

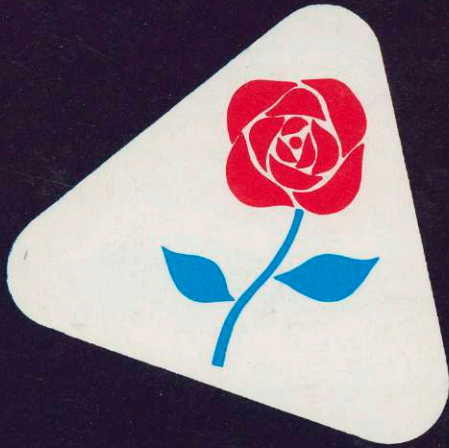
G.I. JOE'S ROSE CUP RACES \$1.00

Portland
International
Raceway
June 14th-15th

The 15th Annual
Rose Cup Road
Races

Sponsored by
The Portland
Rose Festival
Association

Sanctioned by Official Program
The Sports
Car Club of
America
Nos. 75RS62S,
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How to WIN RACES and influence people



JENSEN-HEALEY—NATIONAL DP CHAMPION—2 YEARS IN A ROW

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!

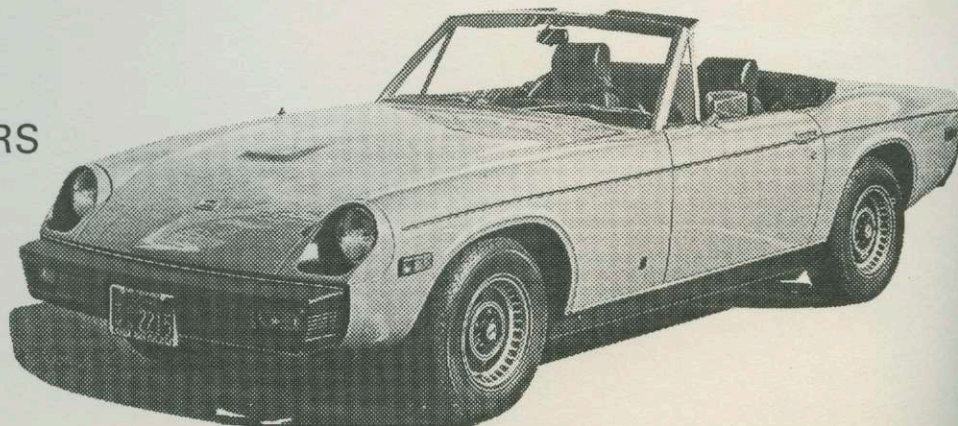
As early as 1947 the first Healey (Westland) won the international Alpine Rallye in its class and brought home a total of four trophies. Since that time, the Healey name has become synonymous with sports car racing and cars were bought by enthusiasts throughout the world.

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

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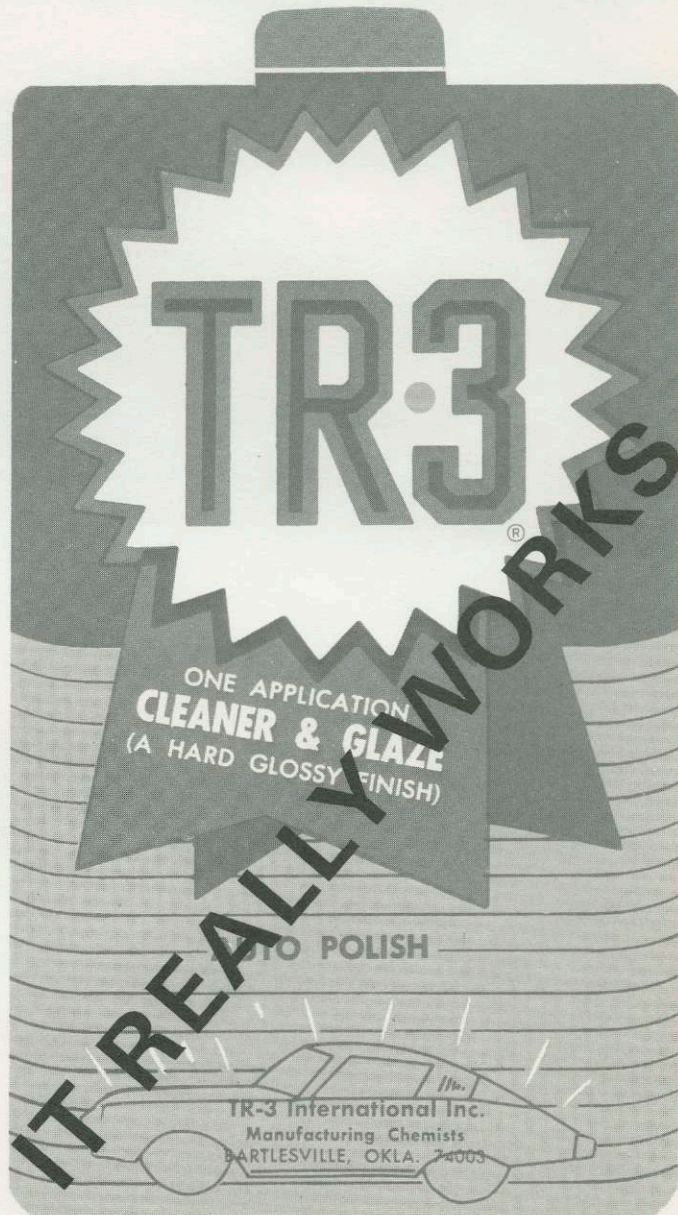
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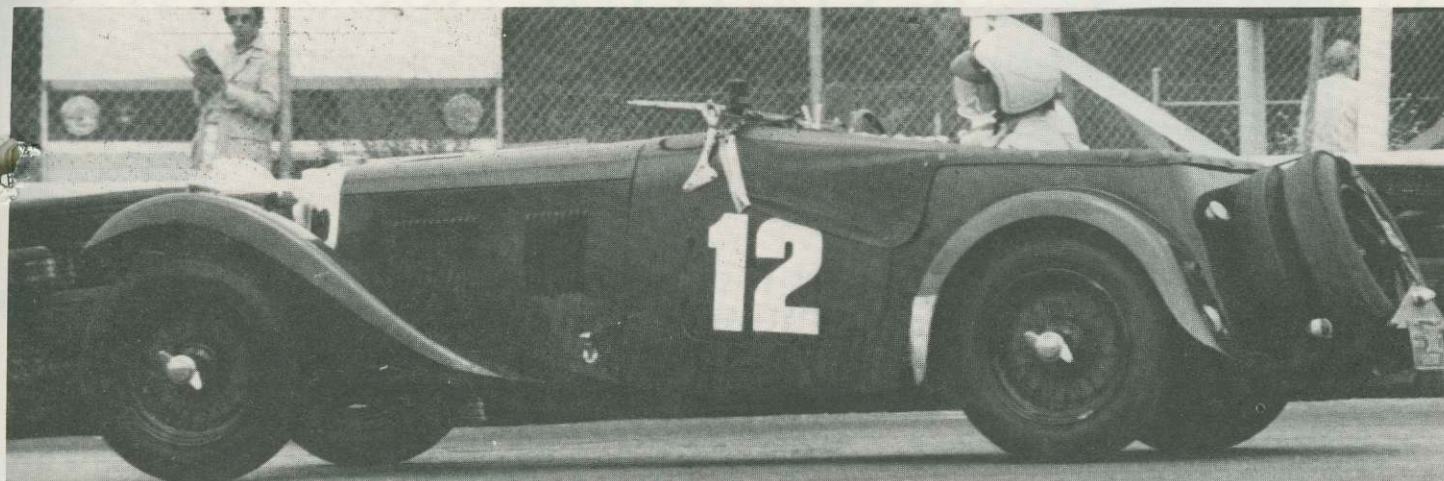
TR-3 is the only product that emulsifies dirt and oxidation, rather than using abrasives that can scratch your car finish. Our resins also guarantee you a better and longer lasting shine than any competitive polish or wax.



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Winner 1974 Pebble Beach Trophy—Robert Ames in an HRG



THE SCHEDULE

RACE OFFICIALS

Chief Steward*.....Joe Henderson
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 SOM*.....Stan Bennett
 Frank Manley

*Trans/Am Only

Chief Steward.....Al Brizard
 Operating Stewards.....Bob Mead
 Roger Eandi
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 Safety Steward.....Ray
 SOM.....McDonald
 Berner
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Alternate.....John Barnum
 Race Operations Director.....Dick Coffman
 Driver Registrar.....Logan Gray
 Worker Registrar.....Joyce Erickson
 Contest Director.....Harv Henneman
 Starter.....Tom Shea
 Turn Marshal.....Bob Amens
 Race Physician.....John Buell
 Chief Communications.....Pat Jahn
 Chief Tech.....Doug Van Dyke
 Chief Timing & Scoring.....Bob Arkes
 Chief Emergency.....Joe Greulich
 Course Marshal.....Dick Coffman
 Grid Marshal.....Don Jackson
 Rose Festival Assn. Race Chrm.....Robert Ames

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
 10:30 am - 10:45 am " " " Group 2
 11:00 am - 11:15 am " " " Group 3
 11:30 am - 11:45 am " " " Group 4
 12:00 am - 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 Practice & Qualifying Nat. 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 - 1:35 pm " " " Group 5
 1:50 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 - 20 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 - 4:30 pm Trans/Am Race - 50 Laps
 4:45 pm - 5:20 pm National Race - 24 Laps Group 4
 5:35 pm - 6:10 pm National Race - 24 Laps Group 7

RACE GROUPS

National 1 SSS & SSSC
 2 FV
 3 FGH Prod., D S/R
 4 FF
 5 DE Prod., BC Sedan
 6 Formula ABC, SV
 7 ABC Prod., A Sedan, ABC S/R
 Regional A FV)
 B FGH Prod., C Sedan, D S/R)
 C FF)
 D CDE Prod., B Sedan, BC S/R)

These groups only for
Regional Race. Regional
 cars will practice with
 regular National groups.

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

PORTLAND ROSE FESTIVAL ASSOCIATION

10 SOUTHWEST ASH STREET • PORTLAND, OREGON 97204 • PHONE (503) 227-2681

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.

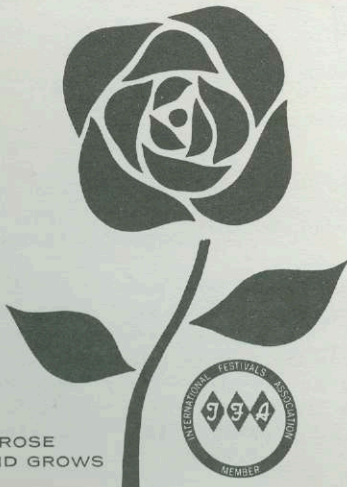
Our regular amateur program will be better than ever, too, and we have every reason to believe we will set attendance records as well. So, this Rose Cup series is a milestone.

