G.I. JOE'S
ROSE CUP RACES $1.00

Portland International Raceway
June 14th-15th

The 15th Annual
Rose Cup Road Races

Sponsored by
The Portland Rose Festival
Association

Sanctioned by
The Sports Car Club of America
Nos. 75RS62S, 75N28S

Official Program

PORTLAND INTERNATIONAL RACEWAY

SOUTHERN CALIFORNIA CAR CLUB

TRANS AMERICAN CHAMPIONSHIP

SPORTS CAR CLUB OF AMERICA
WHY DO SOME MANUFACTURERS RACE CARS? For the last eighty years racing has contributed greatly to the technical perfection of today’s modern automobile. It was the “little” and brave people (some people called them crazy) who helped pioneer the automobile—these include the racers who regularly tested cars for speed and endurance and the tourists who tested the cars under extreme road conditions. Then there were the gentlemen who admired the beauty and function of the cars they owned and kept them in mint condition for their Sunday afternoon parade down “Main Street”—the only paved area around! The first automobile race in the United States was held in 1895 and was won by J. Frank Duryea with a winning speed of 7½ mph!

As early as 1947 the first Healey (Westland) won the international Alpine Rallye in its class and brought home a total of four trophies. Since that time, the Healey name has become synonymous with sports car racing and cars were bought by enthusiasts throughout the world.

TODAY’S JENSEN-HEALEY—The street version of the Jensen-Healey is exceptional. This magnificent roadster, the National SCCA Class “D” Champion two years running is a blend of sports car handling, exciting performance and economy of operation. (Motor Trend tested the Jensen-Healey sports car at 26.1 miles per gallon.) The key to this car is the all aluminum twin cam 16-valve engine, probably the most advanced design power unit in any production car today. Its efficiency means low pollution, high performance and good gas mileage. So if you combine beautiful styling, comfort, handling and reliability, you have the reason why in only two short years over 7,500 Jensen-Healey automobiles have been ordered from the small factory in West Bromwich, England. The Jensen-Healey is now available with a magnificent five-speed transmission and new Federal bumper protection system. WINNING RACES HAS CONTRIBUTED TO OUR SALES AND CONSTANT IMPROVEMENT TO OUR PRODUCT WILL INFLUENCE PEOPLE TO CONTINUE SUPPORT OF OUR PRODUCT.

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IT REALLY WORKS
THE SCHEDULE

RACE OFFICIALS

<table>
<thead>
<tr>
<th>Role</th>
<th>Name</th>
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<tbody>
<tr>
<td>Chief Steward *</td>
<td>Joe Henderson</td>
</tr>
<tr>
<td>Chairman/Observ *</td>
<td>Ernst Wassmann</td>
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<tr>
<td>SOM *</td>
<td>Stan Bennett</td>
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<td></td>
<td>Frank Manley</td>
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<td>*Trans/Am Only</td>
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<tr>
<td>Chief Steward</td>
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<td>Joyce Erickson</td>
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<td>Harv Henneman</td>
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<td>Tom Shea</td>
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<td>Bob Amens</td>
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<td>John Buell</td>
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<td>Chief Communications</td>
<td>Pat John</td>
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<tr>
<td>Chief Tech</td>
<td>Doug Van Dyke</td>
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<tr>
<td>Chief Timing &amp; Scoring</td>
<td>Bob Arkes</td>
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<td>Chief Emergency</td>
<td>Joe Greulich</td>
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<tr>
<td>Course Marshal</td>
<td>Dick Coffman</td>
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<tr>
<td>Grid Marshal</td>
<td>Don Jackson</td>
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<tr>
<td>Rose Festival Assn. Race Chrm</td>
<td>Robert Ames</td>
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THE SCHEDULE OF EVENTS

THURSDAY, June 12, 1975
4:00 pm - 9:00 pm Pre-registration and Tech, PIR

FRIDAY, June 13, 1975
7:30 am - 3:00 pm Registration and Tech
10:00 am - 10:15 am Practice Reg. & Nat. Group 1
10:15 am - 10:45 am " " Group 2
11:15 am - 11:15 am " " Group 3
11:30 am - 11:45 am " " Group 4
12:00 pm - 12:15 pm " " Group 5
12:30 pm - 12:45 pm " " Group 6
12:45 pm - 1:15 pm Lunch
1:15 pm - 1:30 pm Practice Reg. & Nat. Group 7
1:45 pm - 2:05 pm Practice Nat. & Qualify Reg. Group 1
2:20 pm - 2:40 pm " " Group 2
2:55 pm - 3:15 pm " " Group 3
3:30 pm - 4:15 pm Practice & Qualifying Trans/Am
4:30 pm - 4:50 pm Practice Nat. & Qualify Reg. Group 4
5:05 pm - 5:25 pm " " Group 5
5:40 pm - 6:00 pm " " Group 6
6:15 pm - 6:35 pm " " Group 7

SATURDAY, June 14, 1975
7:30 am - 3:00 pm Registration & Tech
9:00 am - 9:15 am Practice & Qualifying Nat. Group 1
9:30 am - 9:45 am " " Group 2
10:00 am - 10:15 am " " Group 3
10:30 am - 10:45 am " " Group 4
11:00 am - 11:30 am Practice & Qualifying Trans/Am
11:45 am - 12:00 pm " Nat. Group 7
12:00 pm - 12:30 pm Lunch
12:30 pm - 12:55 pm Practice & Qualifying Nat. Group 6
1:10 pm - 1:15 pm " " Group 5
1:30 pm - 2:10 pm Regional Race - 20 minutes Group A
2:25 pm - 2:45 pm Regional Race - 20 minutes Group B
3:00 pm - 3:30 pm Practice & Qualifying Trans/Am
3:45 pm - 4:05 pm Regional Race - 20 minutes Group C
4:20 pm - 4:40 pm Regional Race - 20 minutes Group D
4:55 pm - 5:25 pm National Race - 24 Laps Group 6
5:40 pm - 6:10 pm National Race - 24 Laps Group 5

