

In the
**GREAT
TRADITION**

14th Annual

June 15-16, 1974

Portland International Raceway



**ROSE
CUP
RACES**

Presented by The Portland Rose Festival Association
Sanctioned by Sports Car Club of America
74-N-23S 74-RS-48S

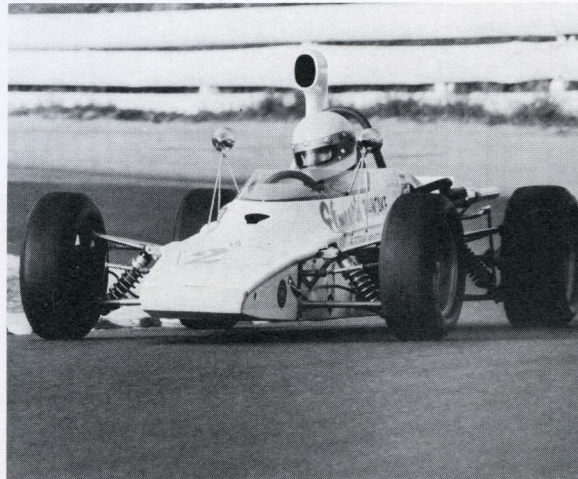
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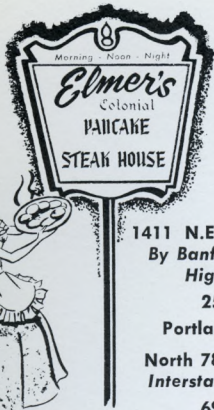
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23

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the music machine

dedicates the new timing tower to the City of Portland

Portland's Rose Festival Association and the Portland International Raceway have worked towards making this complex one of the best racing facilities on the West Coast. KGW Radio has joined in their campaign to improve facilities by designing and building a new timing tower, in use for the first time today for the Rose Cup Races, 1974!

The tower is presented in a community spirit to the City of Portland Bureau of Parks and Recreation...with the hopes the people of Oregon will continue to support and patronize the Portland International Raceway.

THE CITY OF
PORTLAND



OREGON

OFFICE OF
THE MAYOR

NEIL GOLDSCHMIDT
MAYOR

1220 S. W. FIFTH AVE.
PORTLAND, OR. 97204
503 248 - 4120


May 14, 1974

As the Mayor of Portland, I am pleased to congratulate the participants and welcome the spectators of this year's Rose Restival Races.

I am confident that the hard work of Park Bureau Personnel and sport car enthusiasts of all ages will make this 14th consecutive running of these races the most successful and enjoyable year in the history of this event.

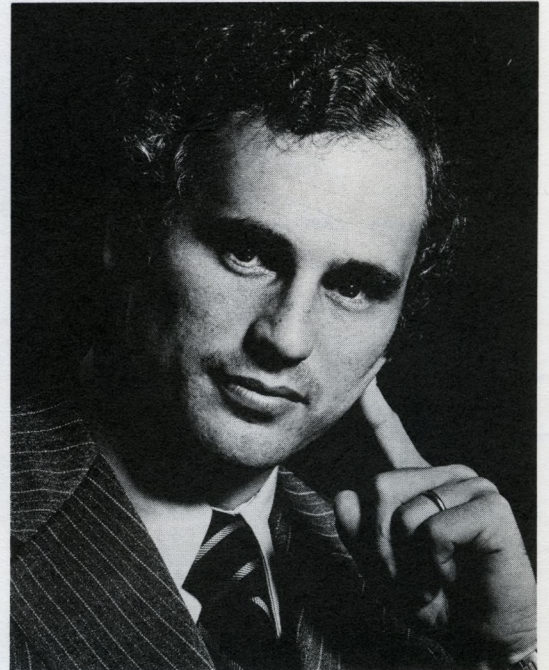
My sincere best wishes.

Very truly yours,



Neil Goldschmidt

NG:gdc





1974 Rose Festival Court

Shift to the bank that really performs.



U.S. Bank pours on the services with the Only Account. It gives you a lot of mileage for \$3.00 a month. And there's only one place in town you can apply for it. At United States National Bank of Oregon. Where banking is such a personal thing, you can have our Only Account. So gear up and shift to the bank that really performs.

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PORTLAND ROSE FESTIVAL ASSOCIATION

10 SOUTHWEST ASH STREET • PORTLAND, OREGON 97204 • PHONE 227-2681

On behalf of the entire Association, may I extend the warmest possible welcome to the 1974 Rose Cup Road Races.

This year, the 14th annual running of the oldest and largest continuing event on the West Coast, should be bigger and better than ever. Our thanks to the efforts of the Rose Cup Committee; Oregon Region, Sports Car Club of America; and hundreds of volunteers, all of whom have worked for months to make the races more enjoyable for the spectators as well as for the participants.

The Festival Association is proud to be a part of this effort. We would like to extend special thanks to the City of Portland and the management of Portland International Raceway, the only facility of its type successfully operated by a municipality.

Thank you for being here. May this weekend of auto racing be as fulfilling for you as it is for us.

Hillman Lueddemann, Jr.
President



Hillman Lueddemann, Jr.
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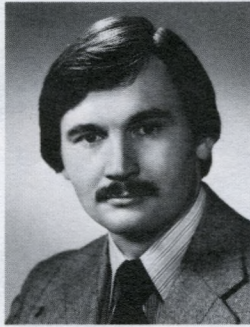
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**Fourteen Years !
IT'S BEEN A LONG, ENJOYABLE TIME**

By Robert Ames, Chairman, Rose Festival Association
Race Committee

Fourteen years! There are a lot of us who have been involved in racing at PIR since its inception that find it difficult to believe we've been around this scene that long. The Rose Festival Association is singularly proud of being the sponsor of the track's oldest event — the Rose Cup Races.



As you look around on race day, you'll notice many improvements that have taken place during the past year, including the marvelous new Blitz Tower and one at the start/finish line donated by KGW. The city has built us two fine new combination concession/restroom facilities and has undertaken many more improvements of a less obvious nature during the winter months.

My Rose Cup Race Committee has found it a pleasure to work with our new track manager, Dale LaFollette, during the past year and we want to express particular thanks to Ron Maynard of the Park Department, as well as Dale Christiansen, Superintendent of Parks for the City of Portland.

I'll admit to you now that many of us on the Rose Festival's Board had grave doubts about whether or not we'd be racing at all this summer as a result of the recent gas crisis!

You are participating this weekend in one of the largest amateur auto racing events in the nation. We have expanded our program this year to include a Restricted Regional Race featuring the most popular classes of cars. Hopefully, in future years, this will make the Saturday portion of our program even more of a show.

Thanks for being with us this weekend. It's truly **your** continued support over the years that has made PIR and the Rose Cup Races the successes they are.



SHOWROOM STOCK RACING

Newest of the Sports Car Club of America's racing classes are those for Showroom Stock Sedans and Showroom Stock Sports Cars. Almost literally, these vehicles are raced just as they come from the dealer, with no options allowed. The only modifications permitted are those made for safety purposes such as installation of roll bars and safety harnesses, removal of hubcaps and taping of headlights. Rear seats cannot be removed, nor can mufflers. Numbers and advertising must be removable.

SS Sedans must cost less than \$3000 and include such models as Pinto, Vega, Datsun 1200 & 610, Dodge Colt, Fiat 124, Honda Civic, Mazda 808, Opel 1900, Plymouth Cricket, Renault R12, VW Super Beetle and Beetle, Saab 96, Subaru 1400 Sedan & GL Coupe, Toyota Corolla and Corona.

SS Sports cars include Fiat 124, MGB & MGB GT, MG Midget, Opel GT, Porsche 914/4, Triumph GT-6 Mk. III, Triumph Spitfire 1500, VW Karmann Ghia.

Cars in both categories must be produced in a minimum of 5000 units to be eligible.

Presently, the Showroom Stock cars do not compete for national points, and must race by themselves, but this new category provides an outlet for growing numbers of race enthusiasts who want to test their skill and cars on a course more suitable than city streets or country roads. And, they're fun to watch!



**HEY, DATSUN OWNERS !
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OREGON REGION



SPORTS CAR CLUB OF AMERICA, INC. P.O. BOX 721 NEWPORT, OR. 97365

D.F. JACKSON
REGIONAL EXECUTIVE

The officers, directors and members of Oregon Region, Sports Car Club of America again extend a warm welcome to all racing fans attending the Fourteenth Annual Rose Cup national championship points race. We are delighted you are here, and appreciate your support and enthusiasm for one of America's fastest growing sports, automobile road racing.

A new race program has been added this year, called the Rose Bud races. These are races for Regional championship points, open to drivers not only from SCCA, but also those holding FIA and ICSCC senior licenses. A Restricted Regional race is one in which only selected classes compete, and the Rose Bud races will be run on Saturday. Only National licensed drivers will be competing Sunday in the Rose Cup.

All Oregon Region races this year will be run in compliance with the limitations set by the National Motorsports Committee and approved by the Federal Energy Office to conserve fuel. In addition, Oregon Region has cancelled one weekend racing event, scheduled earlier this year.

Race fans will note many fine improvements to Portland International Raceway this year, under the management of Mr. Dale La Follette. Special notice should be given to the new Tower in the pit area, donated by Blitz Weinhard Company and the new Timing and Scoring Building at Start/Finish donated by KGW-TV. The sincere appreciation of all motorsports organizations using PIR goes to these fine Oregon corporations for their support and encouragement of the sport we love.

We hope you enjoy the Rose Cup and Rose Bud races this year, and that you will come back again and again. Oregon Region, S.C.C.A. racing program for the remainder of the year includes a Regional race July 20-21 and the Oregon Grand Prix national race, August 24-25, both to be held here at PIR.

Thank you for being with us.



D. F. Jackson
D. F. Jackson
Regional Executive

SCCA RACING CAR CLASSIFICATION

All of the cars that compete in SCCA club racing events fall into four general categories. Within these categories the cars are divided into 23 separate competition classes.

CATEGORY: Formula

Pure racing cars — open-wheel, single-seat machines similar to but slightly different than international formulas 1, 2 and 3.

- CLASSES:**
- A — 5-liter (Up to 400 cubic inches), production based, engines as well as supercharged 3-liter (183 c.i.) racing engines.
 - B — Modified 1600 cc (98 c.i.), production-based engines.
 - C — Modified 1100 cc (67 c.i.) engines.
 - Formula F — 1600 cc (98 c.i.) Ford Cortina Capri/Pinto engines only, with limited modifications.
 - Formula Vee — Based on VW components, VW steering, gear box, suspension and wheels. Extremely popular with competitors as they are inexpensive and closely matched.
 - Formula Super Vee — Based on VW 1600 cc (104 c.i.) engines. Less restrictive than Formula Vee.

CATEGORY: Sedan

Mass-produced sports sedans with rear seat passenger carrying capacity that are recognized by SCCA. Cars ranging from Mustangs to Minis race in engine size classes. In classes B, C, D performance within a class is equalized by keying car weight to engine displacement so that cars with smaller engines compete at a lighter weight.

- CLASSES:**
- A — 2500 cc to 5000 cc (153 c.i. to 305 c.i.).
 - B — 1300 cc to 2500 cc (79 c.i. to 153 c.i.).
 - C — under 1300 cc (to 79 c.i.).
- Note: See Page 6

CATEGORY: Production

Mass-produced sports cars ranging from Sting Ray to Sprite. These cars resemble showroom cars but are permitted some modifications, largely in the interests of safety and parts life. Cars are classified by performance, not engine size, which offers more and better racing for a larger variety of models, including many out of production.

- CLASSES:** A through H, in descending order of performance.
- Note: See Page 6

CATEGORY: Sports Racing

Automobiles designed for road racing that compete according to engine size. They have two seats and four fenders but are very stark in fittings. They are also known as FIA Group 7 cars and range from V-8 powered McLarens and Lolas to one-of-a-kind home-built specials with motorcycle engines. They offer probably the best opportunity in racing for individual ingenuity in auto design.

- CLASSES:**
- A — over 2000 cc (122 c.i. up).
 - B — 1300 cc to 2000 cc (79 c.i. to 122 c.i.).
 - C — 850 cc to 1300 cc (52 c.i. to 79 c.i.).
 - D — up to 850 cc (52 c.i.).

**NATIONAL CHAMPIONSHIP POINT STANDINGS
NORTH PACIFIC DIVISION, SCCA**

May 1, 1974

The June 15-16 Rose Cup Nationals are the second 1974 championship races in the Sports Car Club of America's North Pacific Division counting toward driver points. Additionally some drivers have gone out of the division to race in Southern California and Arizona.

