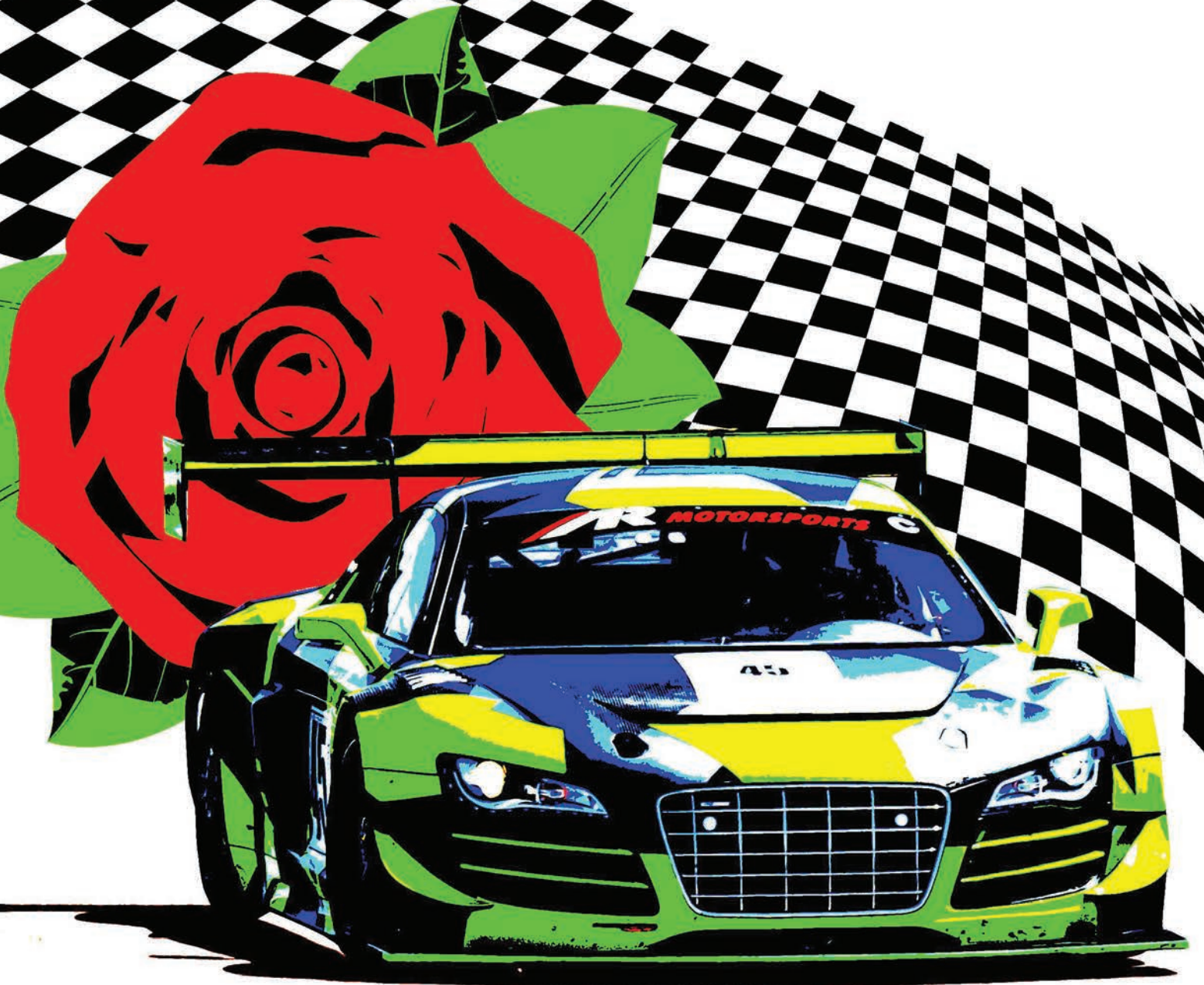




avant garde
COLLECTION

OFFICIAL PROGRAM 2023



ROSE CUP RACES

JULY 8 & 9



WELCOME

TO THE 2023 ROSE CUP RACES

It is my pleasure to welcome you to the 62nd Rose Cup Races. Established in 1961, the Rose Cup Races have always showcased the best in amateur racing in Portland. Since 2016, Friends of PIR (FOPIR) has been the promoter and operator of the Rose Cup Races, assisted by volunteers from Oregon Region SCCA and Cascade Sports Car Club. Putting on an event of this magnitude requires hundreds of people who are devoted to bringing you a fantastic experience and we are very thankful for their expertise and service.