SUNDAY, June 15, 1975
7:30 am - 10:00 am Registration & Tech
9:00 am - 9:15 am Practice & Qualifying Nat. Group 1
9:30 am - 9:45 am " " Group 2
10:00 am - 10:15 am " " Group 3
10:30 am - 11:00 am " " Group 4
11:15 am - 11:30 am " " Group 7
11:45 am - 12:00 pm Trans/Am WarmUp, No Qualifying
12:45 pm - 1:15 pm National Race - 24 Laps Group 1
1:30 pm - 2:05 pm National Race - 24 Laps Group 2
2:20 pm - 2:55 pm National Race - 24 Laps Group 3
3:10 pm - 3:30 pm Trans/Am Race - 50 Laps Group 4
4:45 pm - 5:20 pm National Race - 24 Laps Group 6
5:35 pm - 6:10 pm National Race - 24 Laps Group 7

RACE GROUPS

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<tr>
<td>National 1</td>
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<tr>
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<td>Regional B</td>
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FOR INFORMATION

Registration .......... Logan Gray .......... 644-8229
Competition Director .. Harv Henneman .......... 255-3967
Tech Inspection .......... Doug Van Dyke .......... 364-9481
Worker Registration .......... Joyce Erickson .......... 581-2907
Membership Director .......... Jim Norlin .......... 666-1842
Regional Executive .......... Don Jackson .......... 265-5059
Portland Rose Festival .......... 10 S.W. Ash St, 97204 .......... 227-2681

These groups only for Regional Race. Regional cars will practice with regular National groups.
It gives me extreme pleasure to greet all of you, both patrons and participants, in this 1975 GI Joe's/Rose Cup sports Car Races program. We especially want to thank the people at GI Joe's for making this professional race possible through their sponsorship of the $10,000 racing prize fund.

Every Festival president wants to see his year the best ever. It looks like we have succeeded this year. Having the first Trans-Am professional race during the Rose Festival by itself ensures this Festival's place in history.

Our regular amateur program will be better than ever, too, and we have every reason to believe we will set attendance records as well. So, this Rose Cup series is a milestone.

To all of you visitors, a sincere welcome. Come back again next year for our great Rose Festival-Bicentennial celebration. To all our neighbors, local and regional auto racing enthusiasts, you can count on the Rose Festival continuing to grow in its Rose Cup activities. May I wish you all a fine weekend of competition.

Cordially,

Robert H. Hazen
President
June, 1975

As Mayor of Portland, I am pleased to welcome the spectators of and participants in this year's Rose Festival Races. With a special welcome for those racers in the pro event who have not been here before.

I am confident that the hard work of the Park Bureau Personnel and of the sport car enthusiasts of all ages will make this 15th consecutive running of these races the most successful and enjoyable year in the history of this event.

My best wishes for a great competition, especially in regards to the $10,000 purse in the Trans-Am race.

Neil Goldschmidt

NG:gdc
1975 Rose Festival Court

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PORTLAND INTERNATIONAL RACEWAY
length 1.95 miles
DRIVING IN THE ROSE CUP
By Monte Shelton

Portland International Raceway, or P.I.R. as preferred by the racing fraternity, has evolved to its present shape over the past fifteen years.

In 1961, the course was completely over the old roads of Vanport with small amounts of asphalt laid in the apexes. These roads were crowned; they were rough and at the end of the westbound straight, there was a zig-zag with haybales on both sides. From the cockpit of a racecar with stiff suspension, it was thrilling to say the least.

Several other configurations were tried which were shorter than the original 2.4 mile track. One of these included race pits on the north side of Force Avenue and Victory Blvd. The present configuration is the design of Portland’s own Mike Parker who did the original layout for Ontario Motor Speedway in Calif.

The financial underwriting came from The Portland Rose Festival Association. The impetus came from Robert Ames, banker, racer and sports car aficionado.

One local veteran driver has referred to P.I.R. as a “drivers course”. I agree. It looks easy, but to go fast requires much practice. If you’re sitting in the circus viewing area put a stop-watch on different cars in the same class from Turn 6 Entrance to Turn 8 Exit. Notice a small difference? Say .04 seconds. Multiply that by eight turns and you might get 1.5 seconds a lap. If the cars are equal in power and speed potential, a superior driver wins easily. In the 50 lap trans-am race, that would be 75 seconds overall or precisely enough time for an extra lap.

Exiting Turn 8, I would like to take you for one lap in a McLaren M8F. First gear is used here. It has a speed potential of 90 MPH at 6500 RPM. Take a late apex, squeeze the throttle swiftly. Drift up to the armco barrier protecting the racing pits and select second gear before you over-rev. Use the cornering force of the car, don’t go all the way up to the paddock barrier. Remember, the course is 1.95 miles long down the center but if you use both sides unnecessarily, it can be 2.00 miles long. Staying 1/3 from the left edge of the straight (it’s smoother there) you go through the gears up to fourth, reaching a maximum speed of 168 MPH. At the slough, you select the middle of the course at Marker 2 and clamp on the brakes. Be prepared to shift five feet in either direction because of the rough surface. Gear down to second, make a close apex in Turn 1, drive to the westmost part of the turn and feather the throttle and turn hard right. Effectively, we have made two turns in Turn 1. Holding a tight apex exiting Turn 1, we arrive at Turn 2, 2/3 off the apex to the right. Turn late, use the throttle sparingly and you don’t slide off so far to the right between two and three. Scream into Turn 4, still into second gear, brake hard, stay left, gear down, late apex to the right. If we come out of four smoothly, we can make it past five without lifting and the even harder turn to the right past five. The whole slough section requires smooth shifts and a steady throttle because of the extreme roughness. A miscue could send the car into the armco. Approaching six is very tense. At the entrance, you stay tight to the right; mostly because it’s the fast line but secondly the surface is rough and stopping is hairy fifteen feet inside. Brake hard, gear down to second, turn left now full on the power all the way through seven holding tight inside you drift up to the entrance of eight. Brake, select first, start squeezing on the power for a high entrance, late apex of Turn 8. You have just completed the last lap of the 1974 Rose Cup on the way to victory.

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C and D SPORTS RACING

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

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

B SEDANS

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

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

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

A and B SPORTS RACING

A sports racing, often called “last season’s Can Am” is bound to be the most popular class among spectators. Powered by big Ford and Chevy plants, these McLarens, Lolas and the like will be setting the fastest times on the track this weekend. And there is someone out there who hopes to beat the track record. This is the last step into the big time of professional road racing where the fun and trophies turn into hard cash and stardom. Remember the top finishers, they may be the honchos next year.