Another National Championship points race, The Oregon Grand Prix, will be held here August 24-25.

This weekend spectators will see a number of current and former national champion drivers in action, including San Francisco's Lee Mueller and Salem's Mike Eyerly, both long-time favorites of Portland fans.

As one of six events in the North Pacific Division counting toward national points, the Rose Cup races will go far toward determining who is invited to the national run-offs at Atlanta, Georgia in November. Keep your eyes on those listed below, as well as many others for whom the Rose Cup is the first of this year's Nationals. SCCA offers the ONLY full nationwide program in sports car racing from which a true NATIONAL Champion can emerge. This is sports car road racing at its very best.

Abbreviations: SF—San Francisco Region, NW—Northwest Region, Ore.—Oregon Region. *Indicates points earned out of driver's home division.

A PRODUCTION:

Dave Schwafel, S.F., Corvette, 9
Dick Workman, S.F., Cobra, 4*

B PRODUCTION:

Gary Carlen, S.F., Corvette, 9
Michael Meek, S.F., Corvette, 6

C PRODUCTION:

Walt Maas, S.F., Datsun 260Z, 9
John Bucks, S.F., TR-6, 4
Dave Chidester, S.F., Datsun 240Z, 3

D PRODUCTION:

Lee Mueller, S.F., Jensen-Healey, 9
Bob Shelton, S.F., Datsun 2000 6*
Hap Richardson, S.F., Jaguar, 4
Daryl Hale, Ore., TR-GT 6, 1

E PRODUCTION:

Terry Visger, S.F., MGB, 18*
Steve Kirby, S.F., Porsche, 9
Lee Mueller, S.F., MGB, 9*
Ernie Tenderich, S.F., Porsche, 4*
Jim Kilpatrick, S.F., Porsche, 4*
Hardy Prentice, S.F., TR-3, 2
Jerry Slick, S.F., MGB, 1

F PRODUCTION:

H. B. Luginbuhl, S.F., Alfa Romeo, 12*
Tom Tuttle, S.F., MG Midget, 9
Steve Froines, S.F., Spitfire, 9*
Pat Casey, S.F., MG Midget, 6
Mike Mirk, S.F., Spitfire, 4*
Louis Ghilardi, S.F., Volvo, 2

G PRODUCTION:

Jeremiah Brown, S.F., Alfa, 27*
Tide Ebbing, S.F., Spitfire, 10*
Lee Mueller, S.F., Spitfire, 9*
Stan Laskin, S.F., Spitfire, 6
Ray Avina, S.F., Spitfire, 4
Terry Barnard, S.F., Spitfire, 3*
Lance Bonham, S.F., Spitfire, 2*
Dennis Stange, S.F., Spitfire, 1*

H PRODUCTION:

John Faull, S.F., Sprite, 15*
Todd Wheeler, S.F., Sprite, 9
Dave Arken, S.F., Sprite, 6
John Snyder, S.F., Sprite, 2

A SEDAN:

Joe Chamberlain, Ore., Camaro, 9
John Bauer, S.F., Javelin, 6*

B SEDAN:

Rob McFarlin, S.F., Datsun 510, 9
Jon Norman, S.F., Alfa Romeo, 6
Gerry Murch, Ore., Datsun 510, 2
Pete Mills, N.W., Opel, 2*
Mario Gardin, S.F., Volvo 122S, 1

C SEDAN:

Jim Hensel, S.F., Datsun 1200, 18*
Dave Rugh, S.F., Escort, 8*
Doug Barbour, Ore., Datsun 1200, 6
Steve White, S.F., Austin, 3
Doug Peterson, S.F., Escort, 2*

A SPORTS/RACING:

Bill Overhauser, S.F., McLaren, 15*
R. L. Terrell, S.F., Drilling Spl., 6
Dick Workman, S.F., McLaren, 4
Dick McGovern, S.F., McLaren, 4*
Terry Herman, S.F., Genie, 3
Larry Stephens, S.F., Corvette, 2
Norman Jenks, S.F., McLaren, 1

B SPORTS/RACING:

Bobby Fisher, S.F., Chevron, 9*
Harold Kirberg, S.F., KK 2, 9
Jack Blake, S.F., Elva, 3
Art Siri, Jr., S.F., Elva, 2
D SPORTS/RACING:
Norm Hart, S.F., Honda, 6

FORMULA A:

Don Inferrera, S.F., Lola T 142, 15*
Merle Brennan, Reno, Matich, 9

FORMULA B:

Jon Milledge, S.F., GRD 273, 9
Bill Cooper, S.F., March, 9*
Robert Hall, S.F., March, 6
Gordon Strom, S.F., Brabham, 4
Archie Snider, S.F., GRD B73, 3*
Courtney Road, S.F., Brabham, 2
Steve Jizmagan, S.F., March, 2*
Ron Southern, S.F., Brabham, 1

FORMULA FORD:

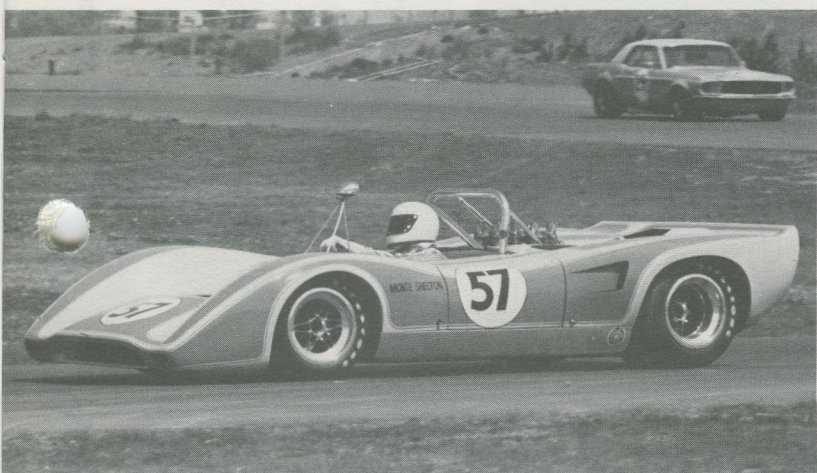
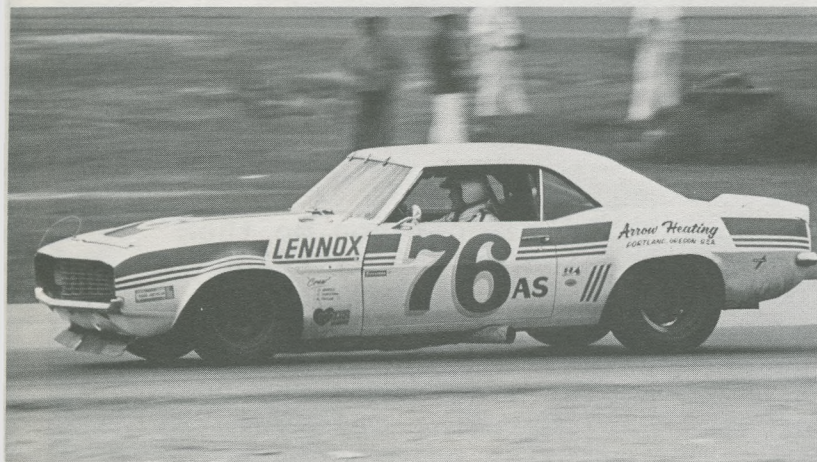
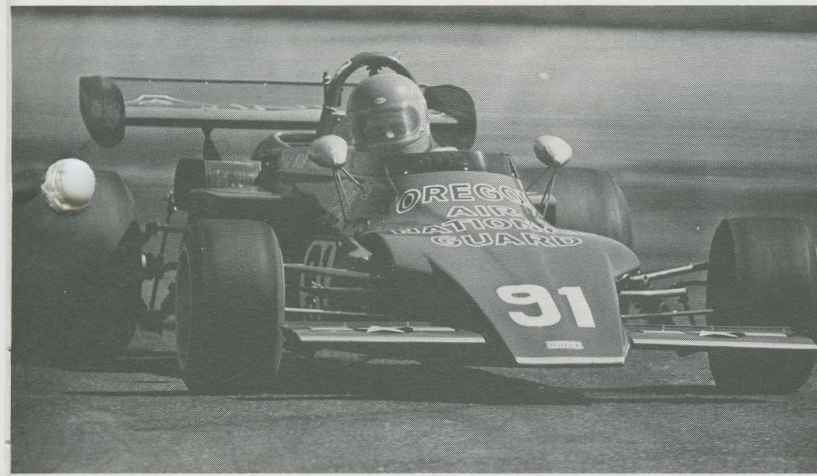
Richard Shirvey, S.F., ADF II, 11*
Marty Loft, N.W., Titan Mk 6, 6
Bill Pugh, S.F., Dulon MP 15 B, 4
Eddie Miller, N.W., Hawke, 4*
Dale Elmer, Ore., Lola, 3*
Tom Wiechmann, N.W., ADF, 2*
Don Pepperdene, S.F., LeGrand, 2*

FORMULA SUPER VEE:

Robert Boyd, Ore., Lola 252, 15*
Dick Zibert, S.F., Lola, 6

FORMULA VEE:

Larry Wilson, S.F., Zink, 6
Brent Miller, S.F., Lynx, 4
Richard Renard, S.F., Renard Fox, 3
Paul Johnson, S.F., Zink, 2
John Duttera, S.F., Autodynamics, 1





**Portland
International
Raceway**

Dale H. La Follette Jr.

West Delta Park
1940 North Victory Boulevard
Portland, Oregon 97217
Telephone 503 285-6635

Dear Racing Fans,

It is a great pleasure for me to once again welcome you to the Portland International Raceway. The occasion of the 14th Annual Rose Cup Races is a very happy one for the City of Portland.

The past few years have seen outstanding growth at Portland International Raceway as a result of the joint efforts of the Rose Festival Association and the Portland Park Bureau. This year we have had the pleasure of adding to the facility permanent improvements in the form of restrooms and concession accommodations. We received with great pride from Blitz Weinhard the splendid new tower, which we know will add to your enjoyment for many years to come.

In behalf of the Mayor and the City Commissioners, I wish to express our thanks to each of you for your support of the Bureau of Parks and Recreation in this unique endeavor, for it is your enjoyment and use of Portland International Raceway that continue to make it a valuable addition to our City.

The 1974 racing season promises to be a memorable one, and we hope that you will not only enjoy this Rose Cup Race, but will return to Portland International Raceway often.