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



Robert Hazen
President

Larry Campbell
Vice President

Robert Ames
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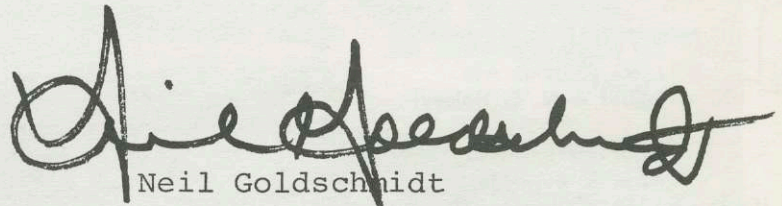


June, 1975

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.

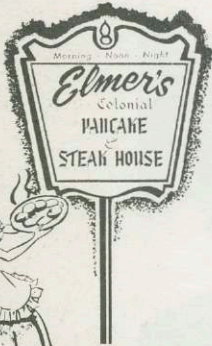


Neil Goldschmidt

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1975 Rose Festival Court



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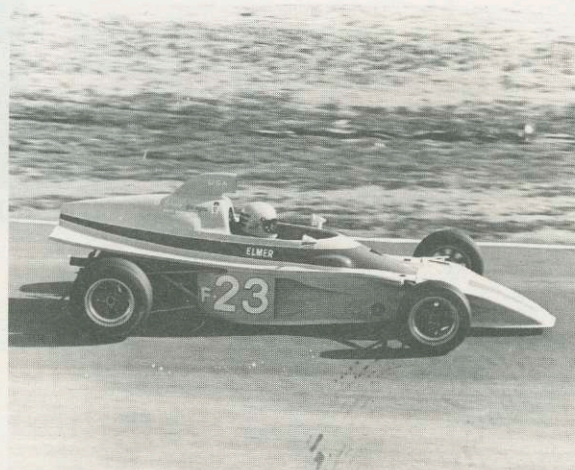
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 (Across from State College)

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 E. 3rd St.
 (On Hwy. 97—Next
 The Maverick Motel)

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 6767 Fairview Ave.

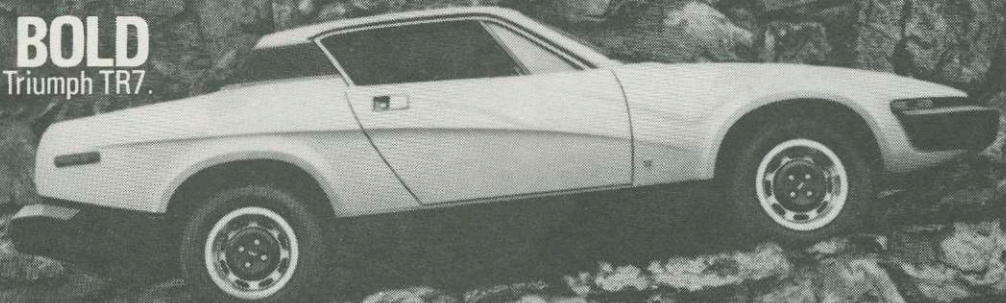
23
DALE ELMER

37
TOM WIECHMANN

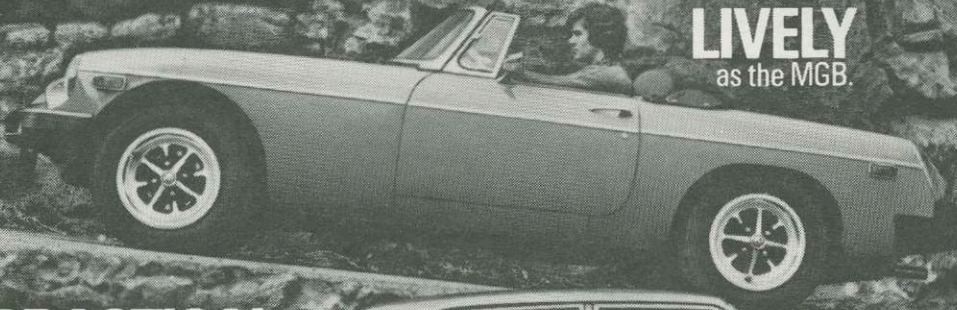


THE SPIRIT OF BRITISH LEYLAND

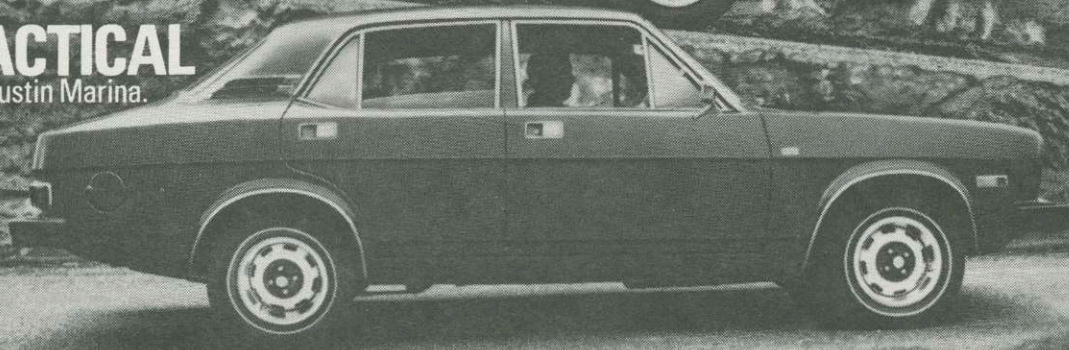
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as the Triumph TR7.



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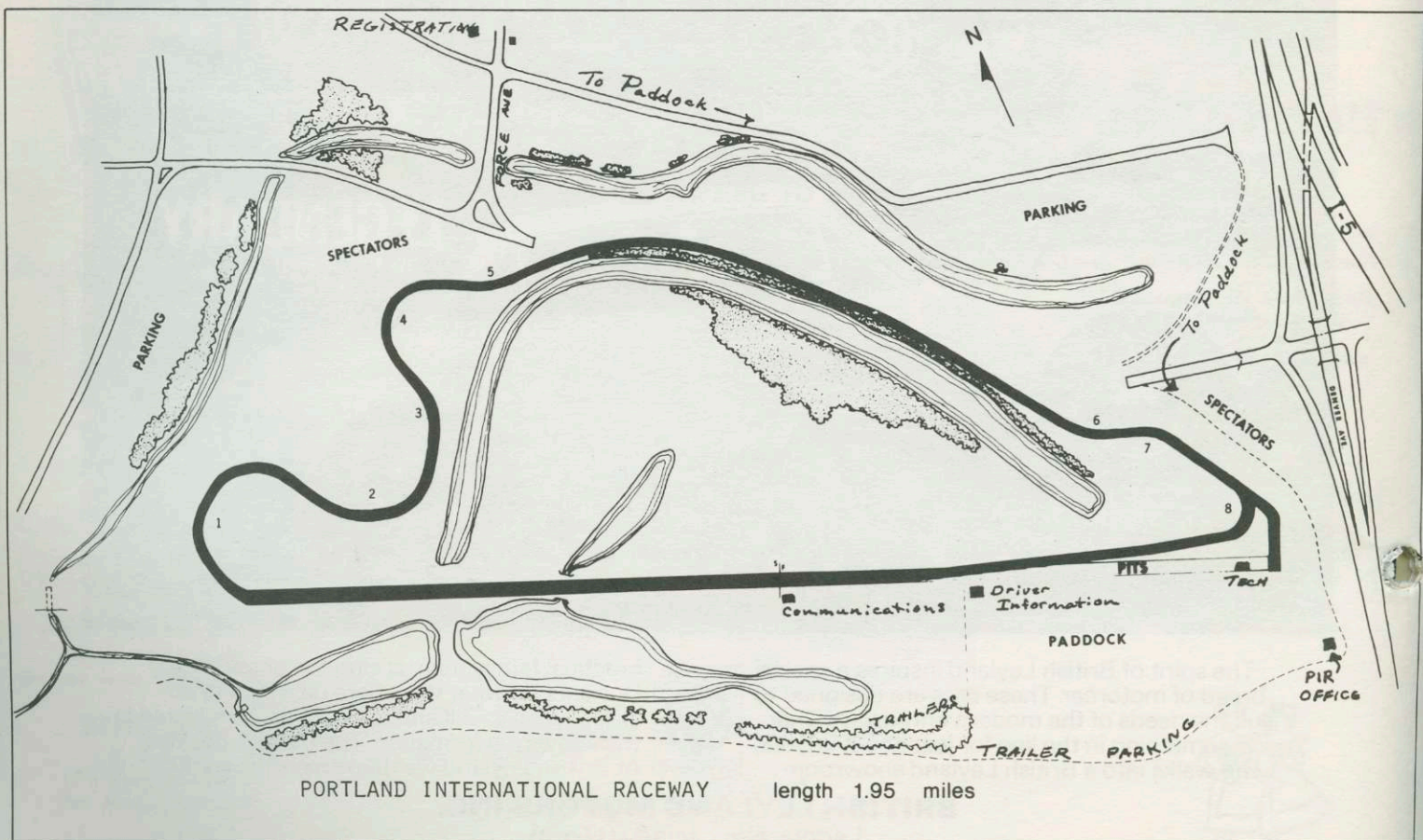
GRESHAM — 2600 S. E. 182nd AVENUE
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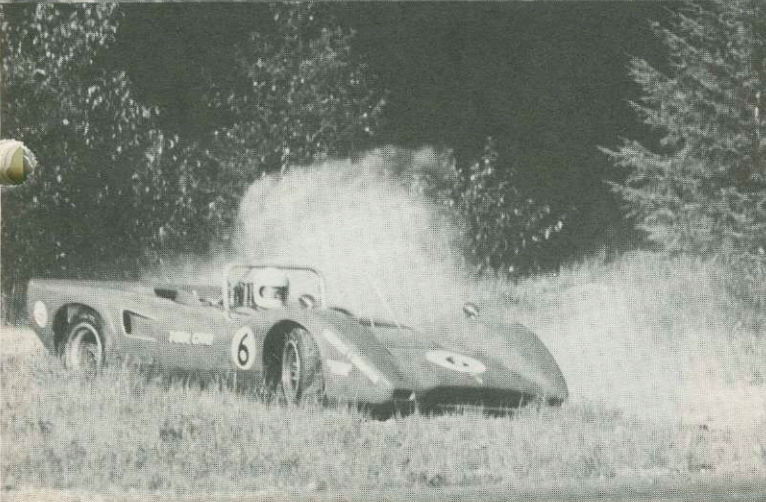
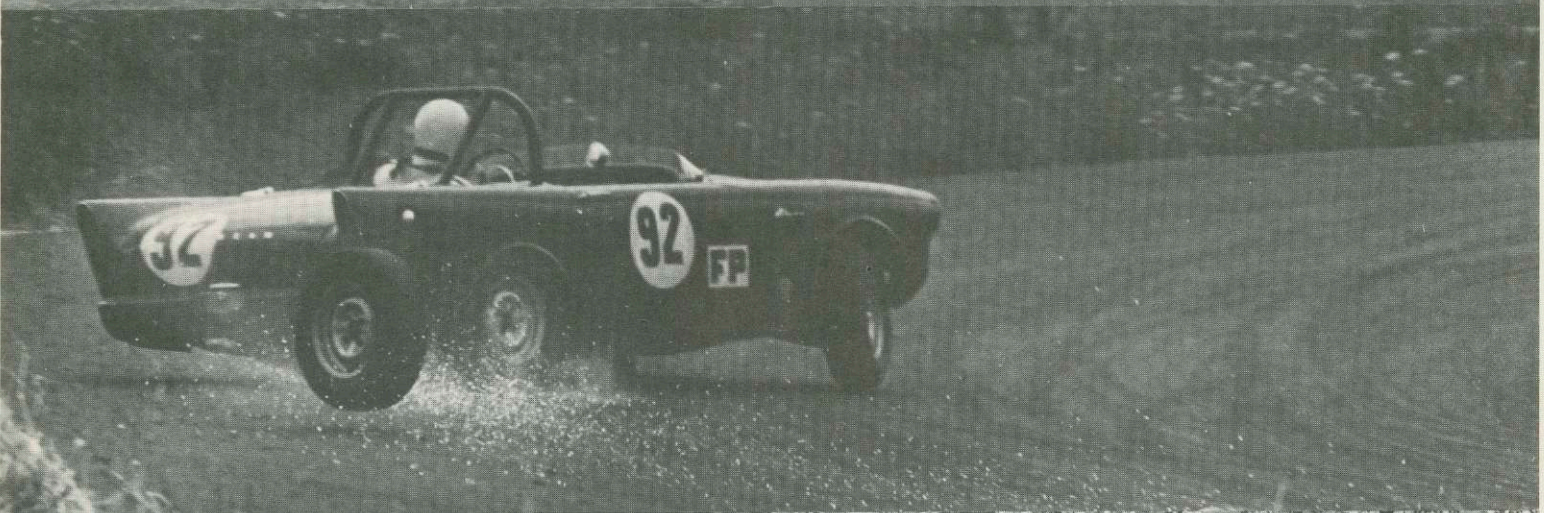
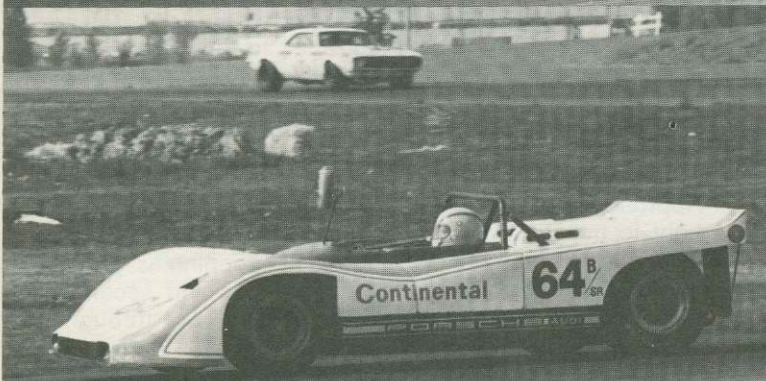
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DRIVING IN THE ROSE CUP