B sports racing will be comprised of smaller but extremely quick machines. The Porsche 908, A B-SR car is expected to be a close match for the domestic powered iron.

C PRODUCTION

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

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

FORMULA FORD

Not since the initiation of the Formula Vee has there been so much interest over one particular racing class. The Formula Ford is classed as a single seat racing car, open wheel, using a 1600cc crossflow engine. Originally restricted to the powerplant from the English Ford Cortina, 1972 rules permit a choice of Cortina, Capri, or Pinto engines. Stock wheels must be used and chassis design is basically unrestricted, but engine preparation, as in Formula Vee, is highly restricted, with specified cams, pistons, rods, etc.

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

FORMULA A, B, C

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

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

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

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

E PRODUCTION

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

FORMULA VEE and SUPERVEE

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

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

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

C and D SEDANS

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

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

G and H PRODUCTION

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

Larger Sprites, Midgets and Spitfires dominate the G Production go-round. Here's some more close racing between the mighty-mites. Actually, the G and H Production cars are a lot faster than you may think. Look for some really spirited racing here.
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Prize Money Division — First 25 Finishers

AWARDS
Prize money will be awarded according to the schedule shown below.
Prize money awards will be presented to the entrant or his duly authorized representative. Prize money not claimed at the event will be sent by air mail to the entrant no later than 48 hours after the event.

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<td>100</td>
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A special investment.

When most people think of investments, they think of money. Or stocks and bonds. But every racing hopeful who sees himself crossing the finish line first, must make his own investment. An investment in time. In days, months, even years of hard work and practice. Of dozens of trial runs. Of testing and tuning a car. Of developing the skills and endurance necessary to see a race through to the finish.

At First National Bank of Oregon, we've made our own investment in time. Since 1865 we've been helping Oregonians with their special banking needs. And every year we've gained a little more experience, and learned a little more about you and what kind of banking service you're looking for.

So, the next time you need financial assistance, stop by any of our state-wide offices. The way we see it, every time we put this experience to work for you, our investment pays dividends.

FIRST NATIONAL BANK OF OREGON Member FDIC
GROUP 1 - NATIONAL - Showroom Stock Sedan; Non-Production

**CLASS Driver/Town Region Car/Color/Sponsor**

- 38 CS Chris Miller/Seattle, Wa. NW Austin Cooper/Blue/City Imports
- 37 BS Bob Finn/Santa Maria, Ca. SF Datsun 510/Orange & Blue/CSR Racing
- 35 DP Bud Harrington/Mill Valley, Ca. SF Triumph GT6+/Black/Thumper Racing of Mill Valley
- 34 DP Daryl Hale/Klamath Falls, Or. Oregon Triumph GT6/White/TYCO
- 18 BS Dave Madison/Reseda, Ca. CSCC Datsun 710/White & Red/Miller Imports Datsun
- 16 EP Bill Follmer/Arcadia, Ca. CSCC Porsche 914/Black/Century Motors & R. J. Follmer
- 11 EP Terry Visger/San Rafael, Ca. SF MGB/Silver/Huffaker Engineering
- 99 FF Phil Threshie/Alamo, Ca. CSCC Lola T342/Crimson/Phil & Justine
- 89 FF William Mol/Vancouver, Wa. SF Titan Mk6C/Black/Formula Motors
- 65 FF Grant Knowlen/Springfield, Or. Oregon Hawke/Yellow & Black/Northgate Texaco, Springfield, Or
- 37 FF Tom Wiechmann/Kent, Wa. NW ADF Mkll/Blue/Elmer's Pancakes
- 35 FF Jerry Blakemore/Spokane, Wa. NW Royale/White/Pier's Motor Racing
- 22 FF Arnie Loyning/Portland, Or. Oregon Lola/Red/Pierre's Motor Racing

GROUP 2 - NATIONAL - Formula Ford

**CLASS Driver/Town Region Car/Color/Sponsor**

- 19 FF Bob Earl/Claremont, Ca. CSCC MRE/Red/TP Racing
- 16 FF Len Marcel/Lake Oswego, Or. Oregon Lola T-340/Yellow/Leacock Racing
- 87 GP David Irons Jr/Bellevue, Wa. Detroit Triumph Spitfire/Gold/Colvin Racing Engines
- 79 GP Tom Luking/Portland, Or. Oregon Triumph Spitfire/Yellow/Colvin Racing Engines
- 57 FP Rob McGregor/Vancouver, B.C. NW MG Midget/Yellow & Black/Terry's British Cars Ltd
- 74 FP John Schuberg/Vancouver, B.C. NW MG Midget/White/Abingdon Motors
- 56 HP Larry Randall/Lake Oswego, Or. Oregon AH Sprite/Red/Dan Hall's Six Point Automotive & Mfg
- 27 HP Fred Lembkie/Tillamook, Or. Oregon AH Sprite/Blue/Auto Parts International, Salem, Or
- 24 FP Don Hiner/Garden Grove, Ca. CSCC Triumph Spitfire/Green/Colvin Racing Engines

GROUP 3 - NATIONAL - F-6 Production; 0 Space/Racing

**CLASS Driver/Town Region Car/Color/Sponsor**

- GP Ken Tomson/Portland, Or. Oregon Volvo P1800/Red-White-Blue/Import Service Center
- 14 SSS Fred Bowman/Beaverton, Or. ICSCC VW Rabbit/Orange/Riviera Motors, Portland
- 9 FP Tom McCarthy/Santa Clara, Ca. SF Triumph Spitfire/Blue/
- 8 HP H. Todd Wheeler/West Linn, Or. SF Hanna Sprite/Orange/Hanna Industries
- 7 FP Al James/Portland, Or. Oregon Datsun/Yellow/Parkrose Auto Supply
- 4 FV Pete Cottrell/San Jose, Ca. NW Triumph Spitfire/Blue/Colvin Racing Engines
- 3 GP Bill Wilson/Gresham, Or. Oregon Triumph Spitfire/Black/Colvin Racing Engines
- 0 GP Ken Thomson/Portland, Or. Oregon Datsun/Black & Gold/B & B Auto Body

