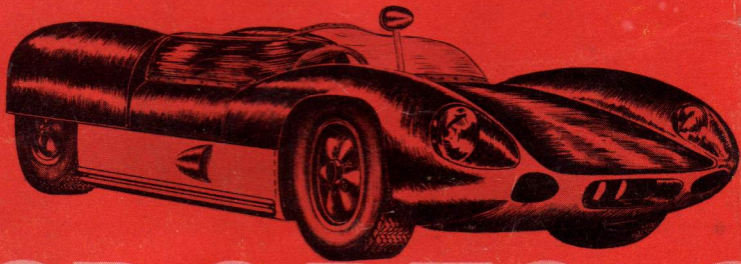


Souvenir Program — Fifty Cents



SPORTS CAR RACES 1962 PORTLAND, ORE. ROSE CUP RACES

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International Conference of
Northwest Sports Car Clubs

Professional Races by
the Sports Car Club of America

Approved by
the United States Auto Club

SECOND ANNUAL ROSE CUP

SPONSORED BY

Cascade Sports Car Club and the Portland Jaycees

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DR. WILLIAM POSTLES

Chief Turn Marshall
JIM BARFIELD

Scoring
PAT FLETCHER

Timing
HENRY PITTOCK III

Course Engineer
CARL BOOHM

Portland Rose Festival princesses will be guests of honor at the second annual Rose Cup Races, reviewing the professional modified race. The Queen of Rosaria, who had not been selected when this photo was taken, will present the Rose Cup trophy to the winner. Princesses are (left to right): Cherie Viggers, Wilson high school; Pamela Asbury, Jefferson; Joan Stambaugh, Girls Poly; Katy White, Lincoln; Carole Ehram, Cleveland; Martha Anderson, Grant; Dana Benson, Franklin; Mary Lee Sievers, Roosevelt; Adelaide Streeter, Holy Child; Reidun Meldal, Marshall; Patricia Chaperon, Washington, and Kay Bruno, Madison.

(OREGON JOURNAL PHOTO BY MEL JUNGTHAMS.)



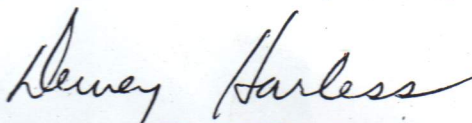
LETTER OF WELCOME FROM CASCADE SPORTS CAR CLUB

Cascade Sports Car Club and The International Conference of Northwest Sports Car Clubs considers it a hearty pleasure to be your host for two days of fine motor-racing at Delta Park Raceway.

We fervently hope that you enjoy yourselves to the fullest extent on a genuine road-course, a course that once wound its way through a huge and bustling city, a city long since removed, leaving a circuit that is demanding on both car and on driver.

This race, the Second Annual Rose-Cup, unveils an event that promises to become one of the major highlights of Portland's famous Rose Festival week. The improvement in the facility and the race management in only one year is tremendous, and the public interest in the sport of motor-racing has grown in proportion, and we owe all of this to the support of the viewing public and to the competitors that we have here as guests this weekend.

Cascade Sports Car Club thanks you for coming and we hope that when you leave us you will depart with pleasant memories and with the urge to make a return visit to our city and to our race facility at Delta Park.


DEWEY HARLESS, President
Cascade Sports Car Club

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2nd ANNUAL ROSE CUP

JULY 15, 16 & 17, 1962

SCHEDULE OF EVENTS

FRIDAY, JUNE 15, 1962

7:00 to 10:00 P.M. Registration and safety inspection at Sagner's Garage

SATURDAY, JUNE 16, 1962

8:30 A.M. Registration and safety inspection at Auto Sports Park
9:45 A.M. Drivers Meeting
10:00 A.M. Novice Drivers practice
10:30 A.M. Production Sports Car Practice
11:30 A.M. Professional and modified sports car practice
12:45 P.M. Formula Junior practice
2:00 P.M. Novice Drivers race
2:45 P.M. Professional and modified cars—time trials and practice
3:30 P.M. Registration closes
4:15 P.M. Formula Junior—time trials and practice
4:45 P.M. Production Sports Car practice
5:30 P.M. Course closes