We started planning this year's event as soon as the checkered flag dropped in 2022. Last year was so successful... how could we possibly do better in 2023? I'm glad you asked! By raising the total event purse to \$25,000 and by spreading prizes across every run group. By adding an exciting Late Model Stock Car race on Saturday with a \$5,000 purse that will see the top five finishers getting a free entry into Sunday's Rose Cup main event. By bringing back the pressure packed single lap qualifying session for the Gary Bockman Pole Award. By going to a digital race program available to download at the track.

On behalf of all the board members of Friends of PIR, I'd like to say that we understand and respect the long history of the Rose Cup Races. We will continue to look for new ways to make the

racing exciting for spectators and keep the racers wanting to bring their cool cars back every year. As the world around us continues to evolve towards alternative fuels and new modes of transportation, FOPIR must be a good steward of the Rose Cup Races by keeping the event fresh and relevant far into the future while never losing the essence of what Portland race fans grew up with – the best amateur racing at the best racetrack anywhere. Period.

The FOPIR board members and I are very proud of the support our members. If you are not yet a member of FOPIR, you are invited to drop by the FOPIR booth in the vendor area to learn more. It is free to join, and you will have the inside track on the latest happenings, promotions and ticket opportunities.

We appreciate you being here. Thank you for joining us and enjoy the racing!



Darrell LeBlanc
President, Friends of PIR
www.friendsofpir.com
www.rosecup.com

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2023 ROSE CUP RACES



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PROJECT MANAGEMENT:

Chris Sweet

GRAPHIC DESIGNER:

Matias Ricco

CONTRIBUTING

PHOTOGRAPHERS:

Doug Berger

Bob Dunsmore

EDITOR:

Jeff Zurschmeide

ON THE COVER:

Tom Burt won the 2022 Rose Cup.

CELEBRATE PORTLAND'S RACING CULTURE **at the 62nd Rose Cup Races**

For over 60 years, the Rose Cup Races have represented the best in local amateur racing and big-league professional sports car racing in America. The Rose Cups are the longest-running annual race west of the Mississippi River, and this year, we're showcasing the current champions of amateur racing in the Rose City and across the Pacific Northwest.

The Best of Northwest Racing

The 2023 Rose Cup Races will showcase the finest of regional amateur racing in seven different run groups:

- The Rose Cup Race includes the fastest and most powerful racecars in the Pacific Northwest. Drivers give everything they've got to win this one and go down in history as one of Portland's elite champions. As an extra incentive to go all-out, drivers will be racing for \$15,000 in main event purse money.
- Late Model Stock Cars are a new feature for 2023. This group will bring a taste of America's most popular and famous racing cars to the Rose Cup event. With substantial prize money up for grabs and the top 5 finishers of getting a free entry in Sunday's Rose Cup Feature Race, this group is sure to put on an exciting show.
- Small/Mid Bore Production Cars are familiar models from modern and vintage brands like Honda, Mazda, Nissan, Ford, MG, and Alfa Romeo, all adapted for affordable racing. These are inexpensive cars with loads of potential, and they've been the backbone of the Rose Cup Races for decades.
- Spec Miata is sure to be one of the best races of the weekend. Fresh from their appearance with the NASCAR Xfinity Series in June, our local Spec Miata drivers will deliver an all-out battle for the win in identically prepared Mazda Miata sports cars. This year, the Rose Cup Races are part of the season-long championship campaign in the Northwest Spec Miata Tour.
- Spec Racer Ford is SCCA's leading race group. Spec Racer Ford cars are identical, purpose-built racing machines with factory-sealed engines. It takes both talent and skill to get ahead of the pack in one of these cars.



All race groups will be on track several times each day, so you won't miss any of the great racing action at this year's 62nd Rose Cup Races.