GROUP 4 - NATIONAL - Formula Ford

**CLASS Driver/Town Region Car/Color/Sponsor**

- 59 Walt Maas/Mountain View, Calif. FAR Performance Datsun 280Z
- 44 Daniel Hoeffner/Sacramento, Calif. Hoeffner Camaro 302
- 83 FV Roy P. Miller Jr/Seattle, Wa. NW Zink/Blue/Colvin Racing Engines
- 77 FV Fred Enges/Tacoma, Wa. SF Lynx/Black/Kendall Oil & German-British Cars & Race Prep
- 60 Jim Whitaker/Mountlake Terrace, Wash. Imp Warehouse-Tyco Datsun 240Z
- 39 John Bauer/Atascadero, Calif. German Auto Porsche 911 Carrera

GROUP 5 - NATIONAL - B-6 Production; B-6 Sedan

**CLASS Driver/Town Region Car/Color/Sponsor**

- 45 Walt Maas/Mountain View, Calif. FAR Performance Datsun 280Z
- 44 Daniel Hoeffner/Sacramento, Calif. Hoeffner Camaro 302
- 83 FV Roy P. Miller Jr/Seattle, Wa. NW Zink/Blue/Colvin Racing Engines
- 77 FV Fred Enges/Tacoma, Wa. SF Lynx/Black/Kendall Oil & German-British Cars & Race Prep
- 60 Jim Whitaker/Mountlake Terrace, Wash. Imp Warehouse-Tyco Datsun 240Z
- 39 John Bauer/Atascadero, Calif. German Auto Porsche 911 Carrera

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<td>44</td>
<td>DP Chris Bender/Reno, Nevada SF Jensen-Healey/White/C.B. Racing</td>
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<td>DP Ron W. Brown/Portland, Or. ICSCC Porsche 9US/Burgundy/Todd Webb Automotive, Portland</td>
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<td>EP Sid Olsen/Beaverton, Or. ICSCC MGB/White/The Paint Shoppe &amp; F.A. Specialties</td>
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<td>DP David Dickoff/Aloha, Or. Oregon Triumph TR4/Red/</td>
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<td>34</td>
<td>DP Daryl Hale/Klamath Falls, Or. Oregon Triumph GT6/White/TYC0</td>
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<td>24</td>
<td>DP Joe Ferguson/Sherwood, Or. ICSCC Triumph TR4A/Black/Ugly Duck Racing</td>
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<td>CSR Glade Miller/Tacoma, Wn. Oregon Elva Mk7-Alfa/Brown/</td>
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<td>EP Chris Herndon/Salem, Or. Oregon MGB/Blue/International Imports, Salem</td>
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<td>FF William Moll/Vancouver, Wa. SF Titan Mk6C/Black/Morseth Auto Parts, Seattle</td>
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<td>FF Grant Knowlen/Springfield, Or. Oregon Hawke/Yellow-Black/Northgate Texaco, Springfield, Or.</td>
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<td>FF Len Marcel/Lake Oswego, Or. Oregon Lola T340/Yellow/</td>
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<td>FF Rusty Kelley/Portland, Or. Oregon Lola/</td>
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<td>FF Alan Wendler/Milwaukie, Or. ICSCC Crossle/Green/Custom Stamping</td>
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<td>FV Dennis Andrade/Tacoma, Wa. NW Zeitler/Blue/</td>
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<td>60</td>
<td>FV Stan Townes/Santa Clara, Ca. SF Zink/Gold/Anderson-Behe 1, Inc</td>
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<td>49</td>
<td>FV Warren Martin/Lake Oswego, Or. ICSCC Beach 5C/Black/</td>
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<td>FV Grant Kingsmore/Boise, Id. NW RCA Mk11/Orange/</td>
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<td>GROUP D - REGIONAL - F-G-H Production; C Sedan; D Sports/Racing</td>
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<td>FF Jim Norlin/Portland, Or. Oregon Titan Mk5/White-Blue/Norlin Racing</td>
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<td>71</td>
<td>FV Tuck Hunter/Carlsbad, Ca. CSCC Zink/Black/</td>
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<tr>
<td>24</td>
<td>FV Peter Harris/San Francisco, Ca. SF Caldwell D13/Blue/Adpac Corp</td>
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<td>GROUP A - NATIONAL - Formula Vee</td>
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<tr>
<td>19</td>
<td>BSR Dave Burns/San Carlos, Ca. SF Chevron Cosworth/White/Turn One Sports Car, San Carlos</td>
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<td>CSR H. Tide Ebding/Walnut Creek, Ca. SF Lotus 23B/White/Intertec Co.</td>
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<td>BP Lee Mueller/Lynwood, Ca. SF Jaguar XKE V12/Silver/Huffaker Engineering</td>
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<td>BSR Michael Fisher/Portland, Or. Oregon Porsche 910/White &amp; Blue/Continental Porsche-Audi, Inc.</td>
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<td>67</td>
<td>FC Dieter Kunz/Coos Bay, Or. Oregon BMC/Silver/Dieters Foreign Car Service, Coos Bay</td>
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<td>58</td>
<td>FB Jon Norman/Oakland, Ca. SF Lotus 69C/Lime/Bostrom-Bergen Metal Products</td>
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<td>39</td>
<td>FC Rod Ericsson/Redmond, Wa. SF Datsun 2000/Blue/Pacific Coast Motors, Redmond, Wa.</td>
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<tr>
<td>52</td>
<td>BS Ed Parks/Tacoma, Wa. Oregon Triumph Spitfire/White/Mazda of Auburn</td>
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<td>DP Frank C. Joyce/Salinas, Ca. SF Datsun 2000/Yellow &amp; Orange/Lacey Auto Supply, Salinas</td>
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<tr>
<td>39</td>
<td>BS Loren L. Lawrence/Seattle, Wa. SF Datsun/Z28/Green/Morseth Auto Parts, Seattle</td>
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<td>GROUP C - REGIONAL - Formula Ford</td>
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<tr>
<td>78</td>
<td>GP Rich Grimes/Portland, Or. Oregon Triumph Spitfire/Orange/International Imports, Salem</td>
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<td>GP Bruce Carlin/Salem, Or. Oregon Triumph Spitfire/White/International Imports, Salem</td>
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<td>33</td>
<td>CS Paul Williams/Eugene, Or. ICSCC Mini Cooper/Red/Foreign Car Shoppe, Eugene</td>
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<td>72</td>
<td>AP Rich Sloma/Cupertino, Ca. SF Corvette 427/Lime Green/Automotive Enterprise</td>
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<tr>
<td>27</td>
<td>AP Rich Sloma/Cupertino, Ca. SF Corvette 427/Lime Green/Automotive Enterprise</td>
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<td>29</td>
<td>BP Barry Brooke/Bellevue, Wa. NW Corvette/Red-White-Blue/Hawk-Owens Chevrolet, Issaquah</td>
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<td>BS Richard Gordon/Portland, Or. Oregon Volvo 142/Black/ipd</td>
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<td>74</td>
<td>BS Ed O'Sullivan/Pacifica, Ca. SF Datsun 610/Orange/</td>
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<tr>
<td>54</td>
<td>DP Chuck Lea/Los Altos, Ca. SF Porsche 911/Yellow/Alex's Porsche House</td>
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<td>52</td>
<td>BS Ed Parks/Tacoma, Wa. Oregon Triumph Spitfire/White/Mazda of Auburn</td>
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<td>GROUP B - REGIONAL - F-G-H Production; C Sedan; D Sports/Racing</td>
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<td>77</td>
<td>FC Dieter Kunz/Coos Bay, Or. Oregon BMC/Silver/Dieters Foreign Car Service, Coos Bay</td>
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<td>58</td>
<td>FB Jon Norman/Oakland, Ca. SF Lotus 69C/Lime/Bostrom-Bergen Metal Products</td>
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The document contains a list of participants in a car race, with details including their car model, color, and sponsor.
PORTLAND INTERNATIONAL RACEWAY
1975 CALENDAR OF EVENTS