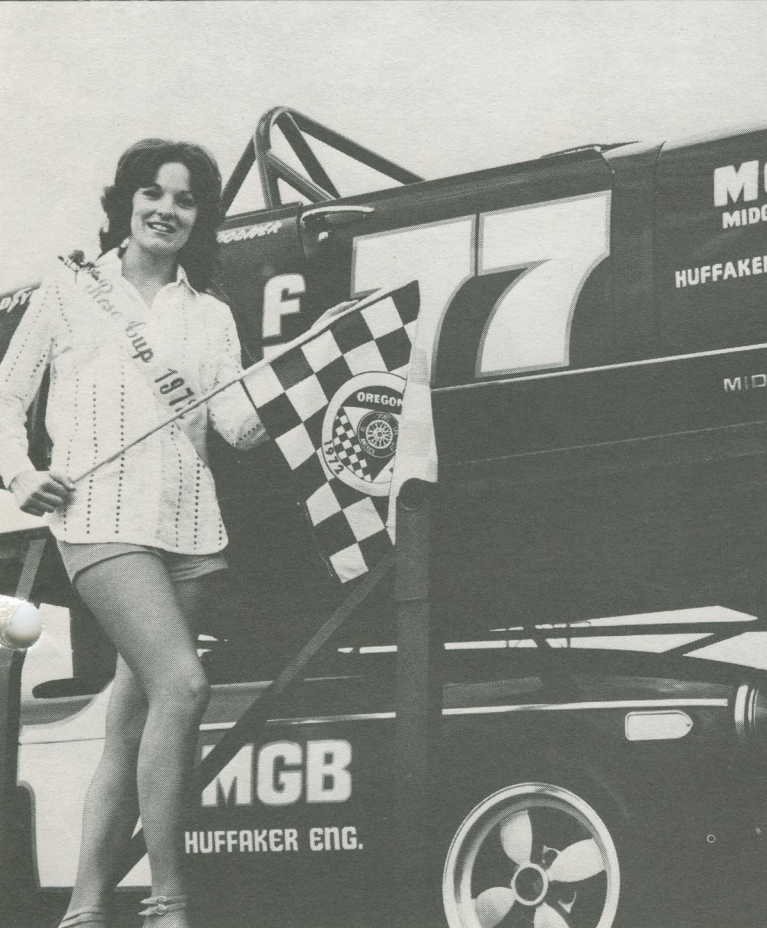
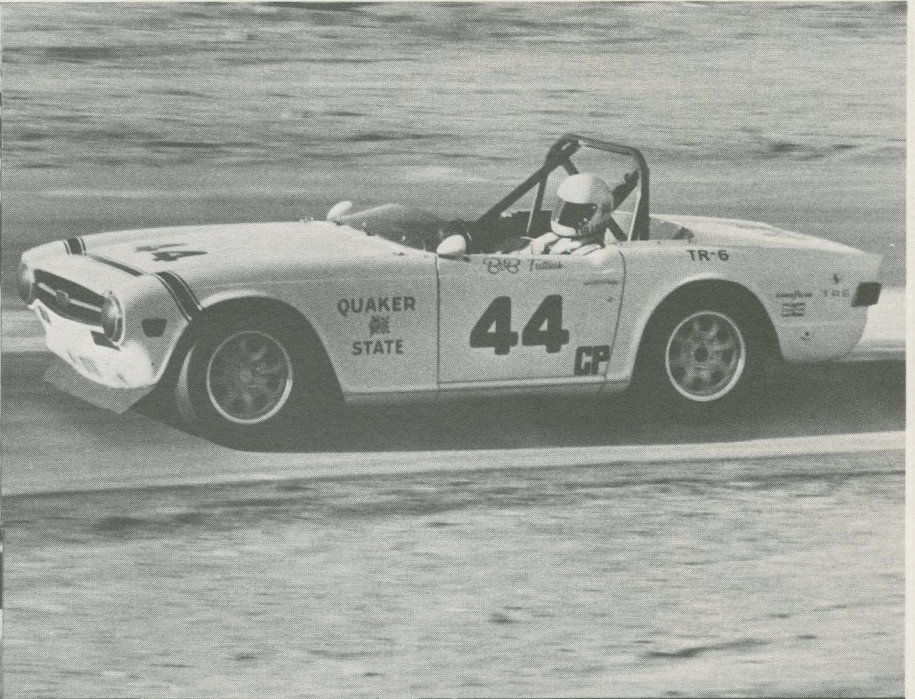
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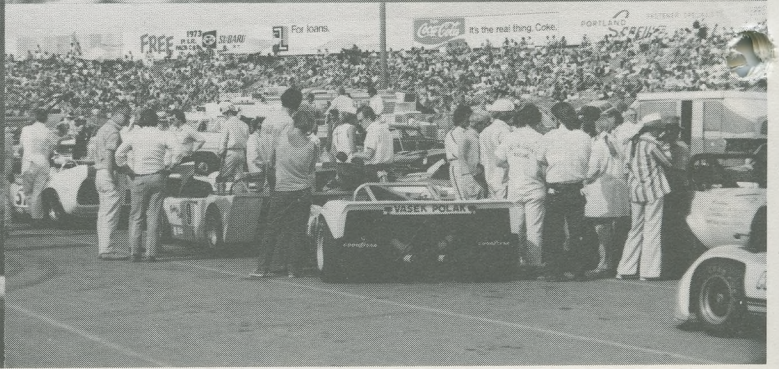
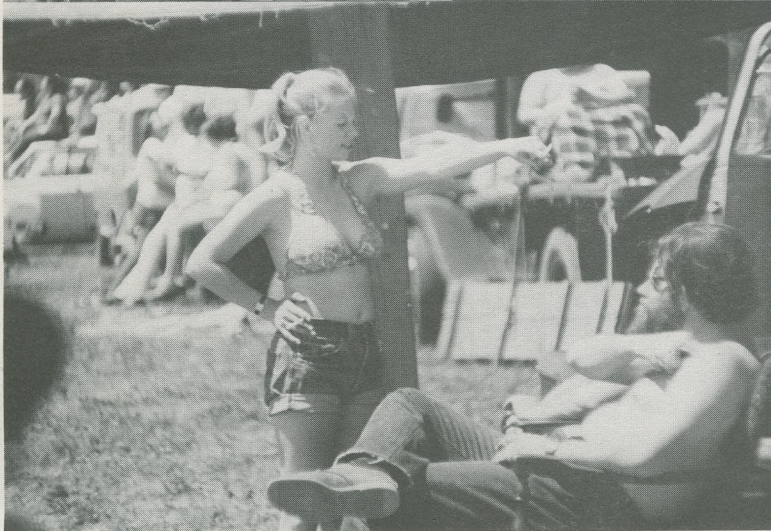
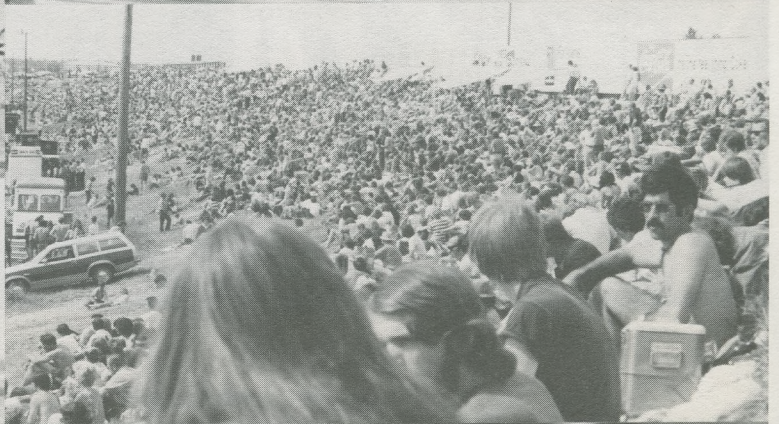
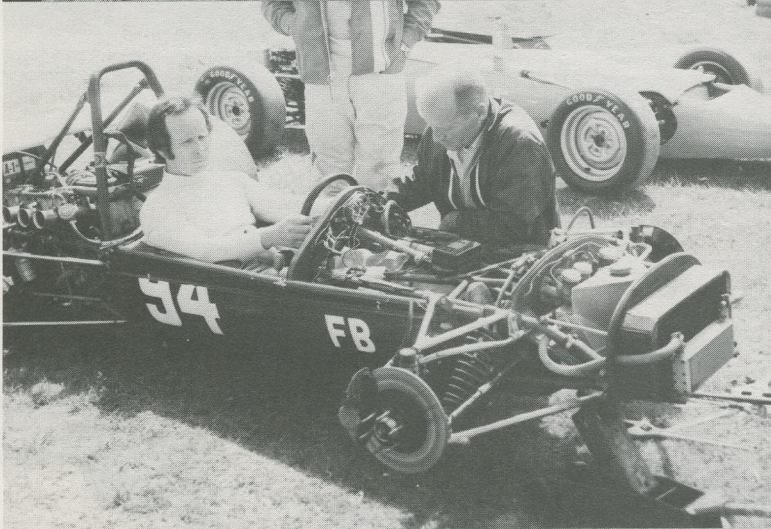
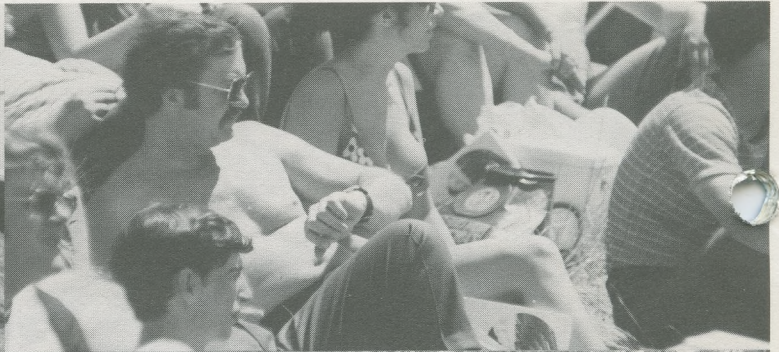
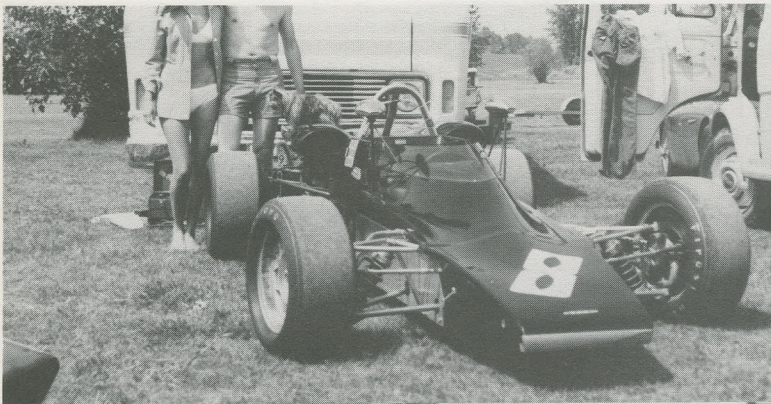
Francis J. Ivancic
Francis J. Ivancic
COMMISSIONER OF PUBLIC UTILITIES
City of Portland