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 then 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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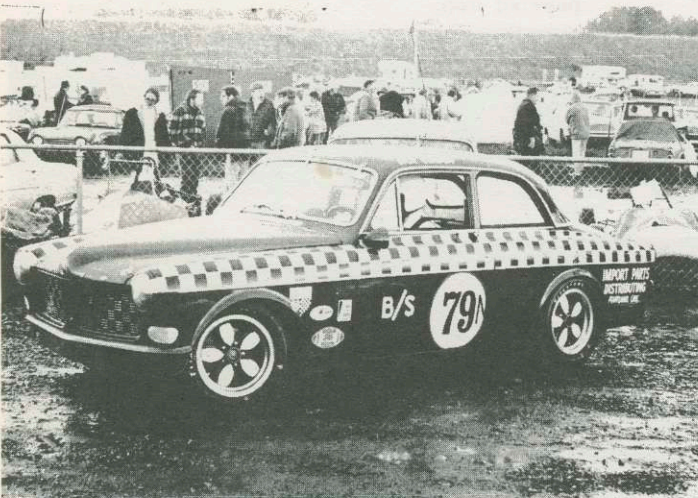
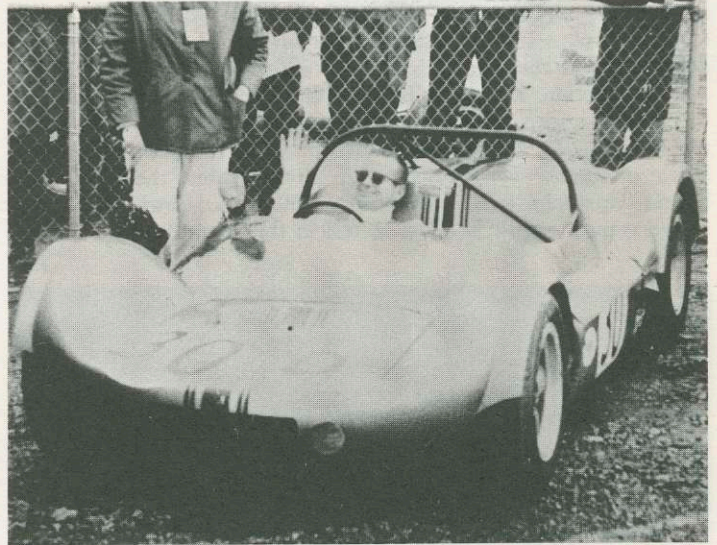
the oregon
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MEMBER FDIC

The Cars

C and D SPORTS RACING

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

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



B SEDANS

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

A and B PRODUCTION

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

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

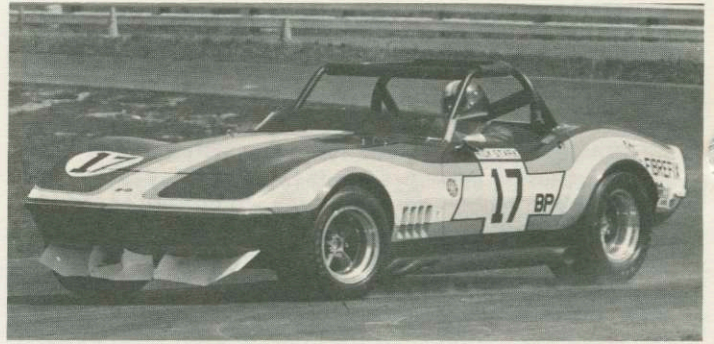


Photo by Bob Ames



Photo by H. E. Henneman



Photo by Bob Ames



Photo by H. E. Henneman

C PRODUCTION

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



Photo by Bob Ames

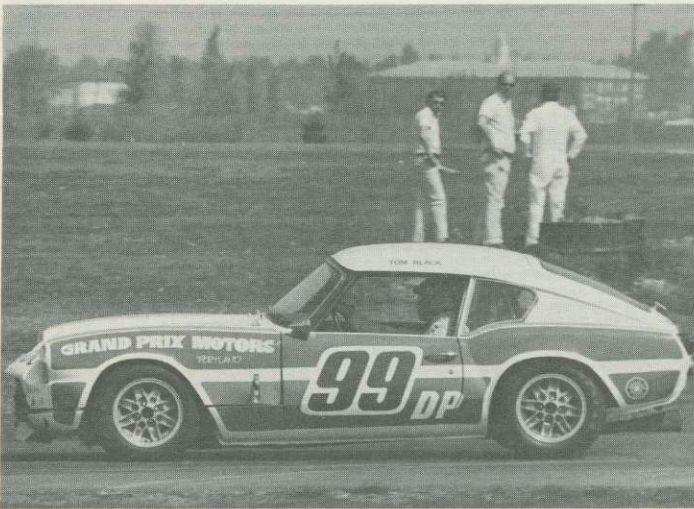


Photo by Bob Ames

FORMULA FORD

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

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

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

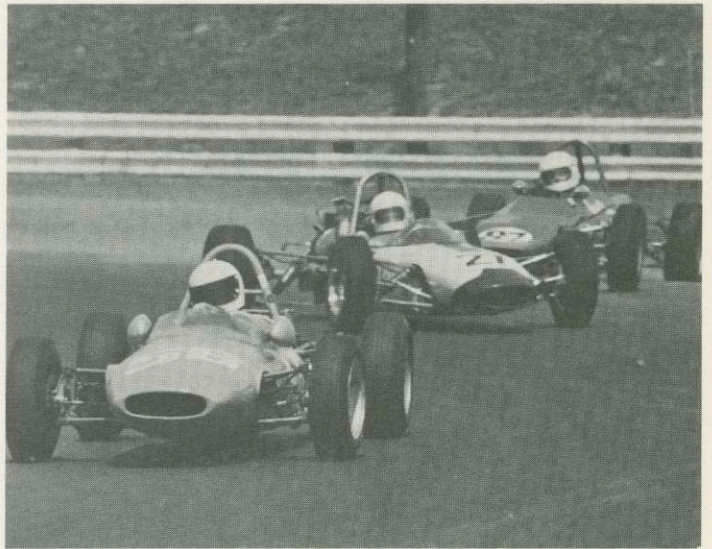


Photo by Bob Ames



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 A, B, C

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

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

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

A SEDANS

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



Photo by Bob Ames

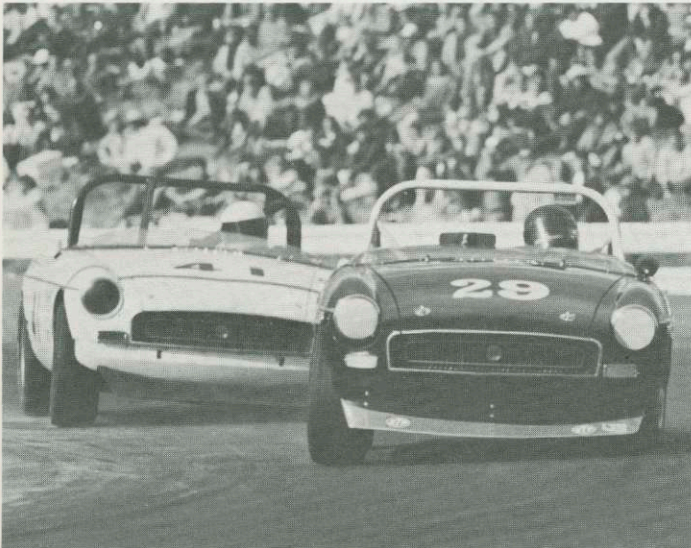


Photo by Bob Ames

FORMULA VEE and SUPERVEE

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

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

E PRODUCTION

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



Photo by H. E. Henneman



C and D SEDANS

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

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

F PRODUCTION

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

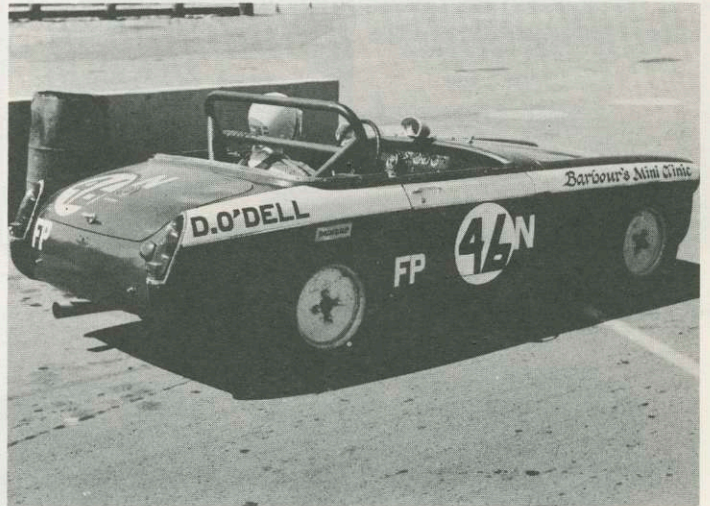


Photo by H. E. Henneman

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.