June 13 - 15 Fri./Sat./Sun. Rose Cup Sports Car Race
June 21 - 22 Sat./Sun. Yamaha Dirt Days
June 28 Sat. Night Blitz-Weinhard/KGW Drag Race of Champions
July 6 Sun. OMRR R Motorcycle Road Race
July 12 - 13 Sat./Sun. Sprocket Benders GoKart Race
July 19 - 20 Sat./Sun. Blitz-Weinhard Challenge Cup Race
July 26 Sat. Night 64 Funny Car Drag Race
August 2 Sat. Team Continental Drivers' School
August 3 Sun. Columbia Corvette Club Autocross
August 9 Sat. Night Motorcross
August 15 - 16 Fri./Sat. Nights WCS Points Meet Drag Race
August 23 - 24 Sat./Sun. SCCA Oregon Grand Prix
August 31 Sun. OMRR R Motorcycle Road Race
Sept. 6 - 7 Sat./Sun. WOW/Capri Club Autocross
Sept. 13 - 14 Sat./Sun. Cascade Fall Challenge
Sept. 20 - 21 Sat./Sun. High School Weekend
Sept. 28 Sun. OMRR R Motorcycle Road Race
Oct. 18 - 19 Sat./Sun. Porsche Club Drivers' School
Tuesday Night Bicycle Races June 3 through August 26
Wednesday Night Blitz-Weinhard Grudge Drag Race Series, 1/8 mile April 2 through September 24
Thursday Night Blitz-Weinhard Motocross Series April 3 through September 24

Recreational Motorcycle Riding: Monday & Friday, 10 a.m. till dark
Tuesday & Wednesday, 10 a.m. till 5 p.m.
$1 charge, helmet and silencer required. (Closed Thursday)

This schedule subject to change without notice.
For further information about PIR, call Dale LaFollette at (503) 285-6635.

Take I-5 to the Delta Park Exit, turn west, and you're at PIR.
Mailing Address: 1940 N. Victory Blvd., Portland, Or. 97217

PORTLAND INTERNATIONAL RACEWAY
West Delta Park - Portland, Oregon
LAP TIME vs SPEED
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.

LET US REDECORATE YOUR DRIVEWAY

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PONTIAC • GMC • MAZDA
OREGON CITY
we will save you money, or buy your gas home

1404 MAIN ST. • OREGON CITY, OREGON 97045 • 503-656-5285
## 1975 Production Category Classification

### CLASS A
- Abarth Simca 2000
- AMX Sports Coupe (390) 1969 & 1970
- Corvette Sting Ray Roadster & Coupe 396, 427, 454 thru 1974
- De Tomaso Pantera
- Ford Boss 429 Mustang 1969, 1970
- Griffith 200
- Porche GTS/904
- Shelby Cobra 427

### CLASS B
- Alfa Romeo Montreal
- AMX Sports Coupe (290) & (343) thru 1969
- Corvette 283 & 327 (1962)
- Corvette Sting Ray Roadster & Coupe 327, 350, 1963 thru 1975
- Ferrari 365 GTB 4 Daytona
- Jaguar Series 3 E
- Porsche 911 SC Coupe/Targa Cabriolet 1973-75
- Shelby Cobra 289
- Shelby GT 350 1965-67 & 1969

### CLASS C
- Alfa Romeo Giulia TZ
- Datsun SRL 311-U Mikuni/Solex
- Datsun 240Z, 260Z & 280Z Sports thru 1975
- Datsun 280Z 2+2 1975
- Ferrari Dino 246 GT
- Jaguar XKE, 3.8 & 4.2, Coupe & Roadster
- Jensen-Healey
- Lotus Seven Series Four
- Lotus Elan Plus 2
- Lotus Europa Twin Cam
- MGC & MGC-GT
- Porche Carrera (1500 & 1600)
- Porsche 911T, 911E, 911S Coupe/Targa Cabriolet 1969 thru 1975
- Porsche 914/6
- Sunbeam Tiger 260
- Triumph TR-250
- Triumph TR-5
- Triumph TR-6 (SU)
- Triumph TR-6 (F.L)