EVENT SCHEDULE

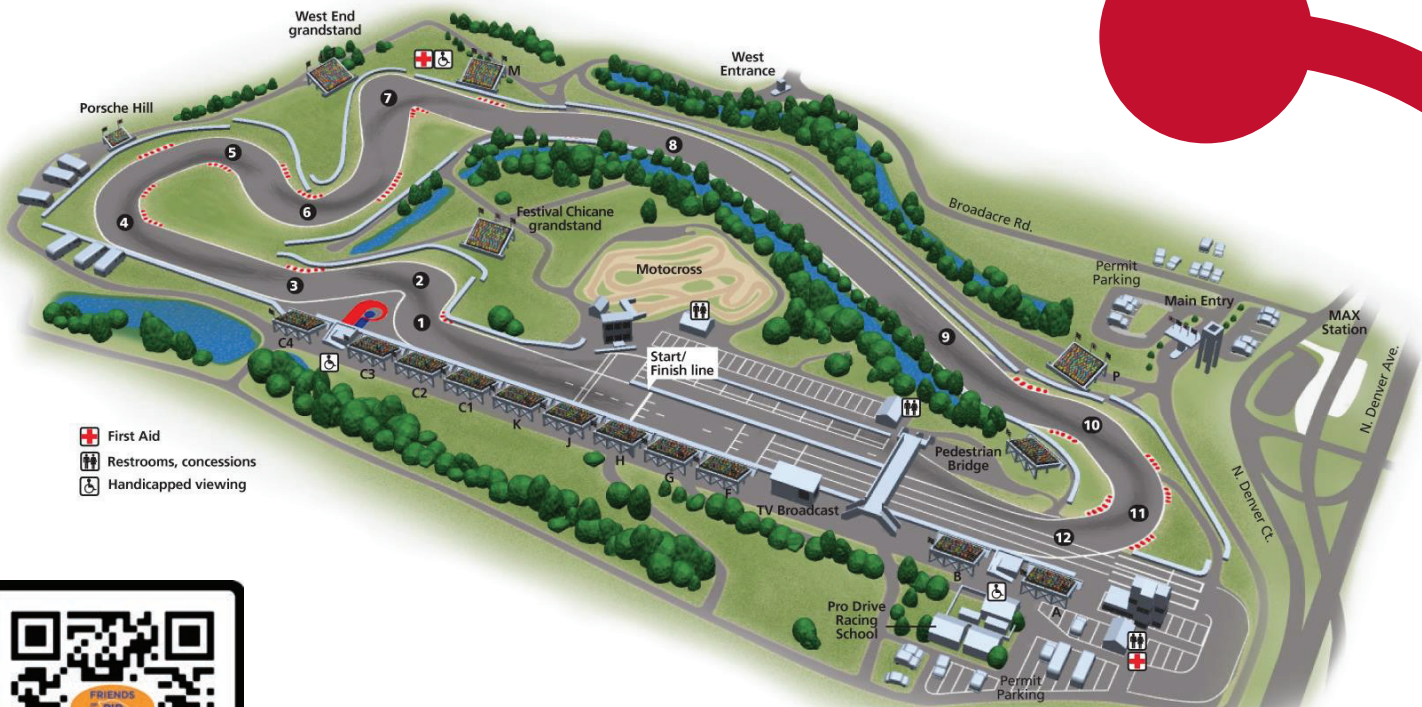
Saturday, July 8, 2023

Start	Finish	Event
9:00 AM	9:20 AM	LMSC Practice
9:25 AM	9:45 AM	Spec Racer Ford Qualifying
9:50 AM	10:10 AM	Small/Mid Bore Qualifying
10:20 AM	10:40 AM	LMSC Qualifying
10:45 AM	11:10 AM	Rose Cup Practice
11:15 AM	11:35 AM	Spec Miata Qualifying
11:45 AM	12:05 PM	Vintage Qualifying
12:05 PM	1:05 PM	Lunch
1:05 PM	1:30 PM	Spec Racer Ford Sprint Race
1:45 PM	2:15 PM	LMSC Feature Race
2:35 PM	3:00 PM	Small/Mid Bore Sprint Race
3:15 PM	3:35 PM	Rose Cup Qualifying Group A
3:40 PM	4:00 PM	Rose Cup Qualifying Group B
4:10 PM	4:30 PM	Rose Cup Top 5 Qualifying
4:40 PM	5:05 PM	Spec Miata Sprint Race
5:20 PM	5:45 PM	Vintage Sprint Race

Sunday, July 9, 2023

Start	Finish	Event
10:00 AM	10:15 AM	Rose Cup Warm-up
10:20 AM	10:50 AM	Vintage Feature Race
11:10 AM	11:40 AM	Small/Mid Bore Feature Race
12:00 PM	12:30 PM	Spec Racer Ford Feature Race
12:30 PM	1:20 PM	Lunch
1:20 PM	1:50 PM	Spec Miata Feature Race
2:10 PM	2:35 PM	Rose Cup Pre Race
2:35 PM	3:15 PM	Rose Cup Feature Race - 25 laps
3:15 PM	3:40 PM	Rose Cup Post Race

*Sprint Races 25 minutes
Feature Races 30 minutes
Rose Cup Feature Race 40 minutes or 25 laps*



Friday, July 7, 2023 Test Day
Register at prodrive.motorsportreg.com





PURSE **STRUCTURE**

A few skilled drivers will earn their shares of the total \$25,000 in purse money at this year's Rose Cup Races.