SUNDAY, JUNE 17, 1962

7:45 A.M. Safety Inspection
8:15 A.M. Production Sports Car practice
9:45 A.M. Modified cars and Formula Junior practice
11:15 A.M. Drivers Meeting
11:30 A.M. Race No. 1—Amateur modified and Formula Junior cars
12:15 P.M. Race No. 2—Production Cars—Class G, H, I
1:00 P.M. Race No. 3—Production Cars—Class E, F
1:45 P.M. Race No. 4—Production Cars—Class A, B, C, D
2:30 P.M. Race No. 5—Professional Formula Junior (45 minutes)
3:30 P.M. Race No. 6—Professional Sports Cars (60 minutes)

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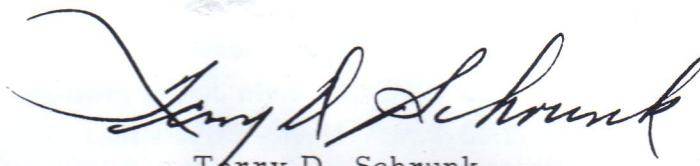
LETTER FROM THE MAYOR

The Portland Junior Chamber of Commerce
Park Development Committee

Greetings!

On this the occasion of your Second Annual Rose Cup Road Race,
I would like to extend greetings to you and the many visitors who
are here today.

The commendable achievement of your first annual race last year
is certainly indicative of the success of an even greater program
this year.



Terry D. Schrunck,
MAYOR

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CLASSES

CLASS A

Corvette, 255 hp and over; Ferrari, 250 G.T.; Jaguar, XKE.

CLASS B

Ace Bristol, 125/130 hp; Corvette, 200-254 hp; Jaguar, XK 150 S; Lotus, Club; Mercedes Benz, 300 SL, 300 SL Roadster; Porsche, Carrera (all models); Thunderbird, 225-285 hp.

CLASS C

Aceca Bristol, 125/130 hp; Arnolt Bristol, Deluxe, Bolide; Austin-Healey, 3000, 3000 MK II; Corvette, 165-199 hp; Jaguar, XK-120 M, XK-140, XK-140 MC, XK-150; Morgan, TR-3, 106 hp (aluminum body), SS II; Siata, 208S; Thunderbird, 185-224 hp.

CLASS D

A. C. Ace, 90 hp; Aceca Bristol, 105 hp; Alfa Romeo, Veloce and Super; Aston Martin, DB 2-4; Austin Healey, 100 M, 100 Six MM; Corvette, 150-164 hp; Jaguar, XK-120; Lancia, G. T. Aurelia, Spyder (dual carbs.); Lotus, Elite; MG, "A" (Twin Cam); Morgan, TR-3, TR-3 106 hp; Porsche, 1600 S. Conv. D, 1600 S. Rdstr., 1600 S. Spstr., Super 90, All '60 and '61 models with 102 hp.

CLASS E

A. C. Aceca, 90 hp; Alfa Romeo, 2 Litre; Austin-Healey, 100 Six; Fiat, Abarth (double overhead cam); Lancia, Spyder (single carb.); Mercedes-Benz, 190 SL; Morgan, TR-2; Peerless; Porsche, 1500 S. Spstr., 1600 S. Coupe, all '60 and '61 models with 88 hp; Triumph, TR-3, TR-4 2.2 litre.

CLASS F

Alfa Romeo, '59 Giulietta, Spyder; Austin-Healey, 100; Lotus, 7A; MG, "A" 1600; Porsche, 1500 S. Coupe, 1600 N. Spstr., 1600 N. Coupe, 1300 S. Coupe; Sunbeam Alpine, 1500 Rdstr., 1600 Rdstr.; Triumph, TR-2; Volvo, 85 hp; Fiat 1500.

CLASS G

Alfa Romeo, 1300 Coupe, 1300 Spyder; Borgward, T.S.; Fiat, Monza, Zagato; MG "A" Coupe; "A" Rdstr., TF 1500; Morgan, Vanguard 68 hp; Porsche, 1500 N. Coupe, 1500 N. Spstr., all '60 models with 70 hp; Sunbeam, Alpine; Volvo, 70 hp.

