, AUGUST 13, 12:30 P.M.

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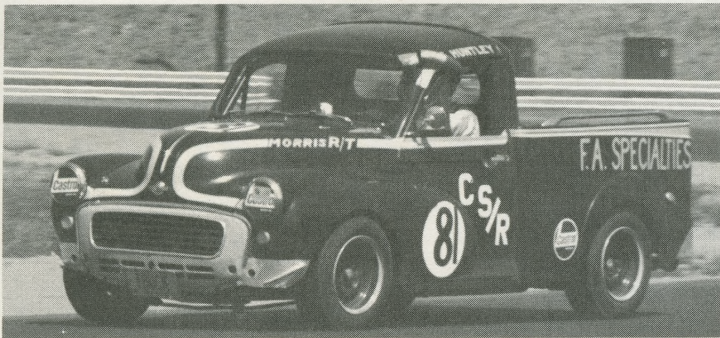
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PORTLAND INTERNATIONAL RACEWAYS

West Delta Park - Portland, Oregon

LAP TIME vs SPEED*

| LAP TIME | SPEED |
|----------|-----------|
| 0:51.0 | 135.2 mph |
| 0:52.0 | 132.6 |
| 0:53.0 | 130.1 |
| 0:54.0 | 127.7 |
| 0:55.0 | 125.3 |
| 0:56.0 | 123.1 |
| 0:57.0 | 120.9 |
| 0:58.0 | 118.9 |
| 0:59.0 | 116.8 |
| 1:00.0 | 114.9 |
| 1:01.0 | 113.1 |
| 1:02.0 | 111.3 |
| 1:03.0 | 109.4 |
| 1:04.0 | 107.7 |
| 1:05.0 | 106.1 |
| 1:06.0 | 104.4 |
| 1:07.0 | 102.9 |
| 1:08.0 | 101.4 |
| 1:09.0 | 99.9 |
| 1:10.0 | 98.5 |
| 1:11.0 | 97.1 |
| 1:12.0 | 95.7 |
| 1:13.0 | 94.4 |
| 1:14.0 | 93.2 |
| 1:15.0 | 91.9 |
| 1:16.0 | 90.7 |
| 1:17.0 | 89.5 |
| 1:18.0 | 88.4 |
| 1:19.0 | 87.3 |
| 1:20.0 | 86.2 |
| 1:21.0 | 85.1 |
| 1:22.0 | 84.1 |
| 1:23.0 | 83.1 |
| 1:24.0 | 82.1 |
| 1:25.0 | 81.1 |
| 1:26.0 | 80.2 |
| 1:27.0 | 79.2 |
| 1:28.0 | 78.3 |
| 1:29.0 | 77.5 |
| 1:30.0 | 76.6 |
| 1:31.0 | 75.8 |
| 1:32.0 | 74.9 |
| 1:33.0 | 74.1 |
| 1:34.0 | 73.3 |
| 1:35.0 | 72.6 |
| 1:36.0 | 71.8 |
| 1:37.0 | 71.1 |
| 1:38.0 | 70.3 |
| 1:39.0 | 69.6 |
| 1:40.0 | 68.9 |
| 1:41.0 | 68.3 |
| 1:42.0 | 67.6 |
| 1:43.0 | 66.9 |
| 1:44.0 | 66.3 |
| 1:45.0 | 65.7 |
| 1:46.0 | 65.0 |
| 1:47.0 | 64.4 |
| 1:48.0 | 63.8 |
| 1:49.0 | 63.2 |
| 1:50.0 | 62.7 |
| 1:51.0 | 62.7 |
| 1:51.0 | 62.1 |
| 1:52.0 | 61.6 |
| 1:53.0 | 61.0 |
| 1:54.0 | 60.5 |
| 1:55.0 | 59.9 |
| 1:56.0 | 59.4 |
| 1:57.0 | 58.9 |
| 1:58.0 | 58.4 |
| 1:59.0 | 57.9 |

* Based on Road Circuit length of 1.915 mi.