Here's how it works:

- The competition for the cash starts Saturday afternoon as the top 5 qualifiers compete in an exciting single lap shootout to determine the winner of the Gary Bockman Pole Award and \$1,000 cash.
- \$15,000 has been set aside for the Rose Cup Race main event, and \$5,000 will go to the new Late Model Stock Car run group, with \$5,000 up for grabs across other run groups.
- Most races have a Hard Charger award for the driver who most improves his or her position during the race.
- The Rose Cup corner workers will vote for their favorite car in several races.

The \$15,000 Rose Cup purse will be paid:

- \$1,000 for the Gary Bockman Pole Award
- \$3,500 to the overall Rose Cup winner on Sunday
- \$1,500 to the second place overall finisher
- \$500 to the third place overall finisher
- Finally, the Hard Charger and Worker's Choice award winners will receive \$500 each.

Additionally, each Rose Cup Class winner will be paid:

- \$1,500 to win
- \$750 for second in class
- \$500 for third in class

That means the overall Rose Cup winner could be taking home as much as \$6,000, if they also claim the Gary Bockman Pole Award.

LATE MODEL STOCK CARS

It wouldn't be a stock car race without a purse, and the Late Model Stock Car group will pay:

- \$2,500 for first place
- \$1,500 for second place
- \$500 for third place
- \$500 for the worker's choice car

Other Race Groups

In every other race group this weekend, drivers will compete for:

- \$300 for first place
- \$200 for second place
- \$100 for third place
- \$150 for the hard charger
- \$250 for worker's choice

Alternately, the drivers in any race group may vote to simply offer five \$150 awards by random drawing, plus the worker's choice award.



THE 62ND RACE FOR THE ROSE CUP

The 2023 Rose Cup Race is limited to the fastest production-based cars in amateur racing. This race is open to regular production vehicles and tube-framed “silhouette” cars that resemble production sedans and coupes. You can expect to see Corvettes, Vipers, Camaros, Mustangs, Ferraris, Cobras, and Porsches in this race.

Within the Rose Cup race, cars will be scored in one of three performance classes. The three classes are defined by performance parameters, based on each car’s potential lap times. In keeping with tradition, the Rose Cup will be awarded to the overall winner of the race, as it has been since its inception. The Rose Cup Classes are:

RC1 – This class includes cars in the SCCA GT-1, Trans-Am TA1, and Super Production Over (SPO) classes. These cars are typically powered by turbocharged or supercharged V8 or V6 engines, and are often the fastest cars in the race. Look for your overall Rose Cup winner to come from this group.

The RC2 class also has a shot at the overall win, with the Trans-Am TA2, SCCA GT-2, and Super Production Medium classes making up this competition group. These cars make

up for lower horsepower by being lighter and more nimble than the bigger RC1 cars.

The RC3 class comprises the SCCA GT-3 and American Sedan cars, but don’t count them out. There are some great drivers in this group who can work their way to the front of the pack.

The purpose of the three-class system is to offer recognition to those cars not necessarily fast enough to run at the front of the pack, but which put on great races throughout the field.

The Rose Cup race group will have practice and several periods of qualifying on Saturday and a morning warm-up on Sunday. The 62nd Rose Cup race happens at 2:35 pm on Sunday, with pre-race activities starting at 2:10 pm. The Rose Cup race will be 40 minutes long, unless adjusted by the race officials. The race will begin with a parade lap, and then a pace lap before the green flag flies.

After the race, the Rose Cup will be awarded at Victory Circle, adjacent to the PIR tower in the south paddock. Be sure to be there, and remember to bring your autograph pen!

The Historic Importance of the Rose Cup Races

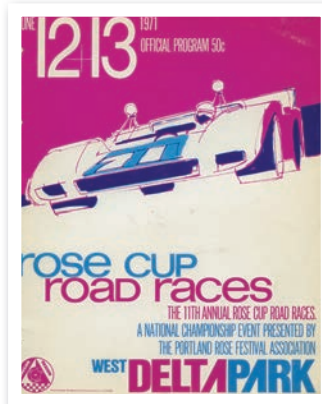
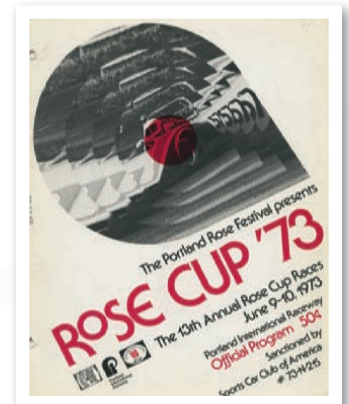
In the first months of 1961, the Portland Rose Festival Association partnered with the city's Jaycees club and Cascade Sports Car Club to launch a new sports car racing event as part of the city's annual Rose Festival civic celebration. The races were to be held on the abandoned streets of the Vanport neighborhood, a wartime shipyard worker housing development that was destroyed by a flood in 1948. Fences went up, some hay bales were placed, and the word went out throughout the western states: Come to Portland in June for a big race. When the event program was printed, the cover optimistically called the event the First Annual Rose Cup Races.