Photo by H. E. Henneman

FIAT

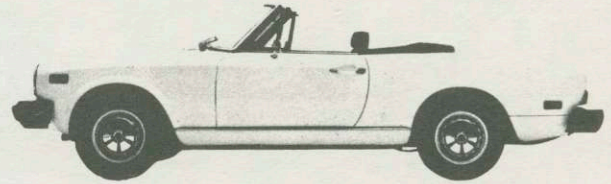
X1/9



Standard equipment includes:

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- BRAKE EQUALIZATION SYSTEM • RADIAL-PLY TIRES
- RACK & PINION STEERING • MID-ENGINE • UNITIZED BODY CONSTRUCTION • ELECTRONIC TACHOMETER
- FLOW-THRU VENTILATION

124 SPORT SPIDER



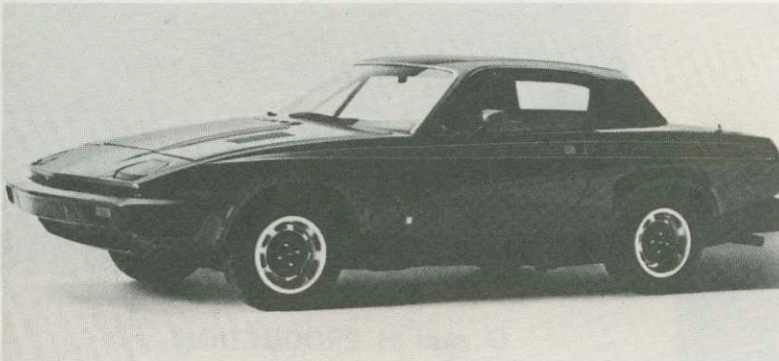
Standard equipment includes:

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- BRAKE EQUALIZATION SYSTEM • RADIAL-PLY TIRES
- RECLINING BUCKET SEATS • ELECTRONIC TACHOMETER
- UNITIZED BODY CONSTRUCTION • WOOD GRAIN DASH AND CONSOLE

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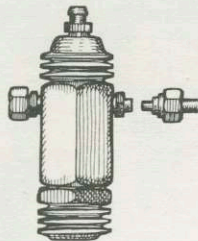
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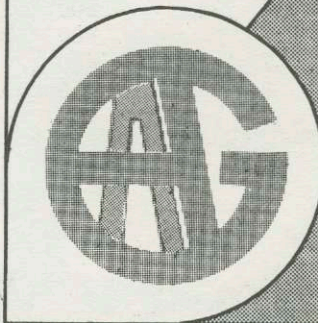
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Prize money awards will be presented to the entrant or his duly authorized representative. Prize money not claimed at the event will be sent by air mail to the entrant no later than 48 hours after the event.

OA Pos.	Amount	OA Pos.	Amount
1	\$2500	9	\$ 300
2	1500	10	250
3	1000	11	200
4	800	12	200
5	600	13	150
6	500	14	150
7	400	15-25	100
8	350	Total	\$10,000


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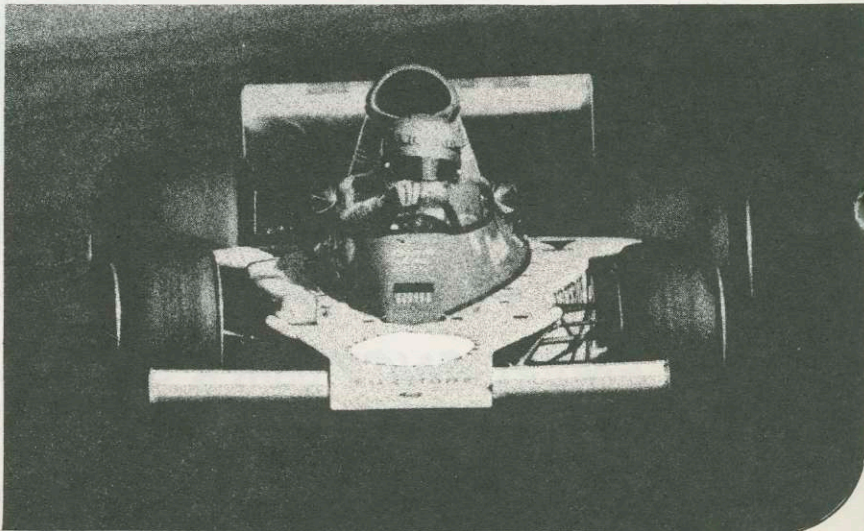
When most people think of investments, they think of money. Or stocks and bonds. But every racing hopeful who sees himself crossing the finish line first, must make his own investment. An investment in time. In days, months, even years of hard work and practice. Of dozens of trial runs. Of testing and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

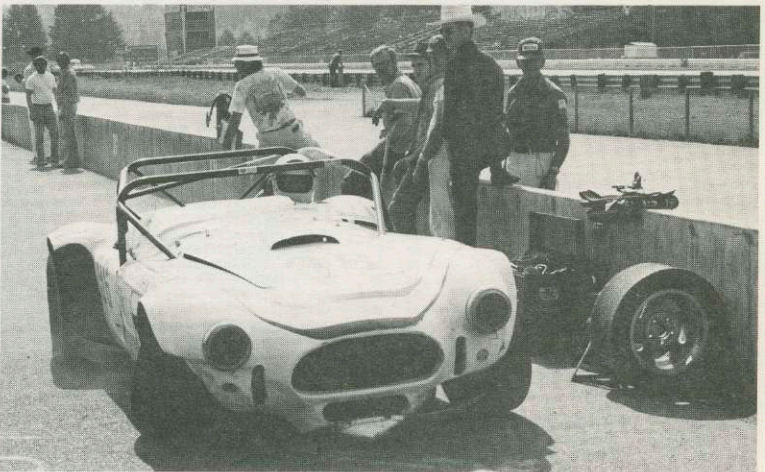
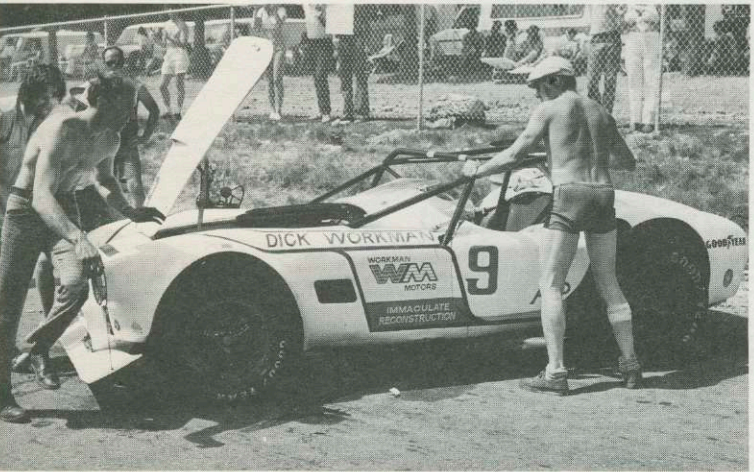
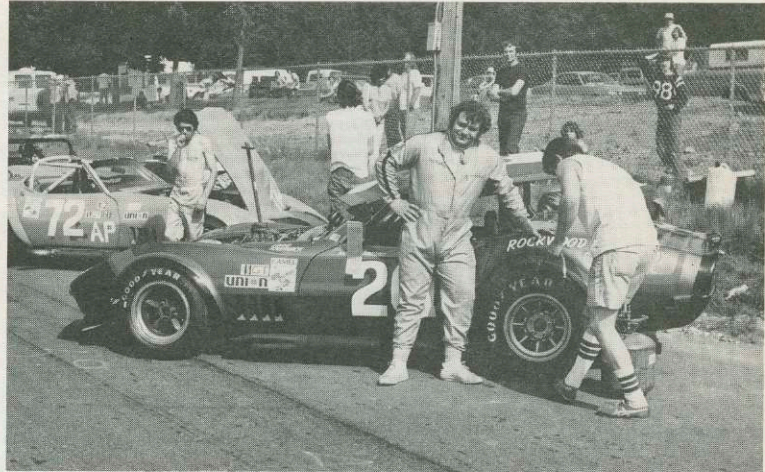
And every year we've gained a little more experience, and learned a little more about you and what kind of banking service you're looking for.

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.