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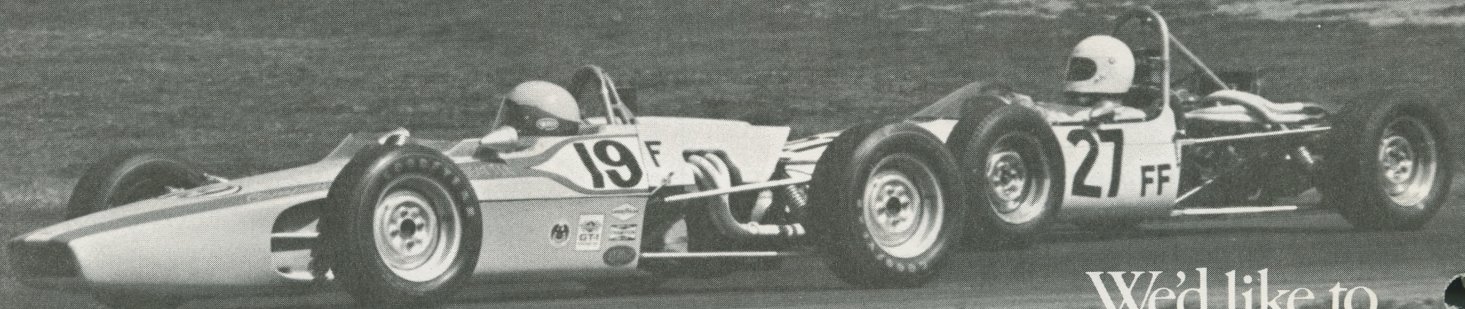
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1972 PRODUCTION CAR SPECIFICATIONS

CLASS A

Abarth Simca 2000
AMX Sports Coupe (360) 1970
AMX Sports Coupe (390) thru 1969
AMX Sports Coupe (390) 1970
Corvette Sting Ray 350 Roadster & Coupe 1970-1971
Corvette Sting Ray 396
Corvette Sting Ray 427 thru 1967
Corvette Sting Ray 427 Roadster & Coupe 1968, 1969
Corvette Sting Ray 454 Roadster & Coupe 1970, 1971
Ford Boss 429 Mustang 1969, 1970
Griffith 200
Porsche GTS 904
Shelby Cobra 427
Shelby GT-500 thru 1967
Shelby GT-500 Coupe 1969

CLASS B

Alfa Romeo Montreal
AMX Sports Coupe (290) thru 1969
AMX Sports Coupe (343) thru 1969
Corvette 283
Corvette 327 (1962)
Corvette Sting Ray 327 thru 1967
Corvette Sting Ray 327 Roadster & Coupe 1968
Corvette Sting Ray 350 Roadster & Coupe 1969-1971
Ferrari 275 GTB Berlinetta
Ferrari 365 GTB 4 Daytona
Jaquar Series 3 E V-12
Porsche 911E Coupe/Targa Cabriolet 1969
Porsche 911S Coupe/Targa Cabriolet 1969
Porsche 911E Coupe/Targa Cabriolet 1970, 1971
Porsche 911S Coupe/Targa Cabriolet 1970, 1971
Shelby Cobra 289
Shelby GT-350 thru 1966
Shelby GT-350 1-4V, 1967
Shelby Cobra GT-350 Coupe 1969

CLASS C

Alfa Romeo Giulia TZ
Datsun SRL 311-U (Mikuni)
Datsun 240 Z Sports thru 1972
Ferrari Dino 246 GT
Jaquar XKE, 3.8 & 4.2, Coupe & Roadster
Lotus Seven Series Four
Lotus Elan 1600 S-2 thru S-4
Lotus Elan Plus 2
Lotus Europa Twin Cam
MGC, MGC-GT
Morgan Super Sports
Porsche Carrera 1500, 1600
Porsche 911, 911L, 911T, 911S (Coupe) thru 1968
Porsche 911T Coupe/Targa Cabriolet 1969
Porsche 911T Coupe/Targa Cabriolet 1970, 1971
Porsche 911T, 911E, 911S Coupes/Targa Cabriolet '72
Porsche 914/6 thru 1971
Sunbeam Tiger 260
Triumph TR-250
Triumph TR-5
Triumph TR-6 (SU)
Triumph TR-6 (F.I.)

