Sponsors of the QUEEN’S CUP

For
FORMULA RACING CARS
1974 WILL BE AWARDED TO F-FORD

PIERRE’S MOTORS of Ptd. Ltd.
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PIERRE’S MOTORS RACING

Importers for
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PIERRE’S PANCAKES RACING
LOLA T 340’s

3
PIERRE PHILIPS

23
DALE ELMER

24
PETE DARR

Jim Fisher Datsun
saves & sets you free
THE SCHEDULE

Saturday, June 15, 1974

7:30 a.m. - 2 p.m.  
Registration and Tech Inspection

8:30 a.m.  
Drivers’ Meeting

9:00 a.m. Practice-Group 1
9:25 a.m. Practice-Group 2
9:50 a.m. Practice-Group 3
10:15 a.m. Practice-Group 4
10:35 a.m. Practice-Group 5
11:00 a.m. Practice-Group 6
11:25 a.m. Practice-Group 7
11:50 a.m. Practice-Group 8
12:10 p.m. - 12:40 p.m.  
Lunch Break
12:40 p.m. Practice-Group 9
1:10 p.m. Practice-Group 10
1:40 p.m. Qualifying-Group 1
2:10 p.m. Qualifying-Group 2
2:40 p.m. Qualifying-Group 3
3:10 p.m. Qualifying-Group 4
3:35 p.m. Qualifying-Group 5
4:05 p.m. Qualifying-Group 6
4:35 p.m. Qualifying-Group 7
5:05 p.m. “Rose Bud” Race No. 1

Regional Group 8
18 Laps
5:40 p.m. “Rose Bud” Race No. 2
Regional Group 9
18 Laps
6:15 p.m. “Rose Bud” Race No. 3
Regional Group 10
18 Laps

Sunday, June 16, 1974

7:30 a.m. - 9:00 a.m.  
Registration and Tech Inspection

9:00 a.m. Qualifying-Group 1
9:25 a.m. Qualifying-Group 2
9:50 a.m. Qualifying-Group 3
10:15 a.m. Qualifying-Group 4
10:40 a.m. Qualifying-Group 5
11:05 a.m. Qualifying-Group 6
11:30 a.m. Qualifying-Group 7
11:45 a.m. - 1:00 p.m.  
Lunch

Porsche Club Parade
Capri Club Parade
Arrival of Rose Festival
Queen and Court
Opening Ceremonies, 14th Annual Rose Cup Races

1:00 p.m. National Race No. 1
Race Group 1
18 Laps
1:40 p.m. National Race No. 2
Race Group 2
18 Laps
2:20 p.m. National Race No. 3
Race Group 3
18 Laps
3:00 p.m. National Race No. 4
Race Group 4
18 Laps
3:40 p.m. National Race No. 5
THE QUEEN’S CUP
Race Group 5
18 Laps
4:20 p.m. National Race No. 6
Race Group 6
18 Laps
5:00 p.m. National Race No. 7
THE ROSE CUP
Race Group 7
18 Laps
5:45 p.m. Awards Ceremonies

RACE GROUPS

Race Groups 1 through 7 include Showroom Stock Sedans and Showroom Stock Sports Cars, plus Formula, Production, Sedan and Sports/Racing Cars competing in the “Rose Cup” Races for National Championship points.

Race Groups 8 through 10 include Regional cars competing in the Restricted Regional “Rose Bud” races.

Group 1 — SSS & SSSC
Group 2 — Formula Vee
Group 3 — Formula A-B-C-Super Vee
Group 4 — F-G-H-Production, C Sedan, C Sports/Racing
Group 5 — Formula Ford
Group 6 — C-D-E-Production, B Sedan, C Sports/Racing
Group 7 — A-B-Production, A Sedan, A-B Sports/Racing
Group 8 — Regional Formula A-B-C, Super Vee, Formula Ford
Group 9 — Regional F-G-H Production, C Sedan
Group 10— Regional A-B Production, A Sedan, A-B Sports/Racing

Cars may be identified by Category/Class markings on sides.

For example: Formula Ford-FF, A Production- A/P, B Sedan-B/S, etc.

Also see entry list elsewhere in program.

PORTLAND ROSE FESTIVAL
ASSOCIATION

ROSE CUP COMMITTEE

Robert Ames, Chairman...First National Bank
Mel Carpenter, Vice-Chairman Georgia-Pacific
Roger Burpee _______ Pacific Diesel Power Co.
Charles Carter _______ Cole, Clark & Cunningham
Dale Christiansen _______ Portland Park Bureau
Everett Jones _______ Portland General Electric
Ralph Scatlatt _______ Junior Achievement, Inc.
Fred Stickel, Sr. _______ Oregonian-Journal
62 KGW
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.
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.

United States National Bank of Oregon
Member F.D.I.C.
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
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!
THERE'S A NEW SHOP IN TOWN!

Not only can we keep your Datsun in first class street tune, but we can jazz it up to your liking, with handling and engine improvements. We take care of the avid autocrosser, the relentless rallyist and the full race freak.

Come see our Datsun Specialists at
GER-BROCK & CO.
3149 N. Willamette Blvd.
Portland, Oregon 97217
(503) 283-9231
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.
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.

CATEGOR Y: 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.

CATEGOR Y: 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

CATEGOR Y: 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

CATEGOR Y: 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.).
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.