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OF OREGON** Member FDIC



KENT TRANS AM JUNE 1, 1975



OFFICIAL ENTRY LIST

TRANS-AMERICAN CHAMPIONSHIP

#	Driver/Town	Sponsor/Car		
2	Bill Maier/Hayward, Calif.	Maier Ford Mustang 302		
4	Pete Brallier/Hillsborough, Calif.	Round Table Racing Corvette 427		
5	John Greenwood/Troy, Mich.	Braum Corvette 427		
7	Gary Carlen/Alameda, Calif.	Carlen Corvette 350		
9	Dick Workman/San Francisco, Calif.	Workman Motors Cobra 427		
13	Michael Meak/San Jose, Calif.	Kruz Recording Corvette 350		
14	Jim Wilson/Oakland, Calif.	Wilson Corvette 460		
15	Dan Parkinson/La Canada, Calif.	Parkinson Datsun 280Z		
16	Bob Eckhardt/Ontario, Calif.	Alaskan Brand Oil Camaro 302		
17	Rick Stark/Bellevue, Wash.	Rick Stark Enterprises Corvette 427		
18	Ken Deckman/Auburn, Wash.	Busy D Racing Camaro 302		
19	Peter Shutts/San Jose, Calif.	PSR Corvette 350		
20	Ted Mathey/Clackamas, Ore.	Rockwood Auto Body Corvette 427		
21	R. Jann Helzer/Tacoma, Wash.	Sports & Imports Corvette 350		
22	Denny Long/Sterling, Ill.	Bandag Corvette 461		
24	John Schuler/Nampa, Idaho	Schuler Corvette 427		
26	Tom Masterson/Great Falls, Mont.	S.W.A.G. Engineering Porsche 911S		
27	Rich Sloma/Cupertino, Calif.	Sloma Corvette 427		
29	Barry Brooke, Bellevue, Wash.	Hawk-Owens Chevrolet Corvette 327		
31	David Mock/Oakland, Calif.	Vic Hubbard-Mocko Corvette 427		
32	Bill Seip/Syracuse, New York	Warren & Ginny Wagner Corvette 350		
34	Dave Schwafel/Mountain View, Calif.	Schwafel Racing Corvette 454		
39	John Bauer/Atascadero, Calif.	German Auto Porsche 911 Carrera		
44	Daniel Hoeffner/Sacramento, Calif.	Hoeffner Camaro 302		
45	Walt Maas/Mountain View, Calif.	FAR Performance Datsun 280Z		
60	Jim Whitaker/Mountlake Terrace, Wash.	Imp Warehouse-Tyco Datsun 240Z		
70	Ron McDuffie/Seattle, Wash.	Hoffman & Neighbor Corvette 350		
71	Frank Fahey/San Diego, Calif.	Fahey Corvette 427		
72	Frank Search/San Leandro, Calif.	Frank Search Enterprises Corvette 454		
74	Dale Samuelsen/Seattle, Wash.	Samuelsen Corvette 427		
76	Joe Chamberlain/Tigard, Ore.	Arrow Heating Company Camaro 302		
77	Buzz Dyer/Corte Madera, Calif.	Dyer Enterprises AMC Javelin 305		
90	Bill Ruff/Lynnwood, Wash.	Streaki Tiki Datsun 240Z		
91	Roger Pierce/Jamesville, New York	Pierce Mustang 305		
GROUP 1 - NATIONAL - Showroom Stock Sedan; Showroom Stock Sports Car				
#	Class	Driver/Town	Region	Car/Color/Sponsor
2	SSS	Robert DeLaMare/Everett, Wa.	NW	Opel/Orange
4	SSS	Tom Walker/Seattle, Wa.	NW	Chevy Vega GT/Yellow/
5	SSS	Zane Lumley/Seattle, Wa.	NW	Opel/Green/Westlund Buick-Opel & Kendall Oil
12	SSS	Ted Gruner/Foster City, Ca.	SF	Mazda 808/Yellow/McKee Mazda, Oregon City, Oregon
14	SSS	Fred Bowman/Beaverton, Or.	ICSCC	VW Rabbit/Orange/Riviera Motors, Portland
41	SSS	Sheila Masgrove/Seattle, Wa.	NW	Mazda 808/Gold/
GROUP 2 - NATIONAL - Formula Vee				
#	Class	Driver/Town	Region	Car/Color/Sponsor
4	FV	Brent Milner/Salinas, Ca.	SF	Lynx/Blue/IAP Volks-Werks & Kirk McDowell Heads-Manifolds
8	FV	Les Hudelson/Long Beach, Ca.	CSCC	RCA/Purple/Daeco Race Gas
9	FV	John Bohning/Albany, Or.	Oregon	Zink/Blue/John Bohning
12	FV	Mike Frankhouser/San Jose, Ca.	SF	Kellison-Phenix/Yellow & Black/Bob & Grace Schmitt
13	FV	Robert Boyd/Canby, Or.	Oregon	Caldwell/Red/Pizza Baron & Check Point Motors
14	FV	Stu Fisher/San Rafael, Ca.	SF	Lynx/Orange/My Brother's Racing Team
16	FV	Robert Booth/Oakland, Ca.	SF	Cheetah/White/Safety Braker
24	FV	Peter Harris/San Francisco, Ca.	SF	Caldwell/Blue/Adpac Corp
27	FV	Mike Patton/Pacific Grove, Ca.	SF	Lynx/White/This Space Available
31	FV	John Downing/Portland, Or.	Oregon	Lynx/Blue/Law & Sons Plumbing
37	FV	Jim Burnett/Bellevue, Wa.	NW	AD/Green/Snap-on Tools & Kendall Oil
40	FV	Tom Noon/Santa Ana, Ca.	CSCC	Beach/Blue/
60	FV	Stan Townes/Santa Clara, Ca.	SF	Zink/Gold/Anderson-Behel, Inc
71	FV	Tuck Hunter/Carlsbad, Ca.	CSCC	Zink/Black/
73	FV	Mike Hutchins/Tacoma, Wa.	NW	Zink/Red/Kendall Oil & German-British Cars & Race Prep
77	FV	Fred Egan/Tacoma, Wa.	NW	Reichmark/Silver/
83	FV	Roy P. Miller Jr/Seattle, Wa.	NW	Zink/Blue/
87	FV	Dennis Andrade/Tacoma, Wa.	NW	Zeitler/Blue/
GROUP 3 - NATIONAL - F-G-H Production; D Sports/Racing				
#	Class	Driver/Town	Region	Car/Color/Sponsor
0	GP	Ken Thomson/Portland, Or.	Oregon	Datsun/Black & Gold/B & B Auto Body
1	GP	Terry Barnard/Sunnyvale, Ca.	SF	Triumph Spitfire/Blue/
3	GP	Bill Wilson/Gresham, Or.	Oregon	Triumph Spitfire/White/Parkrose Auto Supply
7	FP	Al James/Portland, Or.	Oregon	Datsun/Yellow/Del Franke Datsun
8	HP	H. Todd Wheeler/West Linn, Or.	SF	Hanna Sprite/Orange/Hanna Industries
9	FP	Tom McCarthy/Santa Clara, Ca.	SF	Triumph Spitfire/Blue/
12	HP	Jerry Stephens/Klamath Falls, Or.	Oregon	Sprite/White/TYCO
13	DSR	Bill Erickson/Boring, Or.	Oregon	Wedono-Honda/Yellow/Erickson's Race Cars
18	FP	Garry Small/Portland, Or.	Oregon	Volvo P1800/Red-White-Blue/Import Service Center
20	GP	Dick Ullian/Medford, Or.	Oregon	MG Midget/Blue/Blue Max Restaurant
22	FP	R. Jann Helzer/Tacoma, Wa.	NW	Sunbeam Alpine/Red/Sports & Imports
24	FP	Don Hiner/Garden Grove, Ca.	CSCC	Triumph Spitfire/Green/
25	GP	Ralph Coleman/Portland, Or.	Oregon	Triumph Spitfire/Gangrene/Wild Turkey Racing
27	HP	Fred Lemskie/Tillamook, Or.	Oregon	AH Sprite/Blue/auto Parts International, Salem, Or
31	HP	Paul Richard/Petaluma, Ca.	SF	AH Sprite/White/F. J. Crikos Trucking
56	HP	Larry Randall/Lake Oswego, Or.	Oregon	AH Sprite/Red/Dan Hall's Six Point Automotive & Mfg
57	FP	Rob McGregor/Vancouver, B.C.	NW	MG Midget/Yellow & Black/Terry's British Cars Ltd
71	DSR	George Henderson/Roseville, Ca.	SF	Lusco Mk II/Green/Orangevale Liquor
74	FP	John Schuberg/Vancouver, B.C.	NW	MG Midget/White/Abingdon Motors
77	FP	Tom Tuttle/San Bruno, Ca.	SF	MG Midget/White/Intertec
79	GP	Tom Luking/Portland, Or.	Oregon	Triumph Spitfire/Yellow/Colvin Racing Engines
87	GP	David Irons Jr/Bellevue, Wa.	Detroit	Triumph Spitfire/Gold/
GROUP 4 - NATIONAL - Formula Ford				
#	Class	Driver/Town	Region	Car/Color/Sponsor
0	FF	Raymond Zwahlen/Beaverton, Or.	Oregon	Titan Mk6/Black & Chrome/Marv Zwahlen Motors
2	FF	Gary Van Horn/Novato, Ca.	SF	Lotus 51B/Red/
5	FF	Marty Loft/Olympia, Wa.	NW	Crossle 30F/White/Hanna Car Washes & Kendall Oil
6	FF	Ken Kaplan/Davis, Ca.	SF	Dulon/White/Acme Racing
16	FF	Len Marcel/Lake Oswego, Or.	Oregon	Lola T-340/Yellow/
19	FF	Bob Earl/Claremont, Ca.	CSCC	MRE/Red/TP Racing
22	FF	Arnie Loyning/Portland, Or.	Oregon	Lola/Red/Pierre's Motor Racing
23	FF	Dale Elmer/Portland, Or.	Oregon	ADF MkII/Blue & Red/
35	FF	Jerry Blakemore/Spokane, Wa.	NW	Royale/White/
36	FF	James Kalie/Bellevue, Wa.	NW	Lola T340/Black/Egger's Arco
37	FF	Tom Wichmann/Kent, Wa.	NW	ADF MkII/Blue/Elmer's Pancakes
40	FF	Bob Erickson/Portland, Or.	NW	Crossle 20S/Black/
43	FF	Joseph B. Rogers/Portland, Or.	Oregon	Titan Mk6C/White/
50	FF	Sans Thompson/Banks, Or.	Oregon	Lola T340/Orange/Davis Industrial Prod. & Sunshine Pottery
63	FF	Bill Pugh/Lafayette, Ca.	SF	BP Special/Silver/
65	FF	Grant Knowlen/Springfield, Or.	Oregon	Hawke/Yellow & Black/Northgate Texaco, Springfield, Or
71	FF	Bob McGregor/Vancouver, B.C.	NW	Titan Mk6/White/Abingdon Motors
76	FF	George K. Young/Puyallup, Wa.	NW	Crossle/Black/Kendall Motor Oils
77	FF	Daniel Marvin/El Sobrante, Ca.	SF	Titan Mk6/Black/Griswold Company
89	FF	William Mol/Vancouver, Wa.	SF	Titan Mk6C/Black/
99	FF	Phil Threshie/Alamo, Ca.	CSCC	Lola T342/Crimson/Phil & Justine
GROUP 5 - NATIONAL - D-E Production; B-C Sedan				
#	Class	Driver/Town	Region	Car/Color/Sponsor
2	CS	D. L. Rugh/Tualatin, Or.	NW	Ford Escort/Blue/Lee Myles Transmissions
3	EP	Tony Clegg/Vancouver, B.C.	NW	MGB/White/Abingdon Motors & Quaker State Oil
5	BS	Mike Rockett/Edmonds, Wa.	NW	Triumph Vitesse/White/TYCO Foreign Auto Parts, Lynnwood
9	BS	James Helton/Salem, Or.	Oregon	Toyota Corolla/Blue/Heritage Pont-Olds-Cad-GMC, Albany
11	EP	Terry Visger/San Rafael, Ca.	SF	MGB/Silver/Huffaker Engineering
14	EP	Hardy Prentice/San Francisco, Ca.	SF	Triumph TR3/White/Super Modifications & Motoring Enth.
16	EP	Bill Follmer/Arcadia, Ca.	CSCC	Porsche 914/Black/Century Motors & R. J. Follmer
18	BS	Dave Madison/Reseda, Ca.	CSCC	Datsun 710/White & Red/Miller Imports Datsun
34	DP	Daryl Hale/Klamath Falls, Or.	Oregon	Triumph GT6/White/TYCO
35	DP	Bud Harrington/Mill Valley, Ca.	SF	Triumph GT6+/Black/Thumper Racing of Mill Valley
36	DP	Dennis Bowman/Concord, Ca.	SF	Yenko Stinger/White & Blue/Torco Oil & Otto Parts & Carrs
37	BS	Bob Finn/Santa Maria, Ca.	SF	Datsun 510/Orange & Blue/CSR Racing
38	CS	Chris Miller/Seattle, Wa.	NW	Austin Cooper/Blue/