The organizers didn't really expect such an enthusiastic response from west coast racers. Drivers came from as far away as southern California to compete, and the first two Rose Cup races were won by noted Indy Car driver Jerry Grant, piloting a now-priceless Ferrari Testa Rossa. From the beginning, the Rose Cup races represented the best in amateur sports car racing.

Throughout the 1960s, the Rose Cup race was mainly contested by notable gentlemen racers running in the best sports cars of the era. But in the early 1970s, the Rose Cup was run with both open-wheel formula cars, and with the Can-Am cars that represented the apex of racing technology in that era. It was then that Portland's legendary Monte Shelton won the first of his record seven Rose Cup Race Winner trophies.

Then from 1975 to 1983, the Rose Cup event featured the SCCA Pro Racing Trans-Am series. Trans-Am returned for a one-time revival in 2009, and more recently the 2018 and 2019 Rose Cup races were contested by the professional racers of the Pirelli World Challenge and SRA GT4 Americas series.

But even when the pros come to town, the Rose Cup Races are still a venue for local racers to participate in a premier event, and show that they've got as much to offer as any professional series.





The Best of Local Racing

One Rose Cup tradition that has now endured into its seventh decade is the commitment to bringing the best amateur racers in the most popular competition classes to Portland for a showdown. This year, the 62nd Rose Cup Races are made up of several exciting racing categories, driven by your friends and neighbors.

The drivers and cars that make up Cascade Sports Car Club and Oregon Region Sports Car Club of America are coming together to make the Rose Cup Races the most inclusive racing event of the year. Now in its seventh decade, the Rose Cup Races are still a showcase of local talent in mostly affordable cars.



Late Model Stock Cars



If you loved the NASCAR Xfinity Series race here at PIR in June, you'll want to find the best seats at the track for the Rose Cup Races' Late Model Stock Cars. This race is open to all late models using standard bodywork and 15-inch wheels. All the cars will be powered by a carbureted pushrod V8 engine, with a manual shift transmission. Most of the cars in the Late Models race will be laying down about 500 horsepower at the rear wheels, but a few in the Unlimited class may be making quite a bit more.

To make the race interesting, there's a purse up for grabs. The Late Model Stocks will pay \$2,500 to the overall winner, with \$1,500 for second place, \$500 for

third place, and \$500 for the corner workers' favorite.

That's enough cash to get these guys racing all-out for the checker, but that's not all that's happening. The top 5 cars in the Late Models race on Saturday will automatically be invited into the headline Rose Cup race to compete for the roses and a place in the history books. A fast Late Model stands a pretty good chance of collecting some of the Rose Cup purse, too.

It all adds up to some more great racing here at the Rose Cup Races. Be sure to catch the Late Model Stock Cars when they race at 1:45 pm on Saturday and again during the Rose Cup race at 2:35 pm on Sunday.



The Gary Bockman Pole Award

Beginning in 2022, the pole position award given to the fastest Rose Cup Qualifier was named in honor of Gary Bockman. For those who have been involved in racing at PIR over the last 50 years, there is no person more beloved and honored for devoting his life to the sport of racing and the preservation of our racing facility.

Gary Bockman was a true champion, winning countless races in a variety of cars. He was among the best drivers Portland has ever produced, and he taught the same skills to anyone willing to learn. "This track is my home," he would often say, and that was more than just a metaphor.

Bockman also devoted thousands of hours and no one knows how much of his own money to developing this racing facility. He personally built the structures that the turn workers use to flag the races, and often fixed anything that needed repairs. He led the team that refurbished the bridge over the front straight. As you enjoy this year's Rose Cup Races, you're looking at Gary's life's work.

When PIR's future was questioned by Mayor Tom Potter in 2005, Bockman led the formation of Friends of PIR, a non-profit support organization created to benefit the facility. Gary rallied civic and business leaders, along with thousands of Portlanders, to support the track's mission. He then served as the group's president several times over the organization's 15-year history.

Bockman built a distinguished racing career over almost 50 years. Together with his friend Chuck Shafer, Gary set a world speed record in 2000 at the Silver State Classic. On a closed-off stretch of Nevada highway, the duo clocked an average speed of 207.780 MPH. At the time, that was the highest average speed ever achieved on a public highway. Bockman also drove to a third-place finish in the 2008 Alcan 5000 Winter Rally, traveling hundreds of miles north of the Arctic Circle and onto the ice of the Arctic Ocean. Gary is also a past podium finisher in the Rose Cup Race.