CLASS H

Austin-Healey, Sprite, MK II; Auto Union, 1000 Sports; Berkley, 30 hp; Borgward, Isabella, Sports Coupe; Citroen, DS-19; Deutsch-Bonnet, Coupe; Fiat, 1100 TV Coupe and Spider, 1200 TV Coupe and Spider; Ford (English), Zodiac; MG, TC, TD, TF 1250, Mark II, Midget; Morgan, 100E, Dual Carb.; Nash, Metropolitan; NSU, Prinz Sports; Panhard, Dyna; Porsche, 1300 N. Coupe; Saab, G.T.

CLASS I

Alfa Romeo, 1300 Sedan; Austin, A40, A55; Berkley, 18 hp; Ford (English), Consul; Goliath, Sedan; Hillman, A11; Morgan, 100E, Single Carb.; Morris, 1000, Cowley, Oxford; NSU, Prinz; Renault, All; Saab, All except G.T.; Sunbeam, All except Alpine; Volkswagen, All.

NOTE: Porsche Cabriolet—Coupe
Porsche Convertible—Speedster

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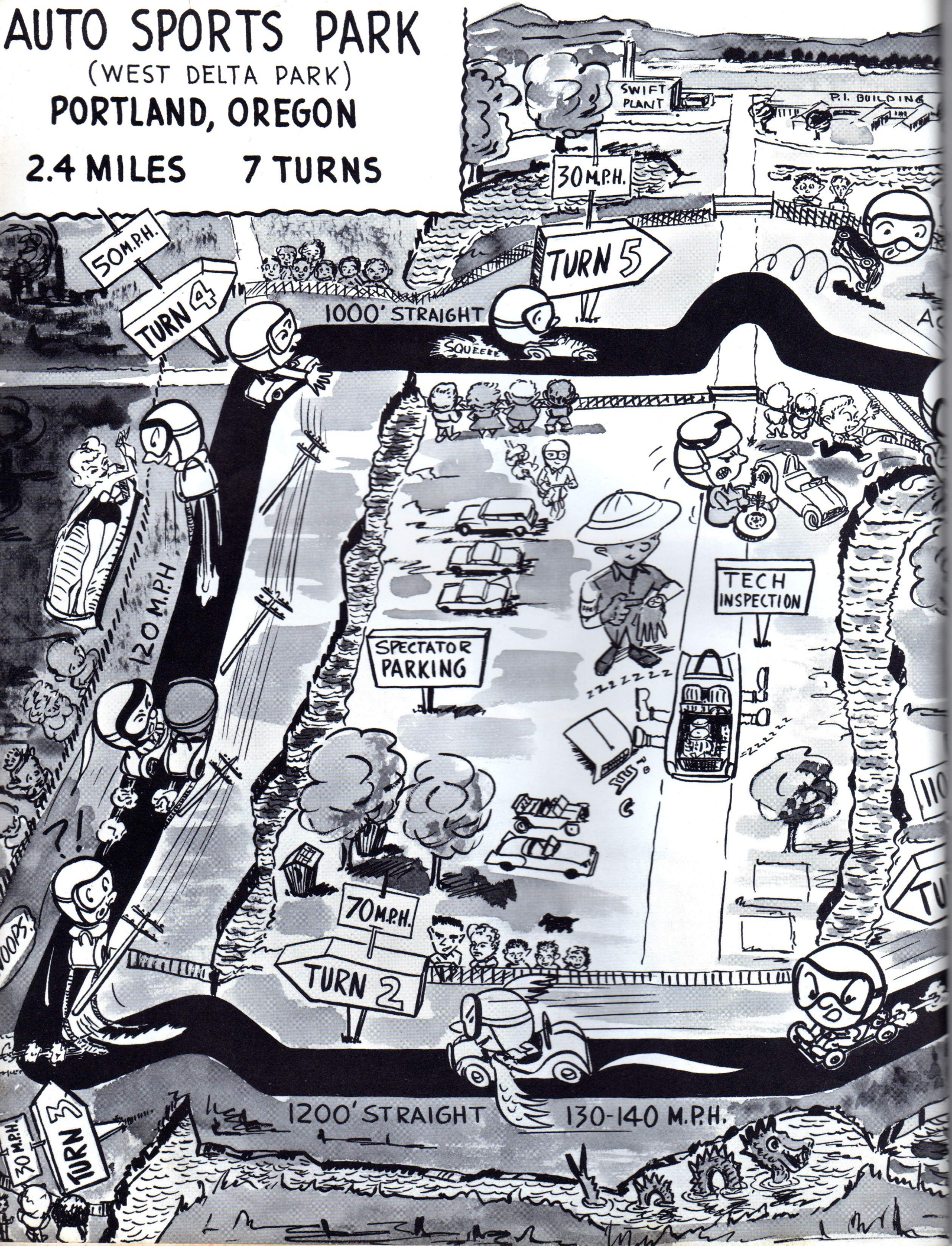
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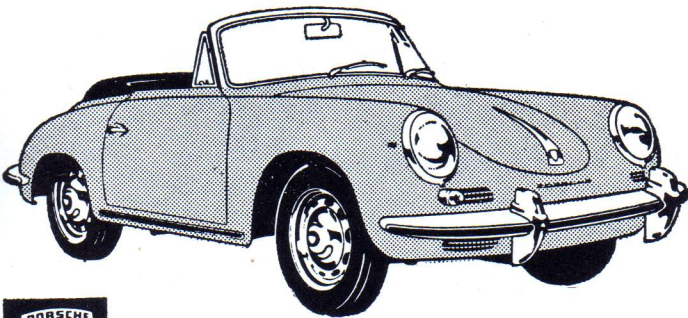