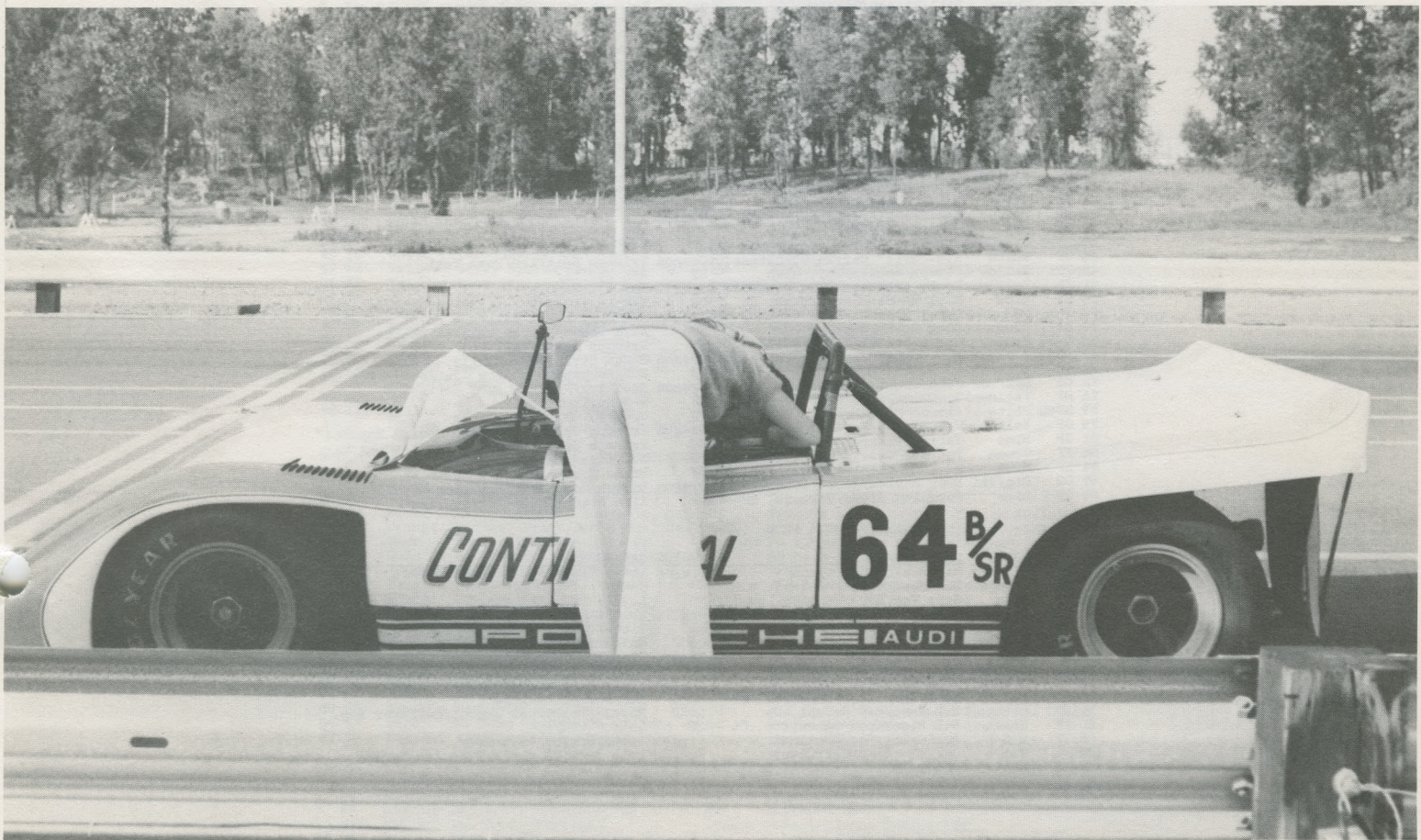
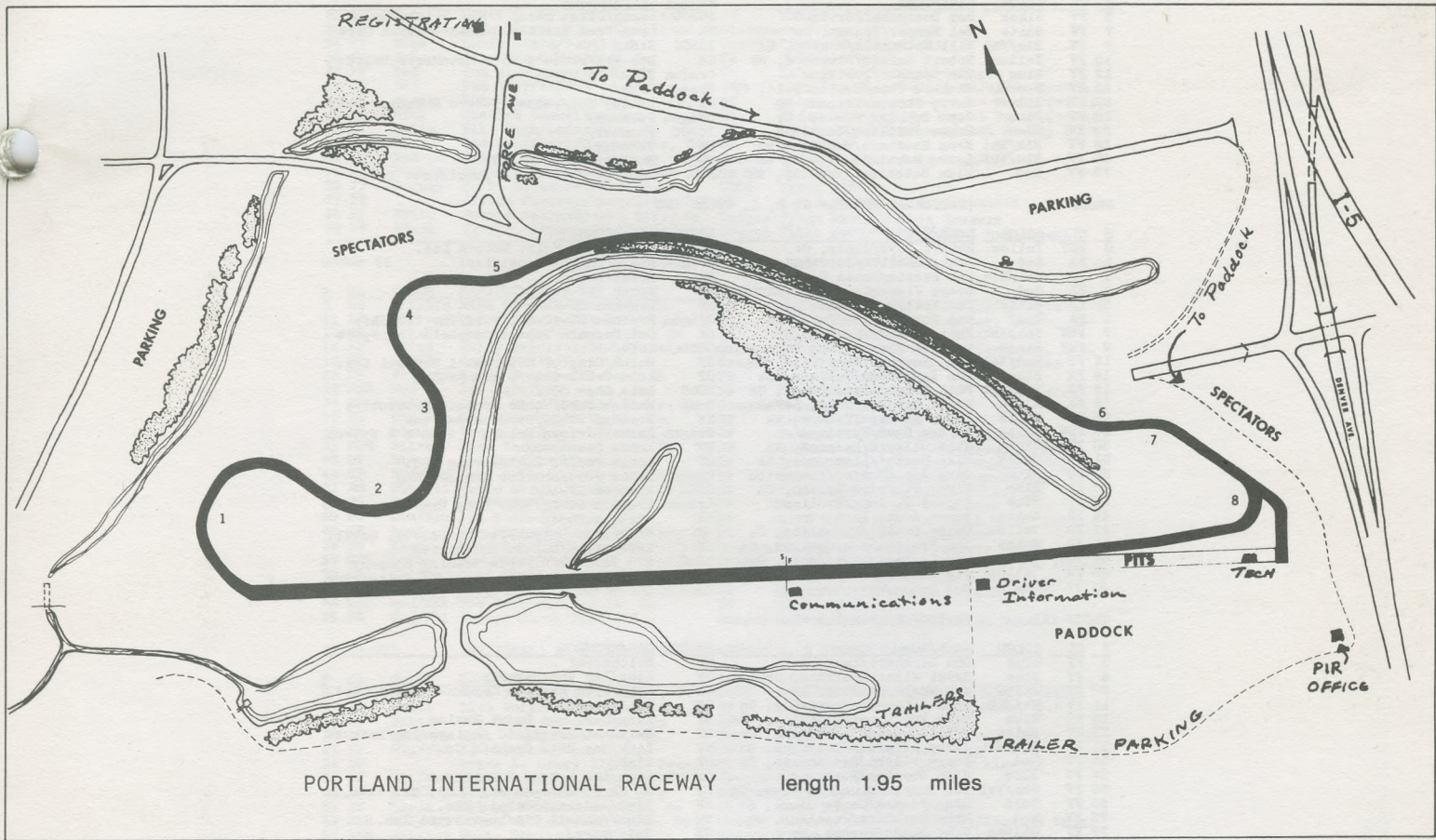
Bureau of Parks and Public Recreation City of Portland

Francis J. Ivancic, Commissioner of Parks

Dale R. Christiansen, Superintendent of Parks







GROUP I (REGIONAL) FORMULA VEE

#	CL	COLOR	NAME/TOWN	REGION	CAR/SPONSOR
3	FV	Black	Bob Dunsmore/Portland	ICSCC	Leech/Pizza Baron & The Paint Shoppe
7	FV	White	Mel Kemper/Tacoma, Wn	NW	Lynx/Fred Kraft's German-British Cars
8	FV	Blu/Whi	Bill McDougall/Renton, Wn	ICSCC	Zink/
10	FV	Yellow	Robert Scheib/Richland, Wn	NW	Dee-Vee/Bruce's 76 & Motorcars Unltd.
17	FV	Blue	Tim Schnell/Portland	Oregon	Zink/
26	FV	Green	Richard Jahn/Springfield, Or	Oregon	Zink/
27	FV	Silver	Jerry Thorpe/Tacoma, Wn	NW	Shelby Spl/Valley Tavern & Thorpe Mtr.
28	FV	Blue	John Bohning/Albany, Or	Oregon	Formcar/
29	FV	Blue	Roger Phillips/Portland	ICSCC	Formcar/
38	FV	Blk/Whi	Kenn Kawahara/Seattle, Wn	NW	Formcar/
48	FV	Blu/Whi	Larry Martinez/Toledo, Wn	NW	Autodynamics Mk III/
73	FV	Red	Mike Hutchins/Puyallup, Wn	NW	Zink/Kendall Oil & Lubricants Inc.

GROUP II (NATIONAL) FORMULA A, B, C, SUPER VEE

#	CL	COLOR	NAME/TOWN	REGION	CAR/SPONSOR
0	FSV	Yellow	Robert Boyd/Canby, Or	Oregon	Lola/Cheek Point Motors Ltd.
1	FA	Red	Monte Shelton/Portland	Oregon	Eagle/Hanna Industries
3	FC	Whi/Blu	Bob Austin/Santa Rosa, Ca	SF	Lotus-Ford/
4	FB	Red	Steve Jizmagan/San Francisco	SF	March 722-Ford/
5	FB	White	Tom Foster/Modesto, Ca	SF	Brabham BT-38/
6	FA	Red	Ron Householder/Portland	Oregon	Brabham BT-40-BDD Ford/The Job Shop
7	FSV	Yellow	Phil Krueger/Novato, Ca	SF	Cal Formula Royale/Campbell Transport
9	FSV	Black	Wallace Farrell/San Bernardino	CSGCC	Lola/
12	FB	Red/Yel	Tom Crowther/Kentfield, Ca	SF	March/City of Hope Nat'l Medical Ctr.
14	FA	Blue	Don Infrerra/Oakland, Ca	SF	Lola T-142 Chev/D & A Racing
15	FA	Red/Org	Bill Baker/Pismo Beach, Ca	CSGCC	Lola Chev 302/
16	FA	Black	Merle Brennan/Reno, Nevada	Reno	Matich Ford/Merle Brennan Automotive
26	FB	White	Larry Walters/Tacoma, Wn	NW	Brabham BT-29/Formula America
27	FSV	White	Gordon Hook/Portland	Oregon	Hawke/Riviera Motors & Wynn's & Valvol.
30	FC	Blue	Mike Gilbert/Redmond, Wn	NW	Lotus Cosworth/
31	FE	Black	Mike Rooke/Livermore, Ca	SF	Lotus 35/FMR Engineering Ltd.
32	FC	Blue	Gary Jon Shaffer/Beaverton	Oregon	Lotus Ford/Shaffer Engineering
37	FC	Blue	Olney B. Mairs/Mailbu, Ca	CSGCC	Brabham BT-40/
39	FC	Blue	Rodger J. Lang/Portland	Oregon	Brabham BT-21/Rose City Uph/Cathay Rst.
44	FC	White	Terry Annis/Sant, Wn	NW	Brabham Ford/
47	FB	Yellow	Gerry Bruhl/Sausalito, Ca	SF	Winkelmann Datsun/Camino Datsun, Snyvl.
61	FB	White	Don Bredenschach/Oakland, Ca	SF	March Ford/D.L.B. Industries
64	FSV	Blue	Max Schowengerdt/Azusa, Ca	CSGCC	RCA Venture/Olympia Brewing Company
65	FA	Yellow	Jim Mullins/Portland	Oregon	Kendall Oil McLaren/Kendall/SpringerEng.
91	FB	Red	Bob Tracy/Hillsboro, Or	Oregon	March 722/The Job Shop, Ltd.

GROUP III (NATIONAL) FORMULA VEE

#	CL	COLOR	NAME/TOWN	REGION	CAR/SPONSOR
3	FV	Blue	Don Barnhart/Kent, Wn	NW	Reichmark/
4	FV	Blue	Brent Milner/Salinas, Ca	SF	Lynx/IAP Vokls-Werks
7	FV	White	Mel Kemper/Tacoma, Wn	NW	Lynx/Fred Kraft's German-British Cars
11	FV	Whi/Blu	Fred DiLorenzo/Longview, Wn	SF	Kellison/
13	FV	Blue	Carl von Doymi/Greenbrae, Ca	SF	Zink/Carl von Doymi Racing
23	FV	White	Phillip Rendahl/Redding, Ca	SF	Kwikseat/Bousfield Engineering/Kwikseat
31	FV	Blu/whi	Jerry Anderson/Belleuve, Wn	NW	Zink/Bay City Trading Co.
34	FV	Red	Larry Wilson/Sacramento, Ca	SF	Zink/
37	FV	Blue	John Downing/Portland	Oregon	Lynx/Law & Sons Plumbing
39	FV	Grn/Yel	Ted Rugala/Mountain View, Ca	SF	AD Mk 5B/Larry's Bug Shop, Mt. View, Ca
60	FV	Gold	Stan Townes/Santa Clara, Ca	SF	Zink/Anderson-Behel, Inc.
73	FV	Red	Mike Hutchins/Puyallup, Wn	NW	Zink/Kendall Oil/Lubricants Inc.
77	FV	Silver	Fred Eagan/Tacoma, Wn	NW	Reichmark/