Throughout his life, Gary Bockman demonstrated his dedication to this sport and Portland's racing community. That's why we honor his memory every year at the Rose Cup Races.



SPEC MIATA RACING



Race the Rainbow - Spec Miata

Fresh from their appearance at the NASCAR Xfinity Series Pacific Office Automation 147 race weekend, Portland's Spec Miata racers are primed to deliver another thrilling show at the Rose Cup Races.

With their brightly colored paint jobs, Spec Miata race cars are often jokingly known as Skittles, like the candy. But don't be fooled by the size or the colors, because Spec Miata is always one of the best races on any schedule.

Spec Miatas are based on Mazda's popular and affordable MX-5 Miata sports cars. The Spec Miata formula is simple – take an ordinary Miata and put some racing safety gear into it. Engines, transmissions, brakes, suspensions and exhausts are all built to a specification to help keep costs under control and to keep the racing as close as possible.

A driver's class

Spec Miata is famous for tight battles and finishes that are just inches apart. The competition is all the more intense because no one has much more power than anyone else. The difference between cars is mostly in the driver's ability to hustle around the track.

Because of the low cost of the cars and the incredible opportunity for competition, Spec Miata is one of the most popular classes in the Pacific Northwest. Both Cascade Sports Car Club and Oregon Region Sports Car Club of America offer races for Spec Miatas, and Northwest drivers perform very well at national competition events.

You can catch the intense wheel-to-wheel racing in Spec Miata at 5:05 PM on Saturday and again at 1:20 PM on Sunday.



Miata



ANYONE CAN GO RACING WITH **SPEC RACER FORD**

One of the most popular amateur racing series in America is the Sports Car Club of America's Spec Racer Ford. With more than 900 cars built over more than 35 years, the Spec Racer Ford offers an affordable way to race a vehicle that was designed from a clean sheet of paper to be a racecar.

Even more important, every Spec Racer Ford is identical to all the others. All cars carry the same engine, transmission, suspension, brakes, and tires. The 1.6-liter naturally aspirated Ford engines and five-speed manual transmissions are sealed at the factory to maintain absolute parity.

Although the engines produce only 135 horsepower, the lightweight aerodynamic design is built for speed and handling. Spec Racers provide all the thrill of a much more powerful vehicle while running on ordinary regular unleaded fuel, just like a passenger car. The result has been magic, making the SRF the most popular racing class in SCCA history.

A Contest of Drivers

Spec Racer Ford offers some of the closest racing you can see this weekend. Look for the drivers to put their cars nose-to-tail to get advantage of an aerodynamic draft, and then pop out to make a pass under braking. That happens most often at Turn 11-12 at the east end of the track, and at the entrance to Turn 1 in the Festival Curves, but you will see close racing at every point around the track.

Another reason to find a good seat for Spec Racer Ford is the fact that great racing happens throughout the field, not just at the front. Because the cars are all equal, everyone has someone to race against.

Building the SRF Class

Because of the car's excellent driving dynamics, good safety record, and general economy, Todd Harris of Pro Drive Racing School at PIR uses the Spec Racer Ford as the vehicle to teach racing to aspiring drivers. As the 2016 SCCA national champion in Spec Racer Ford, Harris knows a thing or two about driving these cars.

Harris has collected several of his best students and formed the Pro Drive Racing Team. This team is the backbone of Spec Racer Ford strength in the Pacific Northwest. Many of the top drivers in the nation got their training right here in Portland.

Put Yourself in Next Year's Race

Great racing is not the only thing you should see in this year's SRF race: you can also picture yourself as part of next year's race.

"If you sign up for a Pro Drive racing school, we can get you into the exact same cars you're watching on track this weekend, and you can be driving a Spec Racer Ford in a matter of weeks," Harris says.

To recognize the cars on the Pro Drive Racing Team, look for the red and white Pro Drive stickers on the nose of the car. You'll find team cars throughout the race group, many of them rented for the weekend, and most running at the front.

The Spec Racer Fords will race on Saturday at 1:10 PM and on Sunday at 12:00 noon.

Find out more about Spec Racer Ford racing at www.prodrive.net.

The Heart of Amateur Racing - Small-Mid Bore Sports Cars



At this weekend's Rose Cup Races, there's one group of cars that represents the heart and soul of amateur racing, and the deep history of the Rose Cup.

The Small-Mid Bore race group comprises street cars of the 1970s, 80s, 90s and newer, lightly modified to improve performance and handling. These are the cars that have sustained local sports car racing for decades. Small-bore and mid-bore refers to the engine displacement of these cars, in contrast to the big-bore V8-powered cars in the Late Model Stock Cars and the Rose Cup group.