CLASS D

AC Ace Bristol
Alfa Romeo 1750 Spider Veloce thru 1971
Alfa Romeo Spider 2000
Austin Healy 3000 MK I, II, III
Daimler SP 250
DatsunSRL 311U (Hitachi)
Elva Courier MK III 1800 & MK IV 1800
Elva Courier MK IV T Roadster & Coupe
Jaguar XK 120, 140, 150, 3.4 & 3.8
Lotus Super 7
Lotus Europa Mark 46, 54, 65
Triumph GT6, GT6 +
Triumph GT6 MK III

Triumph GT-4, TR-4A
Triumph TR-4A, IRS
TVR MK III 1800
Yenko Stinger Coupe

CLASS E

Alfa Romeo Giulia Spider Veloce
Alfa Romeo Giulia Sprint GT & GTC
Alfa Romeo Spider Duetto
Austin Healy BN4, BN6 (100-6)
Elva Courier MK I, II, III (1622)
Elva Courier MK IV-T Ford
Elva Courier MK IV (1622)
Fiat 124 Sport Spider thru 1972
MG-B, MGB-GT
Morgan +4
Opel GT 1900
Porsche 356 1500/1600 A, B, C
Porsche 356C/1600 SC, 356B Super 90, Cabriolet
Porsche 912 Coupe thru 1968
Porsche 912 Coupe/Targa Cabriolet 1969
Porsche 914 thru 1972
Saab Sonnett V-4 thru III
Triumph TR-2, TR-3, TR-3A, TR-3B
Turner 1500
TVR MK III 1622
TVR Vixen
Volvo 1800 (1990cc) 1969, 1800E 1970-1972