GROUP 5 (continued)

39	BS	Loren St. Lawrence/Salem, Or.	Oregon	Datsun 510/Black & Gold/Waverly Datsun
40	DP	Frank C. Joyce/Salinas, Ca.	SF	Datsun 2000/Yellow & Orange/Lacey Auto Supply, Salinas
48	CS	Doug Peterson/Los Altos, Ca.	SF	Ford Escort/Brown & Silver/
51	BS	Mario Gardin/Larkspur, Ca.	SF	Volvo 142/Blue & Yellow/McKevitt Volvo & Mufflers Unltd
52	BS	Ed Parks/Seattle, Wa.	NW	Mazda RX-2/White/Mazda of Auburn
54	DP	Chuck Lea/Los Altos, Ca.	SF	Porsche 911/Yellow/Alex's Porsche House
58	EP	Nick Feodoroff/Portland, Or.	Oregon	Porsche 356A/Red/McCall Oil Co.
61	BS	Jack Scoville/Corvallis, Or.	Oregon	Datsun 510/Orange & Black/Jack Scoville, Ltd., Corvallis
62	DP	Tom Frank/Huntington Beach, Ca.	CSCC	Jensen-Healey/Black/Executive Industries, Inc
74	BS	Ed O'Sullivan/Pacific, Ca.	SF	Datsun 610/Orange/
79	BS	Richard Gordon/Portland, Or.	Oregon	Volvo 142/Black/lpd
86	DP	Eric D. Meislahn/Redmond, Wa.	NW	Yenko Stinger/White & Blue/Forentco Furniture Rentals
98	BS	G. M. Murch/Portland, Or.	Oregon	Datsun 610/Red & Blue/Heinrich Datsun & Quicker Eng.

GROUP 6 - NATIONAL - FORMULA A-B-C-Super Vee

#	Class	Driver/Town	Region	Car/Color/Sponsor
1	FSV	Michael Fisher/Portland, Or.	Oregon	Lola 252/Yellow/Check Point Motors
2	FSV	Mark Felsen/Denver, Colo.	Colo.	Lola/Red/Le Mans Motors, Inc., Denver
5	FB	H. T. Sauerbrei/Fresno, Ca.	CSCC	March 742/Blue/Consolidated Aeronautics Corporation
6	FB	Ron Householder/Portland, Or.	Oregon	Brabham BT40/Blue/Curren Coil Springs
9	FA	Dick Workman/San Francisco, Ca.	SF	Lola T332 Chev/White & Blue/Workman Motors, San Francisco
17	FA	Archie Snyder/Los Gatos, Ca.	SF	GRD MS-1 BDA/Orange/Richardson Precision Machining
39	FC	Rodger Lang/Portland, Or.	Oregon	Brabham BT21/Blue & Green/Rose City Uph/New Cathy Rest.
41	FA	D. David France/San Anselmo, Ca.	SF	McRae GM1 Chev/Blue & Yellow/HAT Race Enterprises
44	FC	Terry Annis/Maple Valley, Wa.	NW	Brabham/White/Charlie Brown Tire Center, Kent, Wa.
58	FB	Jon Norman/Oakland, Ca.	SF	Lotus 69C/Lime/Bostrom-Bergen Metal Products
67	FC	Dieter Kunz/Coos Bay, Or.	Oregon	BMC/Silver/Dieters Foreign Car Service, Coos Bay
73	FB	Bill Hill/Olympia, Wa.	NW	Brabham BT29/Yuk Yellow/Rick's Lacey Exxon
91	FB	Bob Tracy/Hillsboro, Or.	Oregon	March 722/Red/
97	FA	Bob Allen/Ripon, Ca.	SF	Eagle Chev/Red/Manteca Ford

GROUP 7 - NATIONAL - A-B-C Production; A Sedan; A-B-C Sports/Racing

#	Class	Driver/Town	Region	Car/Color/Sponsor
4	CSR	Jack Blake/Santa Venetia, Ca.	SF	Elva 7-Ford/Grey/Firemaster
6	BP	Tom Hendrickson/Portland, Or.	Oregon	Shelby GT350/Blue & White/Hendrickson Racing
7	BP	Gary Carlen/Alameda, Ca.	SF	Corvette 350/---/Roger Kraus; Ollmo; Eandi Metal; SJ Crane
9	AP	Dick Workman/San Francisco, Ca.	SF	AC Cobra 427/White & Blue/Workman Motors, San Francisco
10	ASR	Dan Hanna/Portland, Or.	Oregon	McLaren M8F/White & Orange/
11	BSR	Michael Fisher/Portland, Or.	Oregon	Porsche 910/White & Blue/Continental Porsche-Audi, Inc.
12	BP	Lee Mueller/Lynwood, Ca.	SF	Jaguar XKE V12/Silver/Huffaker Engineering
13	BP	Michael Meek/San Jose, Ca.	SF	Corvette 350/Red & White/Kruz Recording-R.Kraus-M.P.Mach.
16	CSR	H. Tide Eading/Walnut Creek, Ca.	SF	Lotus 238/White/Intertec Co.
19	BSR	Dave Burns/San Carlos, Ca.	SF	Chevron Cosworth/White/Turn One Sports Car, San Carlos
23	ASR	Todd Webb/Portland, Or.	Oregon	Porsche 904/Gold & Blue/Todd Webb Automotive
24	AP	John Schuler/Nampa, Idaho	Oregon	Corvette L88/Red/
27	AP	Rich Sloma/Cupertino, Ca.	SF	Corvette 427/Lime Green/Automotive Enterprise
29	BP	Barry Brooke/Bellevue, Wa.	NW	Corvette/Red-White-Blue/Hawk-Owens Chevrolet, Issaquah
31	ASR	Randolph Townsend/Reno, Nevada	Reno	Porsche 917/Green/Team Reno
39	BSR	Loren St. Lawrence/Salem, Or.	Oregon	Veys Chevron B165 BMW/Black-Gold/Veys Realty, Kelso, Wa.
43	CSR	James Kuhns/Encinitas, Ca.	Reno	Alfa Romeo Dart/Blue/Cronus-American Tradition Racing
47	CSR	Dave Leeson/Sunnyvale, Ca.	SF	Gardner/Silver/Race Car Measurements
48	ASR	Ron Wipperman/Castro Valley, Ca.	SF	Lola 160/3 Chev/Yellow/Olmo Motor Oil
50	ASR	Lynn Sinclair/Lake Oswego, Or.	Oregon	McLaren Chev/Orange/Western Auto & G. T. Racing
71	AP	Frank Fahey/San Diego, Ca.	San Diego	Corvette 427/Red-White-Blue/
72	AP	Frank Search/San Leandro, Ca.	SF	Corvette 454/Blue/Frank Search Enterprises
84	BP	Don Shervey/Portland, Or.	Oregon	Corvette/Red-White-Blue/
88	BSR	Ed Abate/Monte Sereno, Ca.	SF	Lola Cosworth/Orange/Pegasus Racing
89	AS	Louis Morseth/Seattle, Wa.	NW	Camaro 228/Green/Morseth Auto Parts, Seattle
91	BSR	Harald Kirberg/Mill Valley, Ca.	SF	KK2-Porsche/Black-Red-Gold/Redwood Bank & Kirberg Motors

GROUP A - REGIONAL - Formula Vee

#	Class	Driver/Town	Region	Car/Color/Sponsor
2	FV	Jeanette Berleen/Seattle, Wa.	NW	Zink/Purple/Morseth Auto Parts & J & L Autocraft
3	FV	Bob Dunsmore/Portland, Or.	ICSCC	Caldwell D13/Red/Pizza Baron & Check Point Motors
6	FV	Leroy Coppedge/Seattle, Wa.	NW	Lynn/Blue & White/
12	FV	Mike Frankhouser/San Jose, Ca.	SF	Kellison-Phenix/Yellow-Black/Bob & Grace Schmitt
24	FV	Peter Harris/San Francisco, Ca.	SF	Caldwell D13/Blue/Adpac Corp.
33	FV	John Kleiser/Portland, Or.	Oregon	Vulcan/Silver/Woodys Auto Parts
41	FV	Grant Kingsmore/Bothell, Wa.	NW	RCA MkIII/Orange/
49	FV	Warren Martin/Lake Oswego, Or.	ICSCC	Beach 5G/Black/
60	FV	Stan Tomes/Santa Clara, Ca.	SF	Zink/Gold/Anderson-Behel, Inc
71	FV	Tuck Hunter/Carlsbad, Ca.	CSCC	Zink/Black/
73	FV	Mike Hutchins/Tacoma, Wa.	NW	Zink/Red/Kendall Oil; German-British Cars; Race Prep.
80	FV	Larry Martinez/Toledo, Wa.	NW	Autodynamics/Blue-White/Stanton Lewis Mech. Corp.
87	FV	Dennis Andrade/Tacoma, Wa.	NW	Zeitler/Blue/