GROUP IV (NATIONAL) F, G, H PRODUCTION; C SEDAN; D SPORTS-RACING SHOWROOM STOCK SEDAN; SHOWROOM STOCK SPORTS CAR

#	CL	COLOR	NAME/TOWN	REGION	CAR/SPONSOR
0	FF	Black	Tom Tuttle/San Bruno, Ca	SF	MG Midget/
1	SSS	Grey	Al Sims/Tacoma, Wn	NW	Flat/
2	SSS	Orange	Rob DeLaMare/Everett, Wn	NW	Opel Ascona/
3	GP	White	Bill Wilson/Gresham, Or	Oregon	Triumph Spitfire/Parkrose Auto Supply
4	CS	White	Hal Roren/Portland	Oregon	Alfa Romeo/
6	FP	Brown	H. B. Luginbuhl/San Rafael, Ca	SF	Alfa Romeo/Rubber Chicken Racing
7	FP	Yellow	Al James/Portland	Oregon	Datsun/
8	FP	Blue	Steve Froines/Lafayette, Ca	SF	Triumph Spitfire/Kal Auto Transport
9	SSS	Red	Syd Hall, Jr./Tacoma, Wn	NW	Ford Pinto/
11	SSSC	Orange	Len Marcel/Lake Oswego, Or	Oregon	MGB GT/
12	HP	White	Jerry Stephens/Klamath Falls	Oregon	Austin Healey Sprite/TYCO
13	DSR	Yellow	Bill Erickson/Boring, Or	Oregon	Wedono/Wescott Auto/Powroll Perform.
16	GP	Blue	H. Tide Ebbing/Walnut Creek, Ca	SF	Triumph Spitfire/The Last Turn, Berkeley
17	CS	Purple	Roger Jobs/Seattle, Wn	NW	Austin Cooper S/TYCO, Lynnwood, Wn.
19	CS	Yellow	Jim Hensel/Redwood City, Ca	SF	Datsun 1200/
21	GP	Blu/Whi	Del Hoffman/Renton, Wn	NW	Triumph Spitfire/Servex
22	FP	Red	R. Jann Helzer/Tacoma, Wn	NW	Sunbeam Alpine/
25	GP	Blue	Ralph Coleman/Portland	Oregon	Triumph Spitfire/
27	HP	DKBlue	Lee Lembkie/Tillamook, Or	Oregon	A-H Sprite/Coast-to-Coast Store, Til.
31	HP	White	Paul Reichardt/Petaluma, Ca	White	A-H Sprite/Crites Trucking/R.Duck Farm
37	HP	Glid/Whi	John S. Mahall/Santa Rosa, Ca	SF	A-H Sprite/Spridget Specialists
44	GP	White	J.W. "Bill" Harris/Gladstone, Or	Oregon	Triumph Spitfire/Team Tobl
47	GP	Yellow	Joseph Hauser/Roy, Utah	SF	A-H Sprite/
52	CS	Yellow	Locke deBretteville/Woodside, Ca	SF	Alfa Romeo GTA/
55	HP	Blue	Bill Haener/San Carlos, Ca	SF	A-H Sprite/Specialized Imports/Sellers
56	HP	Red	Larry Randall/Lake Oswego, Or	Oregon	A-H Sprite/Dan Hall's 6 Point Automtv.
63	FP	Blue	Doug Avery/Oakland, Ca	SF	Alfa Romeo/Rubber Chicken Racing
66	SSSC	Brown	Garry Garber/Seattle, Wn	NW	Triumph Spitfire/TYCO
69	SSS	Blu/Blk	W.W. "Bill" Halsey Jr/Portland	Oregon	Honda Civic/Oregon City Honda
71	SSSC	White	T. Green/Vashon, Wn	NW	MGB/Aerosport Flying Club/Spinnaker Rt.
72	CS	Red	John Downing/Portland	Oregon	Audi Fox/Porsche Audi Northwest
75	HP	Yellow	Tom Foster/Modesto, Ca	SF	A-H Sprite/
77	SSSC	White	Steven Norgaard/Seattle, Wn	NW	Opel 77 GT/Velocite Tires
79	GP	Yellow	Tom Luking/Portland	Oregon	Triumph Spitfire/Colvin Racing Engines
81	GP	Blue	Terry Barnard/Sunnyvale, Ca	SF	Triumph Spitfire/TNT Automotive Mach.
83	FP	Green	Patrick Casey/Kentfield, Ca	SF	MG Midget/Mufflers Unlimited
84	HP	Blue	H. Toad Wheeler/West Linn, Or	SF	Hanna Sprite/Hanna Industries
97	CS	Org/Whi	Doug Barbour/Portland, Or	Oregon	Datsun/Ger-Brook/Heinrich Datsun
99	GP	Lime	Jeremiah Brown/Oakland, Ca	SF	Alfa Romeo/Mouse Engineering

GROUP V (NATIONAL) FORMULA FORD

#	CL	COLOR	NAME/TOWN	REGION	CAR/SPONSOR
0	FF	Blk/Chr	Ray Zwahlen/Portland	Oregon	Titan Mk6A/Marv Zwahlen Motors
1	FF	Orange	Don Meek/Merced Island, Wn	NW	Hawke/
2	FF	Blue	Gary Van Horn/Winslow, Wn	NW	Lotus/
3	FF	White	Pierre Phillips/Portland	Oregon	Lola/Elmer's Colonial Pancake House
5	FF	Blue	Marty Loft/Tacoma, Wn	NW	Titan/Olympia Brewing/Mr.Rags/Kendall
7	FF	Yellow	Steve Cook/Novato, Ca	CSGC	CalFormula Royale/Campbell Transport
10	FF	White	Jim Norlin/Portland	Oregon	Titan Mk5/Norlin Racing
11	FF	Yellow	Jack Scher/Seattle, Wn	NW	Crossle/Burien Imports/Quaker State
14	FF	Orange	John Black/Portland	Oregon	Titan Mk6A/Win, Inc.
17	FF	White	Ed Kitzmiller/Pullerton, Ca	CSGC	ADF/EKS Associates
19	FF	Orange	Bob Earl/San Rafael, Ca	CSGC	Royale/Bondurant School/Huffaker Eng.
20	FF	Black	Bob Blackwood/Sausalito, Ca	SF	Lola T-340/
22	FF	R/W/B	Arnie Loyning/Portland	Oregon	Titan/Empire Auto Body
23	FF	White	Dale M. Elmer/Portland	Oregon	Lola T-340/Elmer's Pancakes Racing
24	FF	White	Peter Darr/Government Camp, Or	Oregon	Lola/Elmer's Colonial Pancake House
25	FF	Blue	Dean Roberts/Portland	Oregon	Titan Mk6/Walt & Jackie Gamble
28	FF	Blue	Jerry DeJager/Portland	Oregon	Lola T-340/Coletti International

GROUP V (CONTINUED)

31	FF	Red	Steve Nichols/Murray, Utah	SF	Merlyn Mk11A/
33	FF	Black	Fred Drogemuller/Fruitland, NM	RioGrande	Titan/
34	FF	Blue	Kelly Clark/Portland	Oregon	Titan/Quality Signs
35	FF	Orange	Vic Munsen/Seattle, Wn	NW	Caldwell D9E/
37	FF	Red	Tom Wiechmann/Kent, Wn	NW	Lola T-340/U-Store Garages
38	FF	Red	Tom Gloy/walnut Creek, Ca	SF	Lola/Tom Gloy Racing Sales/GardnerCars
43	FF	Black	Rob Kolowich/Mountain View, Ca	SF	Titan Mk6C/Anderson Auto Parts/Tricity
50	FF	Blue	Charles Samelson/San Jose, Ca	SF	Elden Mk10/Griffo Import Parts, Corval.
63	FF	White	Bill Pugh/Lafayette, Ca	SF	Dulon Mk15B/International Racing Stab.
64	FF	Black	Red Spitaleri/Sacramento, Ca	SF	Lotus 61/
71	FF	Red	Donald Crawford/Molalla, Or	Oregon	Titan Mk6C/Crawford Logging
74	FF	Yellow	Richard Shirey/Huntington Boh, Ca	SF	ADF II/
75	FF	Brgndy	H. T. Sauerbrel/Fresno, Ca	CSCC	Titan Mk6C/
77	FF	White	Graeme Cameron/Vancouver, B.C.	NW	K.R.B./Dominion Construction
94	FF	White	George Sabin/Oregon City, Or	Oregon	Titan Mk6C/Olympia Brewery
99	FF	Black	John F. Ransom Jr./Portland	Oregon	Titan Mk6C/The Carnival Restaurant

GROUP VI C, D, E PRODUCTION; B SEDAN; C SPORTS RACING (NATIONAL)

#	CL	COLOR	NAME/TOWN	REGION	CAR/SPONSOR
9	ES	Whi/Blu	Mike Rockett/Edmonds, Wn	NW	Triumph Vitesse/TYCO Foreign AutoParts
11	EP	Silver	Terry Visger/San Rafael, Ca	SF	MGB/International Imports, Salem, Or.
13	CP	Magenta	John Bucks/Santa Clara, Ca	SF	Triumph TR6/Castrol Oil/P.R.C.
14	EP	White	Hardy Prentice/San Francisco	SF	Triumph TR3/Super Modifications, Ltd.
18	EP	R/W/B	Garry Small/Portland	Oregon	Volvo P1800/Import Service Center
26	EP	Yellow	Larry Walters/Tacoma, Wn	NW	Opel GT/ MORE Opel
33	CSR	Red	Jan LaBell/Olympia, Wn	NW	Phox/Bob Bickers Import Car Service
34	DP	White	Daryl Hale/Klamath Falls, Or	Oregon	Triumph GT6/TYCO
37	BS	Org/Blu	Bob Finn/Santa Maria, Ca	SF	Datsun/CSR Racing
40	DP	Black	Frank C. Joyce/Salinas, Ca	SF	Datsun 2000/Vacilando Racing Enter.
41	CSR	Silver	Dave Leeson/Sunnyvale, Ca	SF	Gardner Alfa/Race Car Measurements
43	DP	Black	Lee Mueller/Lynwood, Ca	SF	Jensen-Healey/Huffaker Engineering
49	CP	Blu/Whi	Dave Chidester/Sacramento, Ca	SF	Datsun 240Z/Edgewood Engineering
51	ES	Blu/Yel	Mario Gardin/Larkspur, Ca	SF	Volvo/C.R.E./Mufflers Unlimited
52	BS	White	Ed Parks/Seattle, Wn	NW	Mazda RX-2/Mazda of Auburn
58	BS	Lim/Blu	Jon Norman/Oakland, Ca	SF	Alfa Romeo/Bostrom-Beren Metal Prod.
60	CP	Blue	Jim Whitaker/Mountik Terr, Wn	NW	Datsun 240Z/IMP Warehouse
64	ES	Black	Mike Eyerly/Salem, Or	Oregon	"Japanese Dasher"/Waverly Datsun
69	CSR	Gold	W.W."Bill"Halsey Jr/Portland	Oregon	Ananse Fiat/Nickel Ads/Crawford Print.
70	ES	Yellow	Bill Harris/Gladstone, Or	Oregon	Mazda RX-2/Rising Sun Racing Team
86	CP	Black	Tom Masterson/Great Falls, Mont	NW	Porsche 911/Western Porsche-Audi
92	CSR	Red/Whi	Bob Bentler/Seattle, Wn	NW	Lotus 23 Ford/
98	ES	Org/Whi	Gerald March/Portland	Oregon	Datsun/Ger-Brook/Heinrich Datsun

GROUP VII (NATIONAL) A, B PRODUCTION; A SEDAN; A, B SPORTS RACING

#	CL	COLOR	NAME/TOWN	REGION	CAR/SPONSOR
3	ASR	Blue	Bill Cuddy/Hidden Hills, Ca	SF	McLaren Chev/Zig Zag Smoking Papers
9	AP	White	Dick Workman/San Francisco, Ca	SF	AC Cobra 427/Super Auto Body, S.F.
16	BP	White	Guy Guttaguro/Davis, Ca	SF	Shelby GT350/
17	AP	Blu/Whi	Rick Stark/Bellevue, Wn	NW	Corvette/Fibrefix, Redmond, Wn.
21	BP	Blu/Blk	Ed Ruiz/Livermore, Ca	SF	Corvette 350/Sharon Ruiz
24	BP	Black	Frank L. Leary III/San Jose, Ca	SF	Shelby/San Jose Crane & Rigging
26	BP	Blu/Whi	Tom Hendrickson/Portland	Oregon	Shelby GT350/
33	AP	R/W/B	Ted Mathey/Clackamas, Or	Oregon	Corvette 427/
37	AS	Black	Rainer Neumann/Belmont, Ca	SF	Ford Boss 302/B. Mowry
39	BSR	Blk/Whi	Loren St. Lawrence/Salem, Or	Oregon	Chevron BMW/Veys Realty/Jantzen Bkpg.
57	ASR	Whi/Yel	Monte Shelton/Portland	Oregon	McLaren Chev/Hanna Industries
64	BSR	Whi/Blu	Mike Eyerly/Salem, Or	Oregon	Porsche 910/Continental Porsche's Audi
72	ASR	Grn/Blu	Terry Herman/S.Lake Tahoe, Ca	SF	Genie 350/Shehadi Motors/Tahoe Music
76	AS	White	Joe Chamberlain/Tigard, Or	Oregon	Camaro/Arrow Heating Company
77	ASR	White	Richard Raymond/Novato, Ca	SF	Lola T-163/Fidelity Savings