CLASS F

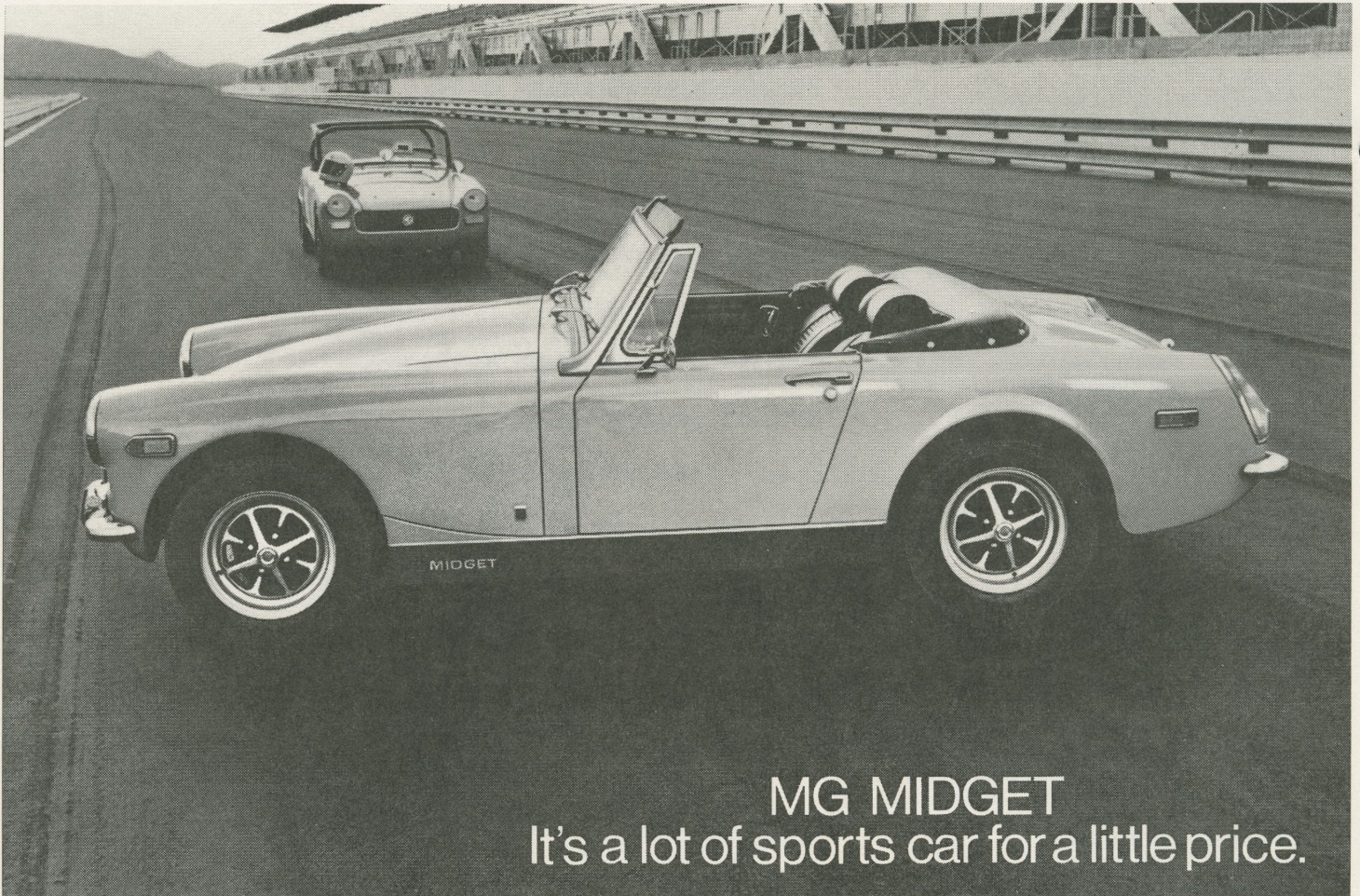
Alfa Romeo Giulietta Super Sprint & Spider
Alfa Romeo Giulietta Sprint Special & Zagato
Alfa Romeo Spider 1300 Junior
Alfa Romeo Junior Z
Alfa Romeo Giulia Sprint & Spider
Alpine A-110, 1100
Austin Healey Sprite MK IV (1275)
Austin Healey BN1, BN2 (100-4, 100M)
Datsun SPL-311 & SPL 311U
Fiat 124 Spider thru 1972
Fiat Abarth OT 1300/124 Coupe
Lotus 7 & 7 America 66
MG Midget MK III, IV thru 1972
MGA 1500, 1600, 1622
MGA Twin Cam
Morgan 4/4 MKV
Sunbeam Alpine
Triumph Spitfire MK III
Triumph Spitfire MK IV
Volvo P-1800, 1800S

CLASS G

Alfa Romeo Giulietta Sprint & Spider
Austin Healey Sprite 1100, AN 8 (1100)
Datsun SPL 310 U
Fiat Abarth 1000 Monomille
Fiat Abarth OTS 1000 Coupe
Fiat Abarth OT 1000 Spider
Honda S800 & S800 Coupe
Matra
MG Midget AN 2, AN 3
Porsche 1300
Rene Bonnet CRB
Triumph Spitfire MK I & MK II
Turner 950S

CLASS H

Austin Healey Sprite MKI & MKII (948)
Fiat 850 Spider, Racer thru 1972
Fiat Abarth 850S, 750 GT, 750 MM
Honda S-600 Coupe & Convertible
MG TC, TD, TF - 1250
MG TF-1500
MG Midget (948)
Morgan 4/4 MK IV
Opel GT 1100



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