In contrast to a tightly specified class like Spec Miata, these racers have more latitude to be creative and develop the performance potential of their cars. Small and mid bore racers use this freedom to try to innovate and come up with a better, faster car, within the bounds of the rules.

The cars you'll find on track with the will include Datsun 240Z sports cars, BMW 3-series sedans, newer Nissan,

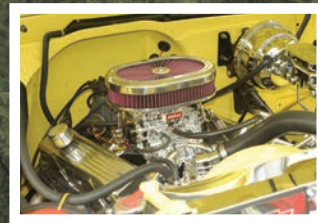
Mazda, and Honda products and a variety of other import and domestic models. Each of these cars has been taken from street-legal trim and converted into a dedicated racing machine. The hard work and expense to do that conversion all comes from the owner/driver.

As you watch this race group, there are several classes racing in the same group, with class divisions based on the performance potential of the cars. The group is divided into SB1, SB2 and SB3 classes. So multiple winners will be crowned after the race.

These drivers come from all over the Pacific Northwest, and they are passionate about their cars. Take some time and stop in to ask them about their cars, and you'll be amazed at the dedication and longevity of these hard-working sports cars.

The Small-Mid Bore group races at 2:30 PM on Saturday, and has a feature race at 11:10 AM on Sunday.

BEACHES CRUISE-IN



Something special happens at PIR every Wednesday evening throughout the summer from June through September. The Beaches Cruise-In takes over the grass area south of the track, and becomes home to as many as 1,000 pre-1974 hot rod, custom, and classic cars and motorcycles for the evening. The Beaches Cruise-In has become the largest weekly cruise event in the nation.

The cookers get into the party, serving up great food including wood smoked BBQ specials while a band plays live music and people relax in a shady picnic area. Meanwhile, the NHRA hosts its weekly 1/8th-mile drag racing competition on the main straight of the track. You can wander and look at the cars, grab some food and drink, dance to the tunes, or take a spot in the grandstands and watch the racing. There are activities for kids as well.

If you don't have your hot rod or classic yet, there's free parking outside the gates and two shuttles run throughout the evening, if you don't want to make the short walk in. Admission is \$10.00 for spectators, with age 12 and under free, \$5.00 per show car (including the driver), and all passengers are \$5 each. \$5.00 for motorcycles. Gates open 3:00 pm for show cars, 4:00 for public.



RACING HISTORY COMES ALIVE IN THE WEMME TROPHY VINTAGE RACE

If you had been at the third annual Portland Rose Festival in 1909, you would have had a chance to witness an important piece of motorsports history. One of the first national championship automobile races took place right here in Portland.

The Wemme Trophy race ran east on Division Street from Portland to Gresham, and then back into Portland on Stark Street. With seven laps covering 105 miles, it was a serious challenge for both the men and machines of the day. Bert Dilley won the race driving a Chalmers-Detroit model 40 at an average speed of about 58 MPH.

To celebrate the 100th anniversary of that historic race, the Friends of PIR established the modern Wemme Trophy. It's pronounced Wemm-ee, by the way, and it's named for Portland businessman E. Henry Wemme, who funded the original race. The modern Wemme Trophy was designed to celebrate the people who have had a consistent positive impact on Portland's vintage sports car racing community.

The modern Wemme Trophy has been awarded to Renny Watt, Norm Daniels, Greg Baldwin, John Zupan, Tim Scott,

Monte Shelton, Paul Ingram, Bob Ames, David Franks, Arnie Loyning, Erik Dolson, Jess Heitman, and Mike Smith. The next recipient will be named at the conclusion of Sunday's race.

Vintage racing is unique in motorsports because the older racing cars are not developed to modern performance standards. Instead, they are maintained and raced in the same configuration they had when they were new. The important exception is that vintage drivers all use the latest in modern safety gear.

But don't think for a moment that these cars don't have what it takes to race – or that these drivers lack the courage and skill to take these old machines right to the limit. Vintage racing is based on the simple idea that racecars were built to race – not to gather dust in a museum somewhere.

The Wemme Trophy Vintage Race group will be last on track at 5:40 pm Saturday. On Sunday, the Wemme Trophy Vintage Race happens at 10:20 am. The Wemme Trophy will be awarded in Victory Circle at the conclusion of Sunday's Vintage race.





FRIDAY NIGHT PARTY AT AVANT-GARDE COLLECTION

This is the second year for the Friday Night gala event at Avant-Garde Collection. Last year, attendees mingled among exotic cars that were up for auction on Bring a Trailer or were for sale directly. With free food, free drinks, and a silent auction to benefit FOPIR, it was a lot of fun.