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<th>Division</th>
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<td>Dave Schwafel, S.F., Corvette</td>
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<td>Dick Workman, S.F., Cobra</td>
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<td>Gary Caufren, S.F., Corvette</td>
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<td>Michael Meek, S.F., Corvette</td>
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<td>C PRODUCTION:</td>
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<td>Walt Maas, S.F., Datsun 260Z</td>
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<td>John Bucks, S.F., TR-4</td>
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<td>Dave Chidester, S.F., Datsun 240Z</td>
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<td>Lee Mueller, S.F., Jensen-Healey</td>
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<td>Bob Shelton, S.F., Datsun 2000</td>
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<td>Hap Richardson, S.F., Jaguar</td>
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<td>Daryl Hale, Ore., TR-GT</td>
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<td>Lee Mueller, S.F., MGB</td>
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<td>Jerry Slick, S.F., MGB</td>
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<td>Pat Casey, S.F., MG Midget</td>
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<td>Tide Ebing, S.F., Spitfire</td>
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<td>Joe Chamberlain, Ore., Camaro</td>
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<td>John Bauer, S.F., Javelin</td>
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<td>Rob McFeilin, S.F., Dart 510</td>
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<td>Gerry Murch, Ore., Datsun 510</td>
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<td>Pete Mills, N.W., Opel</td>
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<td>Doug Barbier, Ore., Datsun 1200</td>
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<td>Steve White, S.F., Austin</td>
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<td>Art Sri, Jr., S.F., Elvo</td>
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<td>Don Invergerio, S.F., Lola T 142</td>
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<td>Jon Millecide, S.F., GRD 737</td>
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9
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.

Sincerely,

Francis J. Ivancie
COMMISSIONER OF PUBLIC UTILITIES
City of Portland
**GROUP I**

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**Safety in Racing**

**by Dick Gilmartin**

**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:**

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

**Medical & Safety Equipment**
- First aid station in sheltered area
- Medical tents for grooms
- 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
- Safety personnel

All these groups meet before the actual event is to take place and often conduct drills in their respective departments. During the week before an event, the SCCA 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 medical professionals who constantly contribute advice and counsel of the most specialized nature. Possibly the most important decision to be made is 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 the car is legal, and maintained properly. Great attention is given to each automobile, the wiring, brakes, suspension, and firewalls. Mandated is a thorough inspection that is usually fully 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 rubber outer shell 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 to prevent fuel from escaping if the car is partially or totally inverted.

Some of the items which cars must have include rollbars, special catch tanks, fire extinguishers, seat belts, end seat backs and, where it applies, a protective cover around the transmission bell housing located in the driver’s area.

Poor fabrication or design, poor preparation or inadequate maintenance can and often does mean a recurrence of physical injury.

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. In 1957, SCCA adopted a Master Insurance Plan for sites that are used for road races and slaloms and autocrosses, are automatically covered. The minimum required coverage pays up to $500,000 for bodily injury to a spectator. In addition, there is a total of volunteers behind the scenes—the Macaroni drivers 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 purify and a race area are performed by dedicated, trained, enthusiastic volunteers. Specialties specifically concerned with safety are physicians, technical inspectors who check the cars before and after the race; fire fighters, corner workers who flag and communicate, track 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 starter license (for the 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 knowledgeable in racing. These dedicated souls spend their weekends mankind flag and communications posts spotted around a race course. Their task is to warn other 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.
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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, Nurbergring and Monaco. That’s quite a jump for a circuit which once consisted of city streets in the World War II satelite 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.

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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.

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PORTLAND INTERNATIONAL RACEWAY
West Delta Park - Portland, Oregon

LAP TIME CHART

LAP TIME CHART

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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.

---

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.

NAME ____________________________
ADDRESS ____________________________
CITY AND ZIP CODE ____________________
I WOULD ALSO LIKE INFORMATION ON ____________________________

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ACKNOWLEDGEMENTS
AA Ambulance Service
Bardy Trophy
Bill Gerlock Towing
Capri Club of Oregon
Georgia Pacific Corporation
Jim Fisher Motors
Riviera Motors
Cascade Sports Car Club
Blitz-Weinhard Corp.
KGW Radio 62
KPTV
Monte Shelton Motors
Portland International Raceway
City of Portland, Bureau of Parks & Recreation
City of Portland Police Bureau, North Precinct
Pontiac Division, General Motors Corp.
Portland Rose Festival Association
Oregon Chapter, Porsche Club of America
Vancouver (Washington) Datsun
Video Electronics

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M. B. Motors, Inc.
McKee Pontiac — Mazda
Oregon Mutual Savings Bank
Pacific Diesel Power Co.
Portland Auto Auction
U. S. National Bank

Program Design — Dan Allen, Rob Taylor
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Photography and Cartoons — Robert Ames, Robert Mead, Scott Manley
Printed By — Artline Printing Co.

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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**
- **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 287 (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 Cabriiolet 1969**
- **Porsche 911S Coupe/Targa Cabriiolet 1969**
- **Porsche 911E Coupe/Targa Cabriiolet 1970, 1971**
- **Porsche 911S Coupe/Targa Cabriiolet 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**
- **MG, MGC-GT**
- **Porsche Carrera 1500, 1600**
- **Porsche 911, 911L, 911S (Coupe) thru '68**
- **Porsche 911T Coupe/Targa Cabriiolet 1969**
- **Porsche 911T, 911E, 911S Coupes/Targa Cabriiolet '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 1, II, III**
- **Daimler SP 250**
- **Datsun SPL 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**

### 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, Cabriiolet**
- **Porsche 912 Coupe thru 1968**
- **Porsche 912 Coupe/Targa Cabriiolet 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.

FORMER ROSE CUP WINNERS

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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Terry Visger, Driver

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