GROUP B - REGIONAL - F-G-H Production; C Sedan; D Sports/Racing

#	Class	Driver/Town	Region	Car/Color/Sponsor
7	FP	Al James/Portland, Or.	Oregon	Datsun/Yellow/Del Franke Datsun
10	FP	Herbert Judd/Longview, Wa.	ICSCC	MG Midget/Black/
12	HP	Jerry Stephens/Klamath Falls, Or.	Oregon	AH Sprite/White/TYCO
13	DSR	Bill Erickson/Boring, Or.	Oregon	Wedono Honda/Yellow/Erickson's Race Cars
17	GP	Timothy Schnell/Gresham, Or.	Oregon	Triumph Spitfire/Blue/
22	FP	R. Jann Helzer/Tacoma, Wa.	NW	Sunbeam Alpine/Red/Sports & Imports, Tacoma
25	GP	Ralph Coleman/Portland, Or.	Oregon	Triumph Spitfire/Gangrene/Wild Turkey Racing
27	HP	Fred Lemble/Tillamook, Or.	Oregon	AH Sprite/Blue/Auto Parts International, Salem
33	CS	Paul Williams/Eugene, Or.	ICSCC	Mini Cooper/Red/Foreign Car Shoppe, Eugene
50	GP	Bruce Carlin/Salem, Or.	Oregon	Triumph Spitfire/White/International Imports, Salem
54	FP	Ron Denton/Portland, Or.	ICSCC	Triumph Spitfire/Blue/
56	HP	Larry Randall/Lake Oswego, Or.	Oregon	AH Sprite/Red/Dan Hall's Six Point Automotive & Mfg.
72	CS	Gunter Jandik/Portland, Or.	ICSCC	Audi Fox/---/Porsche-Audi NW
76	GP	Rich Grimes/Portland, Or.	Oregon	Triumph Spitfire/Orange/
82	CS	Henry Boverhuis/Pt. Richmond, Ca.	SF	Austin Cooper/Beach/
95	GP	David DeHaven/Tigard, Or.	ICSCC	AH Sprite/Yellow/Lee Myles Trans-Paint Shoppe-R&R Pers.
99	CS	George Brockbank/Portland, Or.	ICSCC	Datsun 1200/Red-White/Ger-Brock & Heinrich Datsun

GROUP C - REGIONAL - Formula Ford

#	Class	Driver/Town	Region	Car/Color/Sponsor
1	FF	Jerry Schnelle/Coos Bay, Or.	Oregon	Titan Mk5/Yellow/
6	FF	Ken Kaplan/Davis, Ca.	SF	Dulon/White/Acme Racing
7	FF	Wayne Erickson/Seattle, Wa.	NW	Spartan 707/Blue/Kendall Motor Oil
10	FF	Jim Norlin/Portland, Or.	Oregon	Titan Mk5/White-Blue/Norlin Racing
12	FF	Alan Wendler/Milwaukie, Or.	ICSCC	Crossle/Green/Custom Stamping
15	FF	Rusty Kelley/Portland, Or.	Oregon	Lola/---/
16	FF	Len Marcel/Lake Oswego, Or.	Oregon	Lola T340/Yellow/
17	FF	Terry Hinesly/Jacksonville, Or.	Oregon	Merlyn Mk17/Rainbow/
44	FF	John Taylor/Tacoma, Wa.	NW	Titan/Silver-Black/
47	FF	Dave Dedrickson/Mercer Island, Wa.	NW	Lotus/Yellow/
50	FF	Sans Thompson/Banks, Or.	Oregon	Lola/Orange/Davis Ind. Prod-Sunshine Pottery-Lewis Import
65	FF	Grant Knowlen/Springfield, Or.	Oregon	Hawke/Yellow-Black/Northgate Texaco, Springfield, Or.
66	FF	Doug Roether/Yakima, Wa.	Oregon	Lotus/Red/
70	FF	Mike Jordan/Salem, Or.	Oregon	Dulon/Yellow-Black/
82	FF	Jeff Millon/Salem, Or.	Oregon	Titan/White/International Imports, Salem, Or.
89	FF	William Mol/Vancouver, Wa.	SF	Titan Mk6C/Black/

GROUP D - REGIONAL - C-D-E Production; B Sedan; B-C Sports/Racing

#	Class	Driver/Town	Region	Car/Color/Sponsor
7	EP	Jon Vurik/Gresham, Or.	ICSCC	MGB/Red-White-Blue/
8	CSR	Bruce Walker/Piedmont, Ca.	SF	Lotus-Ford/Silver/Autohaus
10	EP	Chris Herndon/Salem, Or.	Oregon	MGB/Blue/International Imports, Salem
12	CSR	Glade Miller/Tacoma, Wn.	Oregon	Elva Mk7-Alfa/Brown/
23	BSR	Todd Webb/Portland, Or.	Oregon	Porsche 904/Gold-Blue/Todd Webb Automotive, Portland
24	DP	Joe Ferguson/Sherwood, Or.	ICSCC	Triumph TR4A/Black/Ugly Duck Racing
34	DP	Darryl Hale/Klamath Falls, Or.	Oregon	Triumph GT6/White/TYCO
43	DP	Ron W. Brown/Portland, Or.	ICSCC	Porsche 911S/Burgundy/Todd Webb Automotive, Portland
44	DP	Chris Bender/Reno, Nevada	SF	Jensen-Healey/White/C.B. Racing
58	EP	Nick Feodoroff/Portland, Or.	Oregon	Porsche 356A/Red/McCall Oil Co.
59	DP	David Dickoff/Aloha, Or.	Oregon	Triumph TR4/Red/
71	EP	"T" Green/Vashon, Wa.	NW	MGB/White/EON Syn. Oil-Thom Lane & Assoc-Island Ind.
76	EP	Ernest Anderson/Aloha, Or.	ICSCC	MGB/Brown/Francis Ford
78	EP	Sid Olsen/Beaverton, Or.	ICSCC	MGB/White/The Paint Shoppe & F.A. Specialties
88	DP	Stephen Middendorff/McMinnville, Or.	Oregon	Datsun 2000/White/Jack Scoville, Ltd., Corvallis, Or.

**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.	OMRRA 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	Motocross
August 15 - 16	Fri./Sat. Nights	WCS Points Meet Drag Race
August 23 - 24	Sat./Sun.	SCCA Oregon Grand Prix
August 31	Sun.	OMRRA 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.	OMRRA 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		April 2 through September 24
Grudge Drag Race Series, 1/8 mile		
Thursday Night Blitz-Weinhard		April 3 through September 25
Motocross Series		

Recreational Motorcycle Riding: Monday & Friday, 10 a.m. till dark
Tuesday & Wednesday, 10 a.m. til 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

LAP TIME	SPEED				
		1:13.0	94.4	1:37.0	71.1
		1:14.0	93.2	1:38.0	70.3
0:51.0	135.2 mph	1:15.0	91.9	1:39.0	69.5
0:52.0	132.6	1:16.0	90.7	1:40.0	68.7
0:53.0	130.1	1:17.0	89.5	1:41.0	68.3
0:54.0	127.7	1:18.0	88.4	1:42.0	67.6
0:55.0	125.3	1:19.0	87.3	1:43.0	66.9
0:56.0	123.1	1:20.0	86.2	1:44.0	66.3
0:57.0	120.9	1:21.0	85.1	1:45.0	65.7
0:58.0	118.9	1:22.0	84.1	1:46.0	65.0
0:59.0	116.8	1:23.0	83.1	1:47.0	64.4
1:00.0	114.9	1:24.0	82.1	1:48.0	63.8
1:01.0	113.1	1:25.0	81.1	1:49.0	63.2
1:02.0	111.3	1:26.0	80.2	1:50.0	62.7
1:03.0	109.4	1:27.0	79.2	1:51.0	62.7
1:04.0	107.7	1:28.0	78.3	1:51.0	62.1
1:05.0	106.1	1:29.0	77.5	1:52.0	61.6
1:06.0	104.4	1:30.0	76.6	1:53.0	61.0
1:07.0	102.9	1:31.0	75.8	1:54.0	60.5
1:08.0	101.4	1:32.0	74.9	1:55.0	59.9
1:09.0	99.9	1:33.0	74.1	1:56.0	59.4
1:10.0	98.5	1:34.0	73.3	1:57.0	58.9
1:11.0	97.1	1:35.0	72.6	1:58.0	58.4
1:12.0	95.7	1:36.0	71.8	1:59.0	57.9

OFFICIAL TIME CHART FOR

CALCULATING MILES PER HOUR.

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

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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
Porsche 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
Porsche 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 III 1800 & Mk IV 1800
Elva Courier Mk IV T Roadster & Coupe
Jaguar XK 120, XK 140, XK 150, 3.4 & 3.8
Lotus Super 7
Lotus Mark 46, 54, 65 Europa
Porsche 911, 911L, 911T,
911S (coupes) thru 1968
Porsche 914S
Triumph GT6, GT6+
Triumph GT6 Mk III thru 1972
Triumph GT6 Mk III 1973-74
Triumph TR-4, TR-4A (beam axle)
Triumph TR-4A, IRS
TVR Mk III 1800
Yenko Stinger Coupe

CLASS E

Alfa Romeo Giulia Spider Veloce
Alfa Romeo Giulia Sprint GT & GTC
Alfa Romeo Spider Duetto
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
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 G

Alfa Romeo Giulietta Sprint & Spider
Austin Healey Sprite 1100, AN 8 (1100)
Datsun SPL 310U
Fiat X 1/9
Matra MB8, 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

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

Toyota Corona
VW Dasher 1471cc
VW Rabbit 1471cc
VW Scirocco 1471cc
VW Super Beetle & Beetle 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
Porsche 914 2-liter 2000cc
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

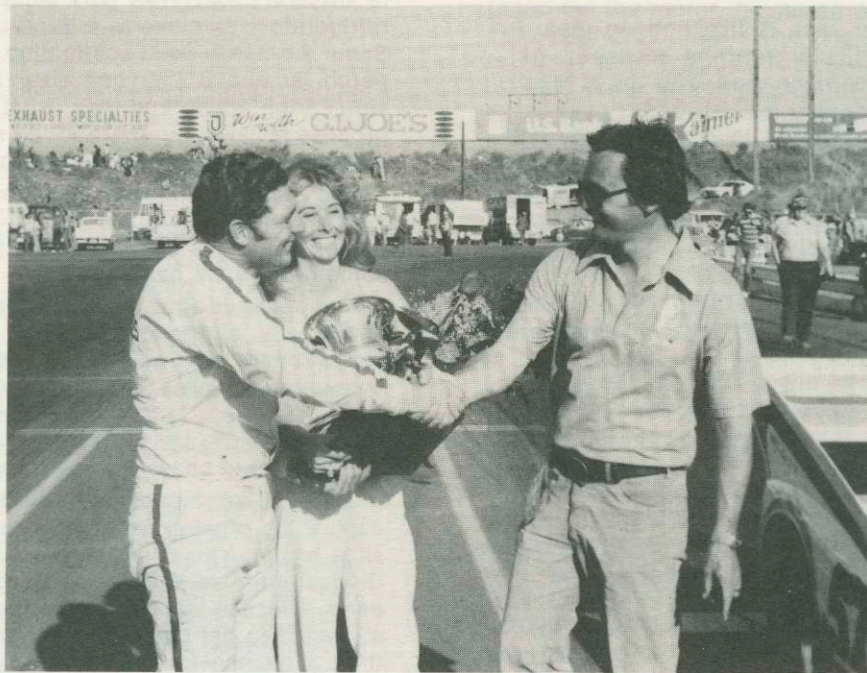
Presently, the Showroom Stock cars do not compete for national points, and must race by themselves, but the new category provides an outlet for growing numbers of race enthusiasts who want to test their skill and cars on a course more suitable than city streets or country roads. And, they're fun to watch!