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Among some of the teams that will appear at the Rose Cup Races will be the Rose Bud Racing Team of Victoria, Texas. Rose Bud is one of the youngest international racing teams, being in operation for approximately 10 months. They have already marked up an impressive racing record with wins at Sebring, Florida in the formula junior race with Northwest driver Pat Piggott aboard, and a first at Daytona with another Northwest driver, Pete Lovely, at the wheel.

The colorful Rosebud entourage includes a Lotus Mark 22 Formula Junior, a Lotus Mark 20-B Formula Junior, a Lotus 19 Monte Carlo Sports Racing Car, a 40 foot van with a complete workshop, and two full time mechanics. Total cost of an array such as this is upwards of \$100,000.00, not to mention the continuous operating expense of at least \$2,000.00 per event they enter. For today's races Jocko Ross the team manager has tentatively assigned Pete Lovely to the Mark 19 Monte Carlo in the modified event, and pilots Pat Piggott and Charlie Parsons in the two Lotus Formula Juniors in the Formula Junior event. Pat Piggott will also appear in the modified event driving his own car, a Lotus Mark 23 Sports Racing car which is the very latest model to come out of Lotus Cars of England.

Another van you will see today will be that of the Nethercutts, up from California. Brothers Jack and Rob will drive today; Rob in his new Lotus Mark 22 Formula Junior, Jack in his new Lotus 19 Monte Carlo which is rumored to be breaking all existing records in practice at the Riverside course near Los Angeles. Jack appeared here last year and turned in an impressive performance until it started to rain. Barring any mishaps Jack is one of the favorites to win the modified event today.

Pete Lovely started racing in 1952 with a Renault 4cv sedan, then a Jaguar XK 120, an Italian Giau, a Volkswagen-Porsche special, then to the famous Porsche-Cooper in 1955 in which he won the SCCA Class F Modified National Championship. Among his more recent efforts is a third overall at the twelve hour in Sebring 1960, first overall at Nassau 1961, and first overall at Daytona 1962 in the Formula Junior.

This will be Pete's first appearance in the Mark 19 Monte Carlo and should provide an interesting performance.

Jerry Grant, who won the Northwest Modified Car Championship last year, will appear today driving the Dick Hahn three liter Ferrari Testa Rosa. This is a small, lighter, faster Ferrari than the one Jerry campaigned with last year. Jerry is a factor to be reckoned with for first place laurels, as he has proven. This is only Jerry's third year of sports car driving and already he has become a real threat for first place laurels at any event in which he competes. Jerry is seriously considering racing the European circuit later this year so perhaps you will be watching an internationally famous driver today. Driver, car and crew have just returned from Mosport, Canada, some 2,700 miles away where they competed just last Sunday.