GROUP VIII (REGIONAL) FORMULA A, B, C, SUPER VEE, FORD

#	CL	COLOR	NAME/TOWN	REGION	CAR/SPONSOR
1	FF	Orange	Don Meek/Mercer Island, Wn	NW	Hawke/
4	FF	Grn/Gld	Burke Lundy/Vancouver, B.C.	ICSCC	Alexis/Valvoline Oil Co. of Canada
4	FF	Orange	Ken Kaplan/Davis, Ca	SF	Dulon/American Jelly Racing
5	FB	White	Tom Foster/Modesto, Ca	SF	Brabham BT38/
6	FA	Red	Ron Householder/Portland	Oregon	Brabham BT-40 EDD Ford/The Job Shop Ltd
7	FSV	Yellow	Frank Thomas/Boise, Idaho	SF	CalFormula Royale/Campbell Transport
10	FF	White	Jim Norlin/Portland	Oregon	TitanMk5/Norlin Racing
15	FA	Red/Org	Bill Baker/Pismo Beach, Ca	CSCC	Lola Chev 302/
16	FF	Whi/Org	Stan Foley/San Jose, Ca	SF	Titan/
17	FF	Rainbow	Terry Hinesly/Medford, Or	Oregon	Merlyn Mk17/Hinesly's Valley Insurance
25	FF	Blue	Dean Roberts/Portland	Oregon	Titan Mk6/Walt & Jackie Gamble
26	FF	Blue	Adrian Dyer/Gresham, Or	Oregon	Dyer/
27	FSV	White	Gordon Hook/Portland	Oregon	Hawke/Riviera Motors/Wynn's/Valvoline
31	FF	Red	Steve Nichols/Murray, Utah	SF	Merlyn Mk11A/
33	FF	Black	Fred Drogemuller/Fruitland, NM	RioGrande	Titan/
35	FF	Orange	Vic Munsen/Seattle, Wn	NW	Caldwell D9B/
36	FF	White	Sans Thompson/Sacramento, Ca	SF	Caldwell D9/Euro-Asian Imported Parts
44	FC	White	Terry Annis/Kent, Wn	NW	Brabham/
47	FB	Yellow	Gerry Bruhl/Sausalito, Ca	SF	Winkelmann Datsun/Camino Datsun, Snyvl.
51	FF	Yel/Org	Alan Wendler/Milwaukie, Or	Oregon	Palliser/Custom Stamping/Coletti Intl.
61	FB	White	Don Breidenbach/Oakland, Ca	SF	March/D.L.E. Industries
64	FSV	Blue	Max Schowengerdt/Azusa, Ca	CSCC	RCA Venture/Olympia Brewing Company
65	FF	Red/Blk	Grant Knowlen/Springfield, Or	Oregon	Hawke DL24/Northgate Texaco
68	FB	Blu/Whi	Jeffrey Alkana/Azusa, Ca	CSCC	Brabham BT29/
75	FF	Brgndy	H. T. Sauerbrel/Fresno, Ca	CSCC	Titan Mk6C/
76	FA	Black	George Young/Puyallup, Wn	NW	Crossle/Import Auto Electric/Kendall
77	FA	Yellow	Glenn Brown/Kent, Wn	NW	McLaren 10B Chev/Auburn Service
91	FB	Red	Bob Tracy/Hillsboro, Or	Oregon	March 722/The Job Shop Ltd.
98	FF	Crimson	J. B. Rogers/Portland	Oregon	Lola T340/The Job Shop Ltd.
99	FF	Orange	G. Roland Selby/Delta, B.C.	CASC	Winkelmann/G. R. Selby

GROUP IX (REGIONAL) F, G, H PRODUCTION; C SEDAN

#	CL	COLOR	NAME/TOWN	REGION	CAR/SPONSOR
7	FP	Yellow	Al James/Portland	Oregon	Datsun/
17	GP	Black	Larry Savio/El Sobrante, Ca.	SF	Triumph Spitfire/Toad Hollow Racing
18	FP	Orange	Michael Pratt/Santa Ana, Ca.	CSCC	Alfa Romeo/Trans World Enterprises
20	GP	Blue	Dick Ullian/Medford, Or	Oregon	MG Midget/Blue Max Restaurant
22	FP	Red	R. Jann Helzer/Tacoma, Wn	NW	Sunbeam Alpine/
25	GP	Blue	Ralph Coleman/Portland	Oregon	Triumph Spitfire/
27	HP	Blue	Fred Lembke/Tillamook, Or	Oregon	A-H Sprite/Coast-to-Coast Store, Tilla.
29	GP	Brgndy	Tom English/Portland	Oregon	Triumph Spitfire/
30	FP	Black	Bill McKnight/Beaverton, Or	Oregon	Lotus 7/Scheer & Stewart Tax Consult.
38	CS	Blue	Chris Miller/Seattle, Wn	NW	Austin Cooper S
45	FP	Blu/Whi	Tom Nelson/Beaverton, Or	ICSCC	MG Midget/FASPEC/The Paint Shoppe
54	FP	Blue	Ron Denton/Portland	ICSCC	Triumph Spitfire/
62	FF	R/W/B	Lee Culdice/Bellevue, Wn	NW	Datsun/
72	CS	Red	Win Casey/Portland	ICSCC	Audi Fox/Porsche Audi NW
75	HP	Yellow	Joe King/Waterford, Ca	ICSCC	A-H Sprite/
80	GP	Blu/Whi	Doug Dodd/Campbell, Ca	SF	A-H Sprite/Import Auto Parts Los Gatos
84	HP	Blue	H. Todd Wheeler/West Linn, Or	SF	Hanna Sprite/Hanna Industries
97	CS	Org/Whi	Douglas Barbour/Portland	Oregon	Datsun/Ger-Brook/Heinrich Datsun

GROUP X (REGIONAL) A, B PRODUCTION; A SEDAN; A, B SPORTS RACING

#	CL	COLOR	NAME/TOWN	REGION	CAR/SPONSOR
7	BP	Org/Blu	Damon Ford/Seattle, Wn	NW	Corvette 327/
10	BSR	Whi/Org	Dan Hanna/Portland	Oregon	Corvette/Hanna Industries
17	ASR	Gold	Dino Fry/Redwood City, Ca	SF	Corvette/Dino Fry Racing Enterprises
69	BP	Red/Blk	James M. DuBois II/Portland	ICSCC	Corvette 327/Kissler's Schwinn Cyclery

Safety in Racing

by Dick Gilmartin

"The driver loves racing and he doesn't want to die. So he uses all of man's resources and technology to recognize proven safety methods and adopt them, voluntarily, to his chosen sport."

The above statement is not just one man's opinion. The sometimes-advanced theory that race drivers have the death wish or are just hell-bent on self destruction couldn't be more untrue.

In fact, an in-depth psychological study conducted of a cross-section of sports car racing drivers revealed the following:

"... The competition driver appears to be a rather emotionally stable, reserved, intelligent and assertive individual. He tends to be rather tough-minded, self-sufficient, and self-assured. He is controlled, orderly, and self-disciplined with a low level of anxiety and consequently reacts rather well to stress."

It follows, then, that men with this type of profile would be responsible for the following safety innovations that have emerged over the past ten years of racing.

In 1956, after the untimely death of their friend Peter Snell in a roll-over accident, a group of California SCCA members decided to find out *why* he died, and how to prevent similar fatalities. They formed a committee and from this initial effort The Snell Memorial Foundation was incorporated in 1958 to undertake professional research and rate various helmets on the market.

With the help of a grant, and continuing contributions from SCCA and others, intensive testing of production helmet samples was conducted. Under the direction of Dr. George S. Snively entirely new helmet standards were formulated. The data were made available to all interested manufacturers, federal and state agencies, law enforcement bodies and consumer groups. The Foundation's seal of approval became the SCCA standard. To this date, the seal must appear on each of the thousands of helmets worn in SCCA races, from training sessions to world championships.

In 1966, the SCCA completed a five-year project to sponsor the specifications for helmets. This was submitted to the American Standards Association, U.S. member of the International Organization for Standardization, and standard Z. 90.1 was adopted, providing a level of head gear protection previously unknown in this country. This further standardization had the unanimous approval of an ASA committee which included representatives of helmet manufacturers, insurance companies, testing organizations, National Safety Council, International Association of Chiefs of Police, Departments of the Army and the Navy, and power boating, skiing, karting, cycle and automobile competition organizations.

What started out as a club project by week-end hobbyists has become a world-wide standard under the formal sponsorship of SCCA.

During the mid-sixties, a great deal of attention was given to the kind of clothing a racing driver should wear. The flame-resistance of garments, then required and achieved by dipping cotton in a solution, was being exceeded by synthetic fiber technology. Products were tested and developed to the point where today a driver, wearing underwear of special resistant materials such as DuPont's Nomex with outer garments of Nomex, glass fiber or other approved material, can survive direct flame contact for over four minutes. Such combinations are now among the requirements. In addition to the special suits required, drivers must also wear gloves made of leather or Nomex and flame-resistant socks. And, if he has a beard, a driver must wear a face mask of approved material such as Nomex.

In 1960 more specific rules as to the type of lap belt used were incorporated. No longer were the passenger aircraft type of slip-through belts considered adequate. All cars had to be equipped with quick-release, metal-to-metal buckle, three-inch-wide nylon belts, securely fastened through the floorboards to the frame or equally strong mounting points. Some airlines still use the slip-through belt, known to be inferior to mechanical connections.

In 1967 SCCA continued in this area of safety by making aircraft-type shoulder harnesses mandatory. These are a far cry from those seen on production automobiles. A racing harness is a double-strap, over-the-shoulder installation and joins the seat belt at a single, quick-release buckle. Required anchorage and installation details cover several paragraphs in the SCCA rule book.

The correctly used shoulder harness is probably the single biggest asset to safety available in the car to-

day. In SCCA, racing injuries to the head, chest and upper extremities were reduced to half those when shoulder harnesses were not used.

In 1957, SCCA adopted a Master Insurance Plan for all sanctioned events. It was based on experience and information gathered over a period of years by insurance experts specializing in this form of protection. Because of its flexible design and constant reexamination, the SCCA Master Plan continues to give the broadest and best coverage and benefits to all members and participants in SCCA events.

No SCCA event can go un-insured, and all events, including meetings, hill climbs, rallies, gymkhanas, slaloms and autocrosses, are *automatically* covered. This is rarely the case with other sanctioning bodies involved in automotive competition.

The SCCA Master Plan consists of two policies:

1. An *Events Liability* policy covers injuries to spectators or damage to their property. (Even if you get a bad hotdog and incur expenses for your troubles, you'll be reimbursed.)

The minimum required coverage pays up to \$500,000 for bodily injury to a spectator. In addition, there is a minimum property damage coverage up to \$100,000. Included in the Events Liability policy is physicians' malpractice insurance.

2. The second Master policy is for *Participant Accident* coverage providing indemnity for loss of life, medical reimbursement, and disability income benefits for participants.

The beneficiary automatically receives \$5,000 or \$10,000 (depending on the type of event) in case of fatality; and, in case of injury, \$5,000 or \$10,000 of medical expense reimbursement dependent upon limits purchased. In addition, the injured participant receives \$50 per week up to 104 weeks if he suffers disability due to an accident.

In all kinds of racing, everywhere in the world, there is some kind of event liability coverage for spectators and property. But SCCA is one of the very few racing organizations, anywhere, which requires the purchase of insurance to protect its drivers and other participants.

Specialized committees within SCCA are constantly at work determining standards for the physical sites that are used for road racing. Each year the Stewards Organization re-inspects each race course and assures the drivers that the conditions under which they are driving are not unduly and stupidly hazardous. If needed, the national course approval committee can step in to assist top local officials. This is a critical and continuing job, even with established courses. As cars become faster and designs change, incidents happen more suddenly and with different results. All courses approved for SCCA racing must have barriers of specified designs between the race course and pit area. The protection of spectator areas has its own design standards utilizing distance, barriers, height and terrain. The re-appraisal of course safety is a continuing task.

The heart of any racing organization is the many hundreds of volunteers behind the scenes — the dedicated workers who give of their time and talent to make motor racing the efficient, well organized sport it is in the U.S. today.

All emergencies must, by definition, be handled quickly. The many specialized functions necessary to putting on a race are fulfilled by dedicated, trained, enthusiastic volunteers. Specialties specifically concerned with safety are physicians, technical inspectors who inspect cars, grid marshals, pit stewards, fire fighters, corner workers who flag and communicate, truck crews, etc.

Members with an interest or talent in these areas volunteer their services and are trained and licensed before they can supervise a team. An official SCCA race worker license (there are three grades) is a hard won and much respected document.

As an example, there is a set course of instruction, training period and licensing procedure for a group known in racing as corner workers. These dedicated souls spend their weekends manning flag and communications posts spotted around a racing course. Their job is to watch the progress of the race, warn drivers via coded flags of any impending danger, communicate everything to and from the chief steward, and be ready to assist with fire fighting and medical equipment. Once the race has started, corner workers are profoundly aware that the prime safety responsibility is theirs. In literally every race, they have the opportunity to prove the trust is in good hands.

In the paddock area at each event, a medical safety team is set up. Before the day's activities can begin, the following gear and personnel are the recommended minimum.

Vehicles

- Two ambulances fully equipped for accident care
- Two fire trucks equipped to fight chemical, electrical, wood or fabric fires
- Two wreckers equipped with ropes, matting, dolly and hydraulically-operated jacks to bend metal
- Two station wagons equipped with stretchers and basic medical kits
- Pool of reserve station wagons

Medical & Safety Equipment

- First aid station in sheltered area
- Major casualty field kit
- Asbestos gloves and blankets, crow bars, warning horns, distinctive and identifying clothing for personnel

Personnel

- Physicians actually engaged in active traumatic surgery
- Nurses
- Ambulance crews
- Firemen
- Specially trained wrecker crews
- Crowd control personnel
- Safety steward

All these groups meet before the actual event is to take place and often conduct drills in their respective duties. Using the safety steward, the chief steward explicitly reviews equipment readiness and personnel qualifications. Without this selfless devotion of the "unsung" heroes of automotive competition, racing would not be as safe as it is today. Without question, the most significant role is played by the doctors — the medical profession members who constantly contribute advice and counsel of the most specialized nature, and who stand ready on weekends to devote their professional talents to a sport they love.