DRIVER QUALIFICATIONS

To become a SCCA Race driver, you must have a valid drivers 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. Driver School schedule for the remainder of 1975—None Regional race schedule for remainder of 1975—Regional & National Races August 23-24



Monte Shelton 1974 Winner Rose Cup Race



ROSE FESTIVAL RACES GO BACK A LONG TIME — 1908



SEE PORTLAND, "THE ROSE CITY," IN HER FESTIVAL WEEK

The wonderful roses of Oregon and the art of man will be allied to illumine the blithesome hours of these Carnival days.

Monday, June 1 Arrival at high noon of King Rex and Court. Cavalcade escort through decorated streets and arches to Royal Palace. EVENING—Feast of Lanterns and general illumination; Coast Admen's Rose Banquet.

Tuesday "Children's Day" and afternoon opening of the Competitive Rose Exhibit at Oriental Building. Chariot Races at Country Club. EVENING—Illuminated parade "Spirit of the Golden West."

Wednesday, 10 a. m. Monster prize parade of floral decorated automobiles. AFTERNOON—Races at Country Club. EVENING—Venetian Water Carnival, procession of illuminated public and private craft; all day free exhibit of rare blooms by Rose Society at Oriental Building. Damrosch concerts in evening at Armory.

Thursday, 10 a. m. Magnificent street parade of floral decorated vehicles, competitive floats, equestrian clubs, etc.; including the marvelous Japanese "Cherry Blossom" procession. AFTERNOON—Chariot, Auto and Harness Races at Country Club. EVENING—East Side Street Carnival of Masqueraders. Damrosch concerts at Armory, afternoon and evening.

Friday, a. m. Business houses receptions to Portland visitors. EVENING—Allegorical and Historical Parade of electric floats including "Chinese Dragon." Grand Ball at Armory.

Saturday Tournament of athletic sports at Multnomah Field. Grand parade of Woodmen of the World. SATURDAY NIGHT—Pyrotechnics and Masqueraders farewell to King Rex and Queen Flora.

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100-MILE AND 50-MILE
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Thursday Afternoon, June 4th

By Portland Automobile Club

Special

The Portland Rose Festival
Information Bureau

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Portland, Oregon



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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EARLY AUTO RACING IN THE PORTLAND AREA

By Leonard Howitt

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 buggy 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 evolved 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 as 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 Road, then east 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 going 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.

ACKNOWLEDGEMENTS

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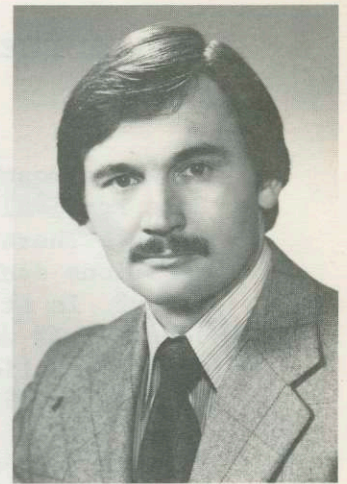
on duty: doug barbour, SCCA mechanic of the year-1970

PORTLAND INTERNATIONAL RACEWAY

Recent History and the 1975 G. I. Joe's Rose Cup

By

Robert Ames
Rose Festival Auto Racing Director



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.

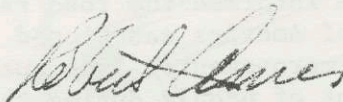
It was almost in sheer desperation we hit upon the idea of having the Portland Rose Festival Association, a non-profit organization, finance the needed improvements. There were a lot of questions at this point and none of a minor nature. Questions such as: Where does the Portland Rose Festival Association 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!

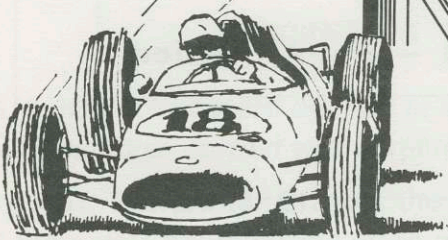
Our "capital loan" is now paid in full. Subsequent to the retirement of that debt, the Rose Festival Association has funded an additional \$15,000 in improvements in the form of a motocross which is used each Thursday night throughout the spring and summer.

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

RA:js



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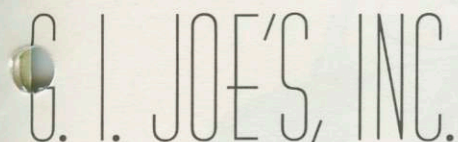
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Walt Maas in his Datsun 280Z — Winner at Kent, June 1, 1975


 G. I. JOE'S, INC.

P. O. Box 11037, 8900 N. Vancouver, Portland, Ore. 97211



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.

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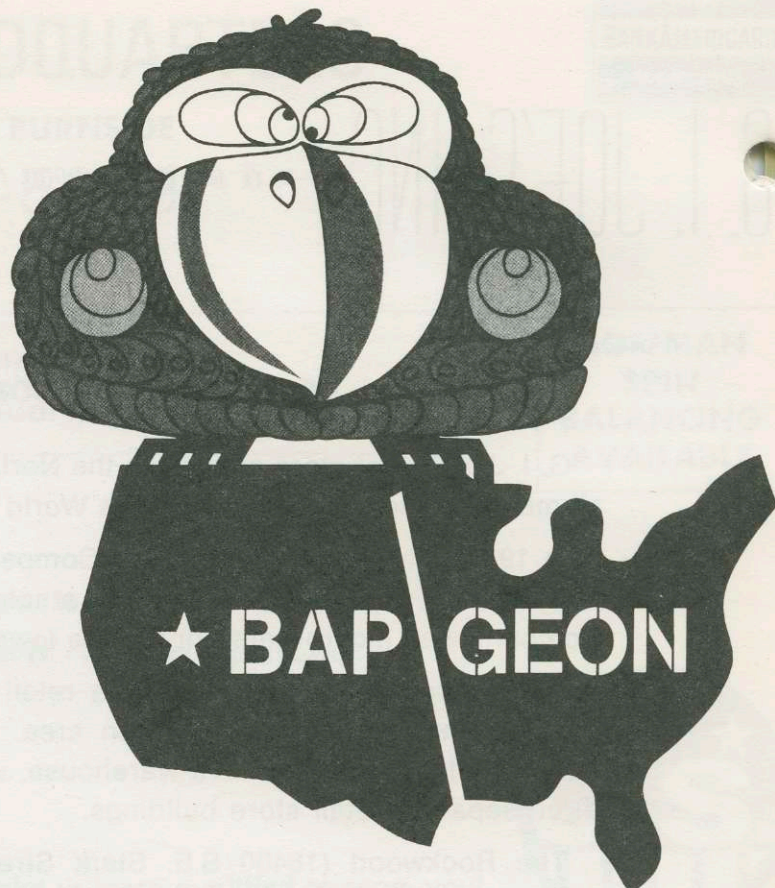
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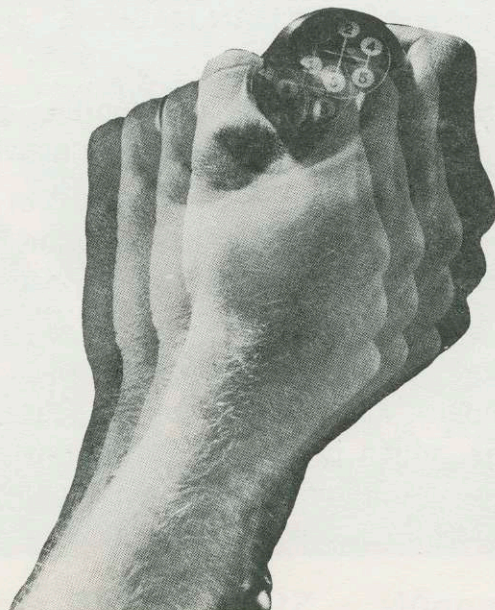
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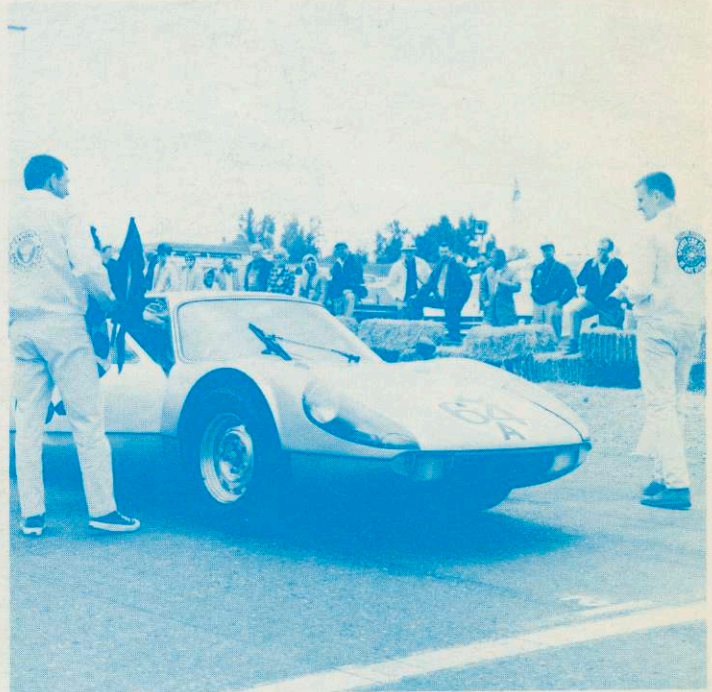
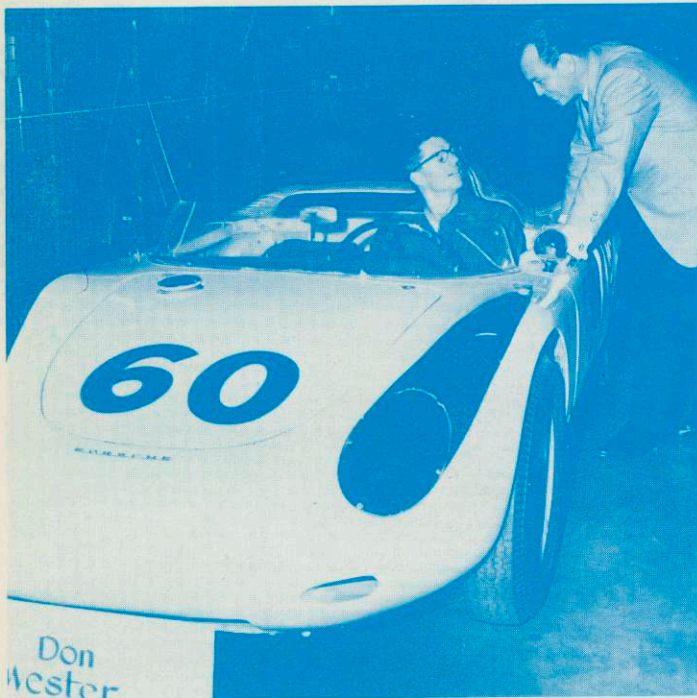


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