The silent auction was very successful and raised a lot of money for Friends of PIR, so we are doing it again this year with an even bigger event. An invitation to the party is included with every paid entry to the Rose Cup Races, and everyone else is welcome with a paid admission.

This year or next, plan to attend the Rose Cup Friday Night gala to complete your Rose Cup experience.





DONATE TO BUILD THE PAVILION

In 2022, the Friends of PIR announced a new project: The FOPIR Pavilion. This new structure, built around the bathrooms and Fast Track Café in the south paddock, will be a 30-foot by 60-foot structure designed to provide shade, shelter, and a pleasant environment during track events. The goal is to create a year-round structure that can be used by user groups renting the track as well as local groups and summer youth camps.

To date, the Friends of PIR have raised more than half of the funds required to build the Pavilion and will be starting construction later this year. You can donate to help make this dream a reality by visiting the Friends of PIR booth at this weekend's Rose Cup Races, or by visiting www.friendsofpir.com and making a donation online.



Drag racing at PIR

Drag racing is America's most popular motorsport by far. From coast to coast, fans love the simplicity of a straight-line acceleration contest between two cars. The sound and the speed when a well-built drag car takes off down the strip is unlike anything else in racing.

There are two ways you can get started in drags at PIR. The first is at the weekly Late Night drags, held on Friday and Saturday evenings. The format is simple - any car may enter the competition, subject to a basic safety inspection. A helmet is required to race in convertible or open top vehicles. Drivers must be 18 or older, or have a signed consent form from a parent or guardian, and a valid drivers license is required. Admission is \$10, \$5 for children 6-12, free under 6.

A tech card to race your car is \$40. Gates open at 5:30 pm and racing continues until 10:00 pm. The format is "grudge racing" where you can choose a partner or just race the person who ends up next to you. You can take as many runs as you can squeeze into the evening. Do check the calendar at PortlandRaceway.com before coming out, because other events sometimes pre-empt the drags.

On Wednesday nights, PIR hosts the NHRA Summit Series 1/8 mile bracket races, for points and purse, in an exciting weekly series that runs from March through October. The Summit Series offers racing categories from Juniors to Super Pro every week, with points and purse. \$10 adult admission, \$5.00 for kids 5-12 years and from \$35 to \$55 to race (depending on your class). Gates open at 4 p.m. with first timed runs around 4:30, eliminations around 7 p.m. This is great racing and a great way to get introduced to amateur and professional drag racing.



Motocross at PIR

Did you know that there's a motocross racing course at PIR? It's located in infield, not far from the timing and scoring tower. Motocross motorcycle racing has been part of PIR's service to the community for 57 years. Racing categories are available for men, women, and children of all ages and skill levels.

The Motocross community meets at PIR every Thursday evening through the summer, and costs just \$10 for adults to get in and watch. It's \$5 for kids 6-12, and kids under 6 are free. Thursday Night Motocross is a Portland tradition, with nearly 200 riders competing weekly under the lights. Gates open at 4 pm, with practice at 5 pm and the first moto race at 6 pm. Racing continues until 10 pm.

If you're interested in getting your family involved in Motocross, just show up and start talking to people. The community is strong, everyone is willing to help each other out with parts, tools and even lending gear. The track officials are extremely professional, organized and do their best to make sure everyone is safe. For more information go to www.thursdaynightmotocross.com.





***SUPPORT THE FRIENDS OF
Portland International Raceway***



Portland International Raceway (PIR) is unique among North American racing facilities because the entire facility is a city park. As a public resource, PIR is affordable for users and is available to numerous groups not connected with motorsports, such as runners, bicyclists, swap meets, and the winter light show. PIR is also used as a training facility for law enforcement agencies and for vehicle research by Fortune 500 companies. PIR has been the host track for all 62 Rose Cup races.

2023 marks the seventh time that the Rose Cup Races have been produced by the Friends of PIR. This non-profit support group is designed to preserve and promote Portland International Raceway, and anyone may join.

Since 1961, revenues from the Rose Cup races have

funded major capital improvements to Portland International Raceway. No tax money is used to maintain PIR, while the larger economic benefits of racing events at PIR help bring jobs and prosperity to hundreds of our North Portland neighbors. Portland's rich automotive history places it among the greatest racing cities in America, and each year of the Rose Cup Races adds a page to the book.

With over 5,000 members, Friends of PIR is one of the largest 501(c)3 non-profit organizations in Oregon. You are invited to join Friends of PIR. Membership is free. Also, please feel free to forward any of our information to your friends or organizations. If you are interested in becoming a Friend of PIR, visit us online at www.friendsofpir.com.