Entrants' cars are checked as carefully as the courses they hope to race on. Before a car is allowed on the course, it goes through a rigorous inspection required in SCCA's general competition rules book to ensure that it has been properly prepared and maintained. Great attention is given to each automotive system, the wiring, brakes, suspension, and firewalls. Mandatory reinforcement and fastening provisions are carefully examined. Special safety fuel tanks are required for many types of cars, generally the highest performance machinery. These consist of rubber bladders constructed of nylon or dacron woven fabric that are impregnated and coated with fuel resistant elastomer and enclosed in a container. The most popular designs meeting the approved standards also include a synthetic foam filler that occupies the interior of the tank. All filler caps, fuel pick-up openings, breather vents and fuel filler lines must be designed and installed so that fuel cannot escape if the car is partially or totally inverted.

Some of the items which cars must have include rollover bars, fire extinguishers, oil catch tanks, mirrors, fixed seat backs and, where it applies, a protective cover around the transmission bell housing called a "scatter shield".

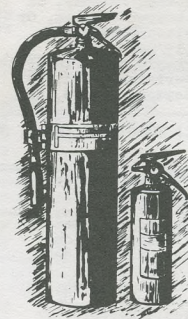
Poor fabrication or design, poor preparation or inadequate maintenance can and often does mean a rejection by the event's chief technical inspector.

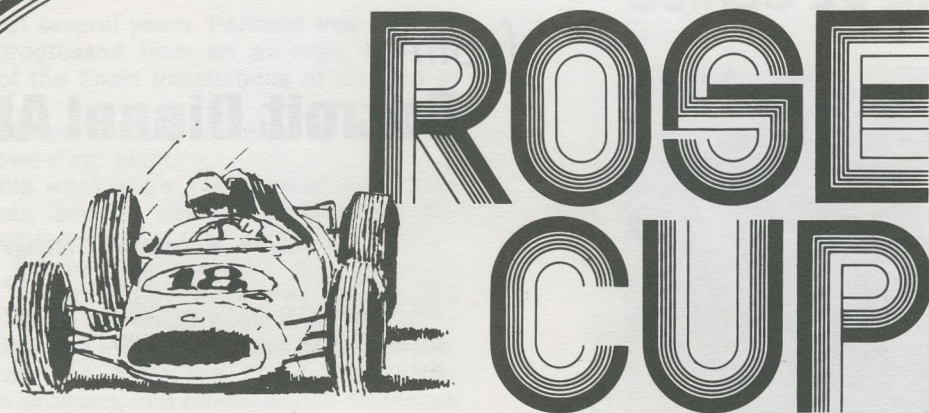
Probably the most stringent safety regulations are those imposed upon the drivers themselves. Not just anyone who has the money and time can go racing. An individual must be a member of SCCA, 18 years old, and pass a physical examination each year.

Driver training starts with classroom and blackboard sessions — capped with a written examination. The novice permit holder must attend and graduate from at least two SCCA-sanctioned racing drivers' schools. His log book must show six hours of on-course instruction from instructors who are experienced racers. There are 50 to 70 such schooling sessions held annually and not every school graduates all its students.

Those who graduate go on to a minimum of two low-pressure, regional races on probation where the new race drivers do much more learning than racing. After satisfactory written OKs from observers the student may now apply for a regional competition license, making him an acceptable entrant in any of 100 to 130 regional, weekend events held locally throughout the year.

Most drivers do not stop at the regional license level but aspire to a national competition license. If they pass through their regional race probation period by completing at least four races, they may apply for a national "ticket". National licenses must be renewed annually. Driver schools conducted by SCCA for its members throughout the country have been so successful that special sessions have been established for police cadets and sheriff's deputies.





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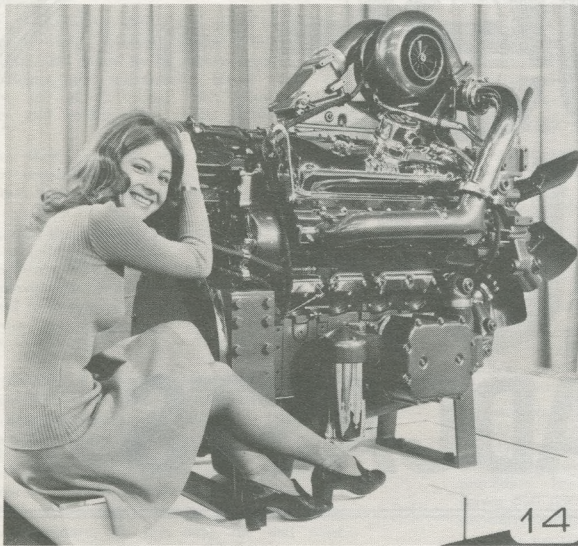
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New Features

COMMUNITY COOPERATION AIDS RACING AT PIR

By Dan Allen

During the past several years, Portland International Raceway has progressed from an average, fun-type facility to one of the finest installations of its type in the country.

Today, PIR stands virtually alone as a debt-free, able-to-pay-its-own-way, plant.

The site of this week-end's 14th Annual Rose Cup Road Races has several obvious advantages. It's owned and operated by the City of Portland as an integral part of a superb park system. It's located in the heart of a major metropolitan area. It has the support of practically the entire community, including government bodies and a host of private organizations.

Included among the latter are those firms listed elsewhere in this program, and others whose messages appear on the "outfield" fence.

Perhaps the most visual recent evidence of such support are two new structures, both located adjacent to the drag strip-main straight of the road course.

Gifts to the city and users of the racing plant by two of the area's pioneer firms, the Blitz Tower and Radio 62-KGW Tower are today being utilized for the first time at a Sport Car Club of America event, although the former was dedicated in April at the Grand Premier Drag races and has been used in several similar events since. At the Blitz Tower dedication Portland Parks Commissioner Francis Ivancie and Blitz President Fred Wessinger, driving golf carts, participated in an unusual drag race before a crowd estimated at 10,000.

This tower functions in a multiple capacity, providing administrative offices for PIR Manager Dale LaFollette,



a control and timing center for drag race events, scoring for road races, announcing booth for radio and public address system, and a television observation deck. Additionally, a hospitality room is provided.

The Radio 62-KGW Tower, at the end of the quarter-mile drag strip and start/finish line of the road course similarly serves several purposes, including the all-important lap-scoring crew headquarters and back-up timing for the road racers, and locale of the Chief Steward and his assistants, and round-the-circuit communications center.

The KGW Tower was officially dedicated June 6 during the annual Rose Cup Press Day, at which time KGW Radio Manager Tom Jackson formally presented keys to Commissioner Ivancie. Thanks to arrangements by Jacquie Crist, assistant to Jackson at KGW, press representatives, Rose Festival officials, drag and sports car drivers and crews and other invited guests enjoyed a fine afternoon, including refreshments and music by an outstanding rock band.

Both of the new towers will continue to provide enjoyment for participants and fans at PIR, meeting a long-felt need by helping insure safe conduct of various events as well as speedy, accurate reporting of results. Motorsports and bicycle racing groups using PIR had a hand in providing specifications for design and construction of the towers and have pronounced the final result first rate.

The spirit that has helped the entire Portland Rose Festival become the largest and finest such community event in the world has permeated PIR, and coming years should see this racing plant rated alongside such older, more well-known layouts as Riverside, Road America, Nurburgring and Monaco. That's quite a jump for a circuit which once consisted of city streets in the World War II satellite city of Vanport, Oregon.



Every night dinner is served with enough beer and wine included to transform feast into festival. Dine amid warm, natural wood elegance. A big, crackling fireplace. A panorama of smiles that frequently break into laughter. Or, song. Service as you like it. Cocktails, created by masters of the spirits art. And, live entertainment nightly: artists serving up guitars jubilee. There's USDA prime or choice dry-aged beef. In every form. And, seafood, too. Frosty, frothy carafes of beer, and three kinds of wine *en carafe*. In the Brew Cellar you can dance, sing, swing, clap hands and do your thing. So, come celebrate our nightly festival of life.

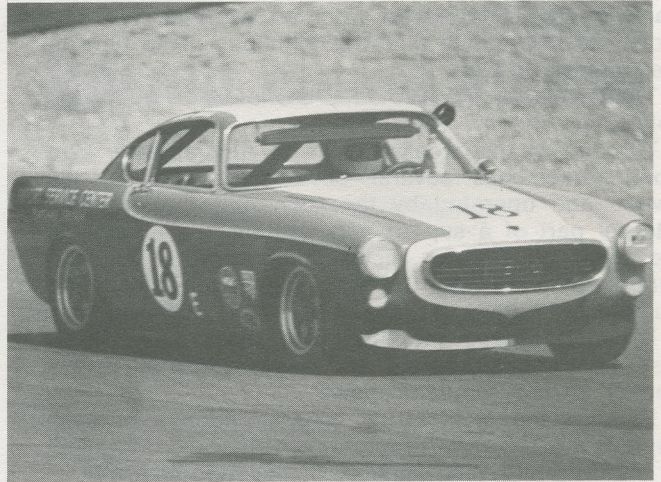
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HOW TO WATCH A SPORTS CAR RACE

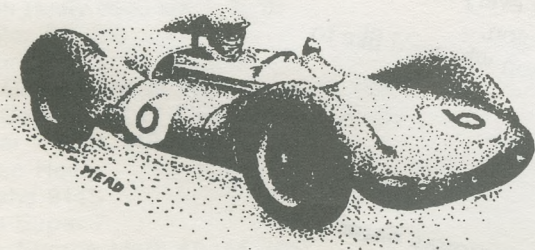
By Tony Wascher

Sports car racing can be as confusing to the novice spectator as ice hockey or rugby. In order to enjoy it you want to know what is going on and where to watch. Once you've got the fundamentals you should be able to convince your neighbor that Mario Andretti is just another household name.

Traditionally sports car racing is referred to as "road racing." Sports cars are put into one of two racing groups: "open wheel" and "closed wheel." Simply, open wheel cars are the Indianapolis type race cars with cigar shaped, light weight bodies, without fenders over the wheels. Closed wheel cars include approved stock bodied sedans, roadsters, and special built sports racers, all with enclosed wheels. These two groups are also divided into "classes", dependent upon performance capability and results a testing of production car classes and other groupings; classes may be found elsewhere in this program. Open and closed wheel cars are never mixed together in the same race, but different classes within the same group may compete together. With a total of 23 classes recognized by the Sports Car Club of America, mixing the classes is a convenience due to the time factor.

For example, a race may include A Sedans, A, B, and C Production, and A and B Sports Racers. These cars are not all equal in horsepower, but they do offer some degree of competition against each other. Unlike most other motor racing events, road racing combines the ultimate response between driver and car and a trying road course laid out to test both. The wrong response could change the end of the race and the overall winner could be any one of the other cars. Each class will have its own winner in the same race. For that reason a C Production car may finish eighth overall, in our example, but will finish ahead of all other C Production cars in the field. The driver's efforts will still get him a checkered flag and a victory lap. The real racing goes on "back in the pack" where two cars of the same class may be "dicing" for position lap after lap. They may only finish fifth and sixth overall in the group, and third and fourth in the class, but they were racing. You watch to see where the race action is developing and then you pull for your favorite.

You don't want to watch a road race on the straightaways, the test is in the corners and curves. Many a slower car with better handling has pulled it out in the corners over a faster car with poorer handling. At Portland International Raceway the best seats are at the far west end where you can see Turns 1 through 5 and the spectator bank at the east end where the cars come through the "circus" of Turns 6 & 7, then into Turn 8 and onto the straightaway.



PORTLAND INTERNATIONAL RACEWAY

West Delta Park - Portland, Oregon

LAP TIME vs SPEED

LAP TIME CHART

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

OFFICIAL TIME CHART FOR CALCULATING MILES PER HOUR.

Shows the conversion of time required to complete one lap of the Portland International Raceway 1.915 mile course into miles per hour. Start your stopwatch as a car passes a point in front of you. Check the time required for it to return to that point. If, for example, it requires 1 minute 20 seconds to complete one lap, the car has averaged 86.2 mph.

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I am interested in becoming a part of the Oregon Region racing team and would appreciate an application blank and the date of the next meeting.