### CLASS D
- Alfa Romeo Spider 2000
- Alfa Romeo 2000 Spider Veloce '74-'75
- Austin Healey 3000 Mk I, II & III
- Daimler SP-250
- Datsun SRL 311U (SU)
- Elva Courier Mk I, II, III (1622)
- Fiat 124 Sport Spider thru 1975
- Fiat Abarth OT 1300/124 Coupe
- Lotus 7 & 7 America
- MG Midget MK III, IV & 1500
- MGA 1500, 1600, 1622
- MGA Twin Cam
- Morgan 4/4 Mk V
- Saab Sonnet V4, 97 Sonnet III
- Sunbeam Alpine I, II, III, IV, V & Harrington LeMans
- Triumph Spitfire Mk III
- Triumph Spitfire Mk IV & 1500
- Volvo P-1800, 1800S
- Volvo 1800, 1800E, 1800ES Sports Coupe

### CLASS E
- Alfa Romeo Giulia Spider Veloce
- Alfa Romeo Giulia Sprint GT & GTC
- Alfa Romeo Spider Duetto
- Alfa Romeo 1750 Spider Veloce thru 1971
- Austin Healey BN4, BN6, (100-6)
- Elva Courier Mk I, II, III (1622)
- Elva Courier Mk IV (1622)
- Fiat 124 Sport Spider 1600 (2 carb)
- MGB & MGB-GT
- Morgan +4
- Opel GT 1900, Model 77
- Porsche 356, 356A, 356B, 356C, (1500, 1600)
- Porsche 356C/1600 SC & 356B Super 90, Cabriolet
- Porsche 912 Coupe/Targa Cabriolet thru 1968
- Porsche 912 Coupe/Targa Cabriolet 1969
- Porsche 914
- Triumph TR-2, TR-3, TR-3A, TR-3B
- Turner 1500
- TVR Mk III 1622
- TVR Vixen

### CLASS F
- Alfa Romeo Giulietta Super Sprint & Spider
- Alfa Romeo Giulietta Sprint Speciale & Zagato
- Alfa Romeo Spider 1300 Junior
- Alfa Romeo Junior Z
- Alfa Romeo Giulia Sprint & Spider
- Alpine A-110 1100
- Austin Healey BN1, BN2 (100-4 & 100M)
- Datsun SPL-311 & SPL 311U
- Fiat 124 Sport Spider thru 1975
- Fiat Abarth OT 1300/124 Coupe
- Lotus 7 & 7 America
- MG Midget Mk III, IV & 1500
- MGA 1500, 1600, 1622
- MGA Twin Cam
- Morgan 4/4 Mk V
- Saab Sonnet V4, 97 Sonnet III
- Triumph Spitfire, Spitfire Mk II
- Turner 950S

### CLASS G
- Alfa Romeo Giulietta Sprint & Spider
- Austin Healey Sprite 1100, AN 8 (1100)
- Datsun SPL 310U
- Fiat X 1/9
- Matra MBB, DJET 5 & MB8S, DJET 5S;
- MG Midget AN2, AN3
- Porsche 356, 356A-1300 Coupe & Cabriolet
- Rene Bonnet CRB/1
- Triumph Spitfire, Spitfire Mk II
- Turner 950S

### CLASS H
- Austin Healey Sprite Mk I & II (948)
- Fiat 850 Spider, Racer thru 1973
- Fiat Abarth 850/S Record Monza, 750 GT, 750 Mille Miglia
- MG Midget (948)
- Morgan 4/4 Mk IV
- Opel GT 1100
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.

Sedan selected for competition beginning Jan. 1, 1975 are as follows:

- Audi Fox 1471 1471cc
- Austin Morris Marina 1800cc
- Chevrolet Vega 2300cc
- Chevrolet Vega GT 4-speed 2300cc
- Datsun 1200 Sedan & Coupe 1200cc
- Datsun B210
- Datsun 610 (4-door) 1800cc or 2000cc
- Datsun 710 1800cc or 2000cc
- Dodge Colt 1600cc
- Fiat 128 Sedan & SL Coupe 1290cc
- Fiat 124S 1437cc
- Fiat 124 TC Sedan 1608cc
- Ford Mustang II (2-dr or 3-dr) 2300cc
- Ford Pinto 2000cc
- Ford Pinto (2-dr or 3-dr) 2300cc
- Honda Civic (2-dr or 3-dr)
- Honda Civic & Civic CVCC 5 speeds
- Mazda 808 (2-dr Coupe)
- Opel 1900 Sedan (2-dr or 4-dr) 1900cc
- Plymouth Cricket
- Pontiac's Astre & Astre GT 4 speed
- Renault R12 1565cc
- Saab 96 Sedan
- Subaru 1400 Sedan — GL Coupe 1400cc
- Toyota Corolla 1600 (2-dr Sedan — Coupe 4-speed) 1600cc

SS Sports cars include:

- Fiat X 1/9 1290cc
- Fiat 124 Spider 1592cc, 1608cc or 1756cc
- MGB and MGB-GT 1800cc
- MG Midget 1275cc
- Opel Manta 57 1900cc
- Opel GT 1900cc
- Porsche 914/4 1679cc or 1800cc
- Saab Sonnet
- Toyota Celica ST and GT
- Triumph GT-6 Mark III 2000cc
- Triumph Spitfire 1500 1500cc
- VW Karmann Ghia Coupe or Convertible 1679cc
- MG Midget 1500
- Chevy Monza 2+2

Presently, the Showroom Stock cars do not compete for national points, and must race by themselves, but the 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!

DRIVER QUALIFICATIONS

To become a SCCA Race driver, you must have a valid driver's license from your State of residence, be a member of SCCA, and complete SCCA drivers training which consists of two schools being a total of 6 hours in your race car on the course. You are then a Novice and are required to display a large "N" on the sides of your car. After completing 4 Regional races you may then apply for a National license. After completing 4 National races you may apply for a F.I.A. license.

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, Shelton Motors Lola
1973—Bill Cuddy, Hidden Hills, Cal., McLaren MK 8E
1974—Monte Shelton, Portland, McLaren
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WRITE FOR ROOMS IF YOU HAVE NOT SECURED THEM
HOW TO WATCH A SPORTS CAR RACE
By Mary Law Bennett

Watching a sports car race is like nothing else. If you're new to this particular form of pleasure, get ready. Let your eyeballs hang out! This is a mind-boggling form of fast art, also a noisy one.