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Cascade Sports Car Club
Blitz-Weinhard Corp.
KGW Radio 62
KPTV
Monte Shelton Motors
Portland International Raceway
City of Portland, Bureau of Parks & Recreation
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Vancouver (Washington) Datsun
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1974 PRODUCTION CAR SPECIFICATIONS

CLASS A

Abarth Simca 2000
AMX 390
Corvette Sting Ray 350 Roadster & Coupe 1970-1971
Corvette Sting Ray 396 Roadster & Coupe thru 1973
Corvette Sting Ray 427 Roadster & Coupe thru 1973
Corvette Sting Ray 454 Roadster & Coupe thru 1973
Cobra 427
Ford Boss 429 Mustang 1969, 1970
Griffith 200
Porsche GTS 904
De Tomaso Pantera 351 — 1972-1974

CLASS B

Alfa Romeo Montreal
AMX Sports Coupe (290) thru 1969
AMX Sports Coupe (343) thru 1969
Cobra 289
Corvette 283
Corvette 327 (1962)
Corvette Sting Ray 327 Roadster & Coupe thru 1974
Corvette Sting Ray 350 Roadster & Coupe thru 1973
Ferrari 365 GTB 4 Daytona
Jaquar Series 3 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 GT-350 thru 1966
Shelby GT-350 1-4V, 1967
Shelby Cobra GT-350 Coupe 1969

CLASS C

Alfa Romeo TZ
Datsun SRL 311-U (Mikuni)
Datsun 240 Z Sports thru 1974
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
Porsche Carrera 1500, 1600
Porsche 911, 911L, 911S (Coupe) thru '68
Porsche 911T Coupe/Targa Cabriolet 1969
Porsche 911T, 911E, 911S Coupes/Targa Cabriolet '72
Porsche 914/6 thru 1972
Sunbeam Tiger 260
Triumph TR-250
Triumph TR-5
Triumph TR-6

CLASS D

Alfa Romeo Duetto 1750 thru 1971
Alfa Romeo Spider 2000
Austin Healy 3000 MK I, II, III
Daimler SP 250
Datsun SRL 311U (Hitachi)
Elva Courier MK III 1800 & MK IV 1800
Elva Courier MK IV T Roadster & Coupe
Jaguar XK 20, 140, 150, 3.4 & 3.8
Jensen Healy
Porsche 914S
Lotus Super 7
Lotus Europa Mark 46, 54, (65)
Triumph GT6, GT6+
Triumph GT6, MK III

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

CLASS E

Alfa Romeo Giulia Spider Veloce
Alfa Romeo Giulia Sprint GT & GTZ
Alfa Romeo Duetto 1600
Austin Healy BN4, BN6, (100-6)
Elva Courier MK I, II, III (1622)
Elva Courier MK IV (1622)
Fiat 124 Sport Spider 1600 (2 carb.)
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 914/4 thru 1973
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, 1800ES thru '73

CLASS F

Alfa Romeo Giulietta Super 1300
Alfa Romeo Giulietta Sprint Special
Alfa Romeo Spider 1300 Junior
Alfa Romeo Junior Z
Alfa Romeo Giulia Sprint & Super 1600
Alpine A-110, 1100
Austin Healy Sprite MK IV (1275)
Austin Healy BN1, BN2 (100-4, 100M)
Datsun SPL-311 & SPL 311U
Fiat 124 Spider thru 1970, 1600 (1 carb.) 1971-74
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 thru 1970
Triumph Spitfire MK IV thru 1972
Triumph Spitfire 1500
Volvo 1800S, (1780cc)

CLASS G

Alfa Romeo Giulietta Sprint & Spider
Austin Healy Sprite 1100, AN 8 (1100)
Datsun SPL 310 U
Matra
MG Midget AN 2, AN 3
Porsche 1300
Rene Bonnet CRB
Triumph Spitfire MK I & MK II
Turner 950S

CLASS H

Austin Healy Sprite MKI & MKII (948)
Fiat 850 Spider, Racer thru 1973
Fiat Abarth 850S, 750 GT, 750 MM
MG Midget (948)
Morgan 4/4 MK IV
Opel GT 1100

**1974 SCHEDULE
PORTLAND INTERNATIONAL RACEWAY**

June 15-16	Sports Car Club of America 14th Annual Rose Cup National Championship Road Races. SCCA Regional Championship Races.
June 22	Team Continental Driver Training.
June 29	Baxter Auto Parts Summer Street Championship.
July 6	Race of Champions Drag Race (AHRA).
July 14	AMA Motorcycle Road Race.
July 20-21	SCCA Regional Championship Road Races.
July 27	Oregon Funny Car Drag Championship (AHRA).
August 3	Rod Run.
August 4	Columbia Corvette Club Autocross.
August 10-11	Go-Kart Road Races.
August 17-18	NASCAR Stock Car Road Races.
August 24-25	SCCA National Championship Oregon Grand Prix Road Races.
September 1	AMA Motorcycle Road Races.
September 7-8	Cascade Sports Car Club-Blitz Weinhard Fall Challenge Road Races.
September 14	Thrifty Auto Supply High School Drag Races.
September 22	Go-Kart Road Races.
September 29	Motocross.
October 6	AMA Motorcycle Road Races.
October 13	Motocross.

Recreational Motorcycle Riding: Mondays, Tuesdays, Fridays — 10 a.m. to dusk.
 Helmet and silencer required.

Tuesday Night Bicycle Races: Through August 27.

Wednesday Night Grudge Drags: 1/8 mile, through September 25.

Thursday Night Motocross: Through August 29.

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- 1961—Jerry Grant, Yakima, Washington, 3-litre Ferrari
- 1962—Jerry Grant, Kent, Wash., Ferrari Testa Rosa
- 1963—Bill Stephens, Vancouver, B.C., Lister Corvette
- 1964—Pierre Phillips, Portland, Lotus 27
- 1965—John Hall, Vancouver, B.C., Porsche RSK
- 1966—David Phelan, Portland, Ford Cobra
- 1967—Bill Amick, Portland, McLaren Mark II
- 1968—Stan Burnett, Seattle, Burnett Mark II - Chev
- 1969—Jon Milledge, Mountain View, Cal., Racesales
Brabham-Ford Formula II
- 1970—Milt Minter, Los Angeles, Cal., Porsche
- 1971—Herb Caplan, Los Angeles, Cal., Corvette
- 1972—Monte Shelton, Portland, Portland, Shelton
Motors Lola
- 1973—Bill Cuddy, Hidden Hills, Cal., McLaren MK 8E

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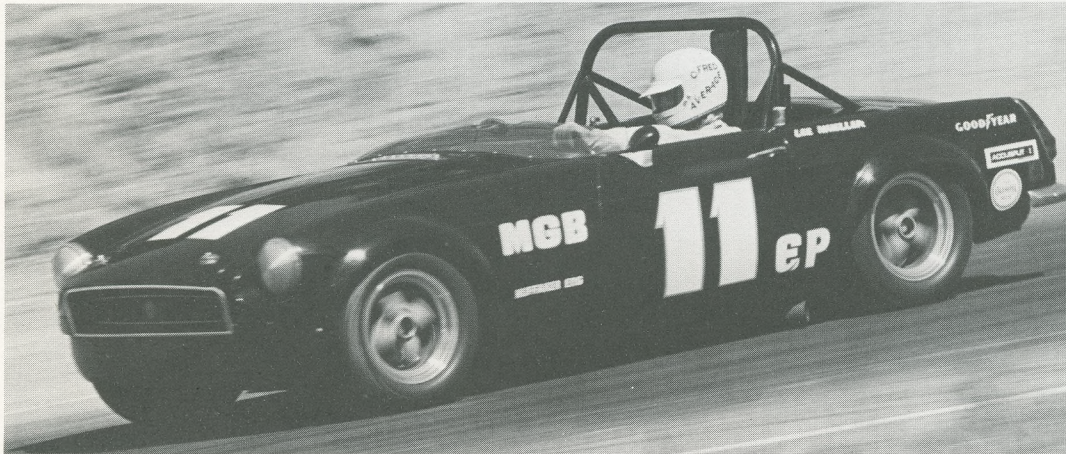
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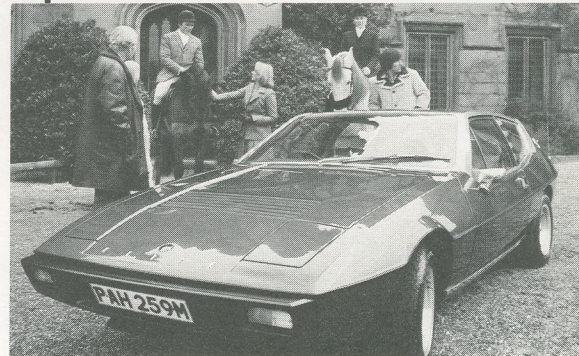


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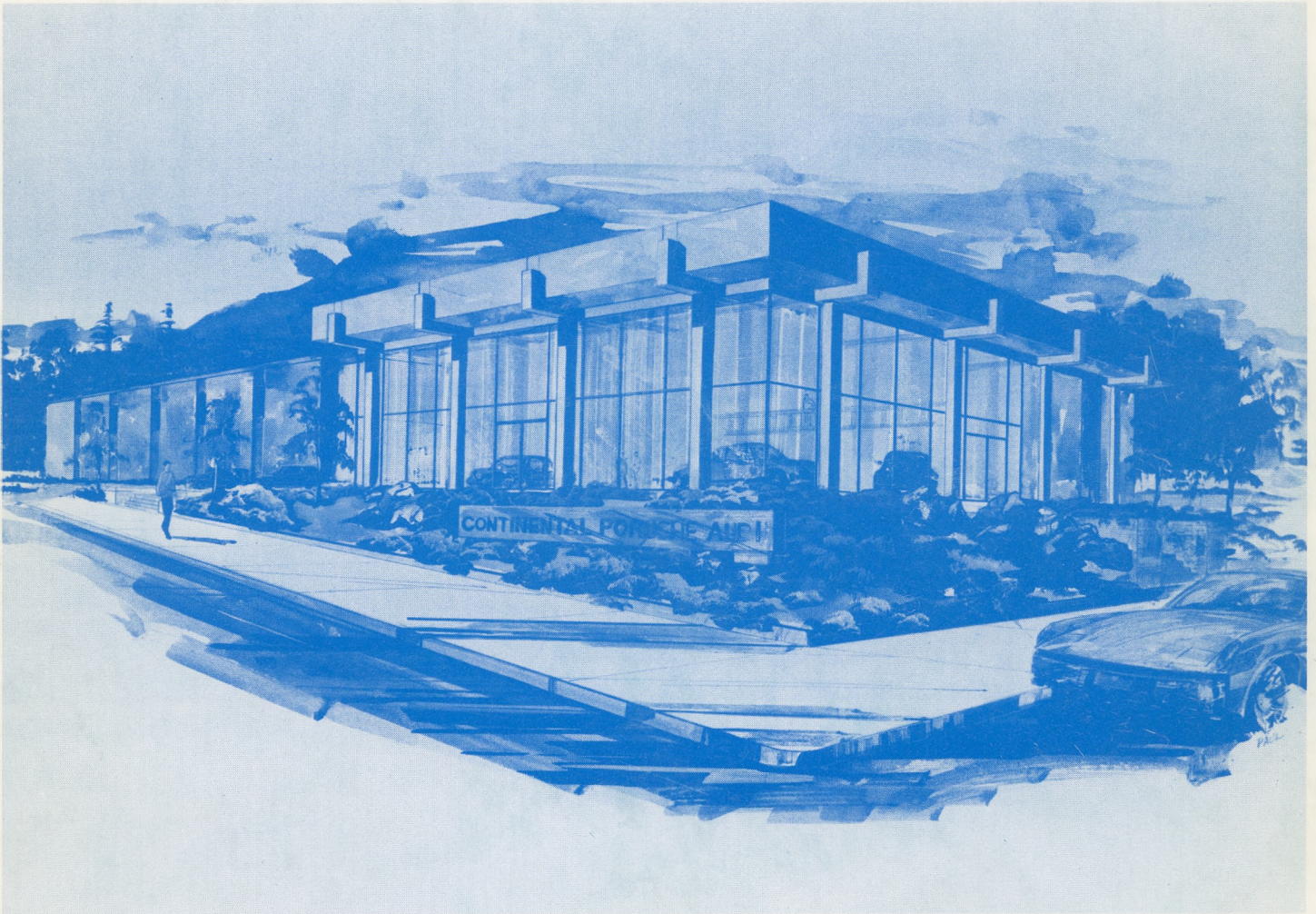
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