There is absolutely NOTHING to compare with the start of a sports car race. Nothing at all! After watching races for more years than any fool would care to remember, it is still one of the most noisy, thrilling, ear-splitting, seat of the pants, electrifying moments there is. All those cars revving their engines is something else. When the green flag swoops down and "they're off", goose pimples are racing at 5000 rpm up and down your arms. For a real thrill this is it!

Getting ready to go to a car race is like getting ready for some ancient and mystic ceremony. At least it is to some. If you're a true believer, it means finding your stop watch, or two stop watches, locating the family binoculars in case you might be missing some action at some other place from where you're watching.

It also means beer, beer, beer! Beer is almost an essential. If not beer, some other suitable form of liquid refreshment. You get very thirsty watching all those guys in all those cars driving like crazy around the track while you watch and wait.

If you're a family, take'em along, they'll love it. You may spend some time lined up at the little Men or Women portables but there's no time like the present to sports car train your kids. One may turn out to be America's answer to the great Jackie Stewart who's not a bad sort at all.

Be sure to get there in plenty of time to stake out a good vantage point. Old-time, cagey watchers are wont to arrive at dawn. They park campers with well-stocked refrigerators as close to a good turn as they can park. Some die-hards erect scaffolding platforms where they perch far above everyone else. They get a bird's eye view of the action and they usually get swacked in the process far away up there in the sun or the rain whichever the forecast is the day of the races.

Each race is different. So is each driver. There are also races within races, two drivers dueling for one place. You have to watch like mad, you might miss something really neat.

If you should find yourself bored with the cars, God knows why, all those marvelous, noisy cars going like mad around the track and the crowd noises and the announcer's noises, why not try People Watching. A sports car race is a perfect People Watching place. Guys and dolls are out in droves and they are all far out. Not every chassis comes equipped with wheels.

All races are fun, some better than others due to the cars or the drivers. Each one is a surprise, each a little slice of life. You can easily get hooked on this sport. Biggest and best race is usually the last so don't leave early. After the last checkered flag there are the prizes, a chance to get closer to the cars and the drivers and then a chance to get out of the parking lot, another long slow race in itself.

Have fun. Don't litter. Remember your beer bottle brings money back at the supermarket but not on the ground at Delta Park. Have a good day. We'll see you next year.

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DRIVER — OWNED
Any writing about road and track racing in the Portland area could not be complete without starting with horse racing. This, of course, was the forerunner of automobile and motorcycle racing.

There were many so-called "driving horses" which were used with family buggies on Sundays and special occasions. Each owner thought his horse the faster, and there were many impromptu road races among friends and neighbors. This latter developed into half and full-mile racetracks being built. Two wire-wheeled carts called sulkies were used drawn by a fast horse.

The day's concluding race was many times a so-called "farmers' buggy race". This, again, was between friends and the family driving horse and buggy were used.

This form of racing envolved into the first motorcar races. Thinking back a long way, the first motorcars were more or less motor-driven buggies with modified tiller steering. The owner of a certain make of car was always convinced his would go faster than that owned by his neighbor. Again, many road races developed. In years gone by, if a person owned a certain make of car he was automatically a friend of all other owners of that make. When they would pass on the road, a toot of the horn and friendly gesture were always in order. If one was in trouble, it was customary to stop and render assistance.

There were racetracks located in Vancouver, Washington, as well as in Salem and Gresham, with Twelve Mile House located near Gresham. In Portland, there were the Irvington, New Irvington Park and Rose City Country Club tracks. As time passed and horse racing was on the wane, auto racing on a professional basis began to take place on these tracks. My father did contract work on the Rose City Track and his company built the Gresham facility.

The Rose City Track was located in a central area with a large grandstand and bleachers. The Rose City streetcar ran on a special track to the grandstand.

There were specials to and from the track during races and the track itself was one mile in length. The Rose City Municipal Golf Course is now located on the old site.

In the early days, both horse and motorcar races were included in the same events. Car races were always held after the events for the horses as the track was to rough otherwise. There were some races between motorcycles and motorcars. I remember, too, many times and old pusher-type airplane would be flown for exhibition. Several men would volunteer to push the plane on the infield until it was airborne. I remember one race between a motorcar and an airplane with the motorcar being faster. In the last years of these tracks, they were only used for motorcar and motorcycle racing. The last large event at Rose City was for motorcars and motorcycles with the highlight of the day being the running together of two live steam locomotives!

The cars used in early day racing were in most cases large passenger cars with cut down bodies and fenders removed. There were always two men in the car. I well remember the extra man pumping a large brass hand-operated pump mounted on the outside of the body. I am under the impression that this was an extra oil pump for the motor. It was on one of the turns of the Rose City Track that "Whistling Billy" a White steamer race car was wrecked. It was not uncommon for this car to run the fastest mile of the day.

As stated earlier, only the best makes were used in the beginning of racing — the Stutz, Locomobile, Winton, Packard and many others. After a few years, some people that were not financially able to rebuild a heavy car into a racer started tinkering with Model T Fords. This was particularly the case in the countryside outside the larger cities. In a short time there were many firms building racing equipment for the Ford. Soon these Fords became a serious threat to the larger cars.

In the last years of small town racing, these nearly took over the total entry. There used to be a motor racing circuit in Western Oregon during the summer season. Events were held at Portland, Salem and Medford. At these there were always a so-called stock car race. I remember one event in Salem when a Stutz four-cylinder "Bobcat" was driven from Portland with its fenders removed. In front of the grandstand, this car ran into the rear of another car and one of the two men was thrown out and fell to the ground in front of the radiator. This was about 1922.

There was very little professional road racing here in Portland. However, some did occur in the years before 1912. About this time the local counties put a stop to all road races. I do not know of any professional road races held on the west side of the Willamette River. One would have to go over the hill to the Beaverton area, as the roads over that way were mostly dirt and there was not the rock available locally to gravel them. No writing about early Portland racing would be complete without mentioning the "Twelve Mile House". This was the road house built and operated by Mr. Fred T. Merrill. It was a focal point of all road races as Mr. Merrill was a bicycle racer and dealer and built this facility as a location to finish bicycle races. However, it developed into a finish point for all bicycle, motorcycle and automobile races. It was also the terminal point for many Sunday drivers. This Twelve Mile House was located on the corner of Baseline Road and Twelve Mile Road. Twelve Mile Road ran for twelve miles east of the Multnomah County Courthouse and all mileage started from that facility.

There were mile posts every mile all the way out Baseline to the Twelve Mile Road. Baseline Road was the best maintained road in the area so it was a natural for road racing.

The last regular annual road races held in this area were the New Years Day motorcycle races. Starting from the Multnomah County Courthouse early in the morning, going east over the old Morrison Street Bridge to Baseline on to Twelve Mile Corner where it turned north on Twelve Mile Road to Sandy Road and then west to 82nd Avenue where it turned south was made back to Baseline. A turn east was then made to the Twelve Mile House to complete one lap. The entrants were required to make certain number of laps ending in the evening of January 1st. I remember watching mud-splattered machines go by on 82nd Avenue, which was near our old home. My father was very interested in horse racing and had financial interest in Rose City and Gresham race tracks. As a young lad I was privileged to attend many of the race functions at these facilities.

It seems as I look back there was as much racing spirit in past generations as there is today.

EARLY AUTO RACING IN THE PORTLAND AREA
By Leonard Howitt
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on duty: doug barbour, SCCA mechanic of the year-1970
A lot of you with us this weekend at the Fifteenth Annual Rose Cup Races have been attending events at PIR for many years. It seems incredible to me that we're now more than halfway through our second decade of racing in the heart of Portland, Oregon! A couple of years ago I recounted for you some of our history in the Rose Cup program. I won't go into all that detail again, but let me highlight some of the things we've accomplished over the years.

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

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

Following these improvements, the Oregon Region of the Sports Car Club of America began holding events at Delta Park as did a National Hot Rod Association sanctioned drag strip operator, Al Beachell, while Cascade Sports Car Club continued with its program. Things went along pretty well during this period, just a few major trials and tribulations, such as slipping grades and breaking asphalt until the winter of 1970 when we were informed the road racing course would no longer be approved for Sports Car Club of America sanctioned events. At this point we knew we had to make some major improvements. The question was, where do we get the money? Well, we talked to a lot of people during the winter of 1970 and the early spring of 1971 and even thought of using private funds. We soon learned this was not possible due to restrictions on the improvement of City property by such means. We also learned there was definitely no way the City could fund the needed work.
It was almost in sheer desperation we hit upon the idea of having the Portland Rose Festival Association, a non-profit organization, finance the needed improvements. There were a lot of questions at this point and none of a minor nature. Questions such as: Where does the Portland Rose Festival Association get the money? Is it legal to do it this way? Will the City Council approve such a scheme? If we could raise, say $100,000, could we get the work done for that amount? Believe me, there was a lot of scrambling around done during the first 90 days in 1971!

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

Since this first major work was done at PIR, we've accomplished a lot. Blitz built us the fine new tower, which is a real focal point of our activity. In addition, KGW is providing timing and scoring facilities at the start/finish line, and we've done much grading and re-seeding in the spectator areas. The City has also built us restroom facilities, and although it's still necessary to use the "portable johns" for our major events, we seem to be making strides in the sanitary facilities area, too!

Our "capital loan" is now paid in full. Subsequent to the retirement of that debt, the Rose Festival Association has funded an additional $15,000 in improvements in the form of a motocross which is used each Thursday night throughout the spring and summer.

1975 is the year for another significant step. For the first time in its history, the Rose Festival Association has a sponsor for its Rose Cup races, G. I. Joe's. It was the financial help and promotional cooperation from this fine Portland retailer that has allowed us to bring a first class professional roadracing event, the Trans Am, to Portland this year. We hope you're happy with this weekend's event and will continue to support us as you have in the past. It is the kindness of the media and the enthusiasm of the spectators that have really made everything we've done out here possible. Please bear with us and our sometimes inadequate spectator amenities a little longer. We're trying to improve PIR as rapidly as our income will permit us, and promise to have an even finer facility for you in the years ahead.

Robert Ames, Director
Auto Racing
Portland Rose Festival Association

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Walt Maas in his Datsun 280Z — Winner at Kent, June 1, 1975
DESCRIPTION OF COMPANY'S BUSINESS

G. I. JOE'S first store opened in the North Portland area. The year was 1947 and all merchandise carried was surplus World War II items.

In 1951, Edward M. Orkney, the Company's President, bought out his partners and thereafter operated the store as a sole proprietorship. On August 1, 1961, the Company was incorporated under the laws of the State of Oregon.

The Company presently operates retail department stores at four locations in the Portland, Oregon metropolitan area. The North Portland location is now a cluster of four buildings — a warehouse, which serves all the retail locations and three separate retail store buildings.

The Rockwood (18400 S.E. Stark Street, Portland, Oregon), the Oak Grove (15600 S.E. McLoughlin Blvd., Milwaukie, Oregon), and the Beaverton (3485 S.W. Cedar Hills Blvd., Beaverton, Oregon) locations each consist of one retail store building. Generally, the Rockwood, Oak Grove and Beaverton stores sell the same type of goods as the North Portland store, although the departments in the North Portland store, are larger and, in some cases, carry a greater variety of merchandise. The Rockwood store has been open to the public since 1970, the Oak Grove store since May of 1972 and the Beaverton store since April 17, 1974.

David Orkney, who recently took over as President of the Company, has planned a new division to G. I. JOE'S, INC. It will be called "JEAN MACHINE" and will feature high fashion men's clothing, hitting the age group of 18 to 30. The first shops will open in June 1975 with two locations — one in North Portland and the other in the Beaverton Mall. If successful, "JEAN MACHINE" will be put in other locations.

G. I. JOE'S, INC. is primarily an automotive and sporting goods retailer but keeps in stock most things that are related to leisure time activities.

In featuring automotive and sporting goods, it is the goal of G. I. JOE'S, INC. to have in stock, the easy to find merchandise along with the hard to get items. This policy keeps buyers in all departments on the alert to each new item on the market.

From the small tent structure of 1947, selling only surplus, G. I. JOE'S has grown to a multi-location company. Automotive, sporting goods, hardware, clothing, shoes, drugs, housewares, sound center and handicraft departments carry what the customer wants and needs at a price comparable to any store in the area.
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