Other competitors: Lew Florence of Yakima, Washington, driving a Lotus Mark 18 Formula Junior; Ed Leslie of Monterey, California, driving a Gemini Mark 4 Formula Junior; Dan Von Herman of Sebastopol, California, driving a Tipo 61 Birdcage Maserati; Frank Crane of Burlingame, California, driving a Lotus-Buick Special; Jack McAfee of Burbank, California, driving a Porsche RSK 61; Chuck Sargent of Modesto, California, driving a 3 liter Birdcage Maserati; Bob Yeakel of Seattle, Washington, driving a Porsche Spyder RS61; Tom Vanness, Seattle, Vanness Special.

John "Bat" Masterson of Ventura, California, driving a Porsche Spyder RS60; Don Dykes of Redwood City, California, driving a Birdcage Maserati; Jerry Grant of Seattle, Washington, driving a Ferrari 3 liter Testa Rosa; Ray Reardon of Seattle, Washington, driving a HWM Chev Special; Wade Carter of Seattle, Washington, driving a Lotus Mark 11; Stan Burnett, who recently won the Players Pacific at Westwood, Canada, entitling him to an all expense trip to Mosport, Canada, to compete in the Players 200. Stan will be driving his Chev Special that he built himself. Arleigh Pilkey of Vancouver, British Columbia, driving a Lotus Mark 11. Arleigh is the oldest competitor entered today, marking his 65th and 10th year of sports car racing.

Some of the local favorites to watch today will be Pierre Philips driving his Lotus Mark 18 Formula Junior; Chuck Donaldson, also aboard an 18 Formula Junior, and George Sabin driving a Lotus Mark 20-B Formula Junior. Both Chuck and George are comparative newcomers to racing, George having less than a year of experience and Chuck less than six months. Perhaps one of these local drivers will surprise everyone by besting the more experienced competitors.

The cars and equipment gathered here today represent in excess of \$1,000,000.00. This is easy to understand from some of the price tags of these cars, such as a Lotus 19 Monte Carlo at \$21,000.00, a Ferrari Testa Rosa at \$18,600.00, a Birdcage Maserati, \$15,000.00, and even a small formula junior the Lotus Mark 22 at \$6,800.00.

THRILLING!

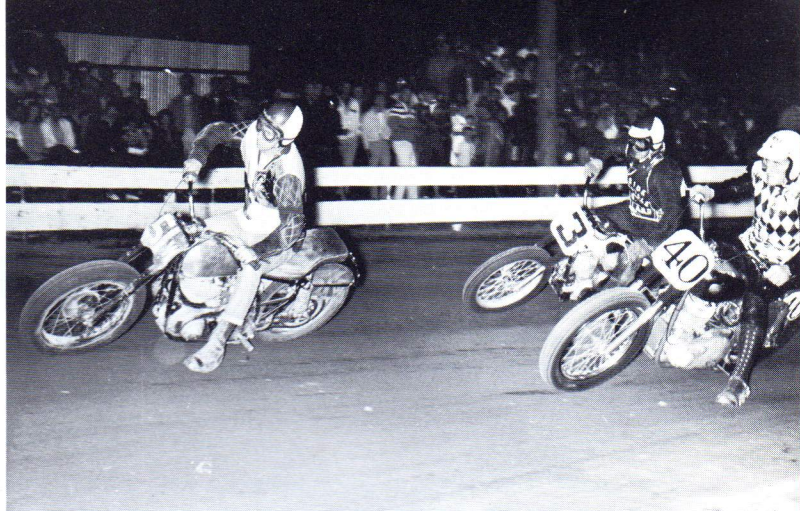
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Inside, there's a special instrument cluster face, finished in satin chrome, with an electric tachometer, distinctive speedometer with trip odometer, and special pressure and temperature gauges. Exclusive *Spyder* nameplates on the front fenders and on the satin chrome glove box door, plus engine identification emblems on the rear deck lid and on the steering wheel hub, complete the *Spyder* package. In addition, the 4-Speed Synchro-Mesh transmission, special high-speed 3.55:1 rear axle, sintered-metallic brakes and heavy-duty suspension are extra-cost items required with the *Spyder* and available* on other '62 Corvairs. *Spyder* package comes on Monza Convertible or Coupe.

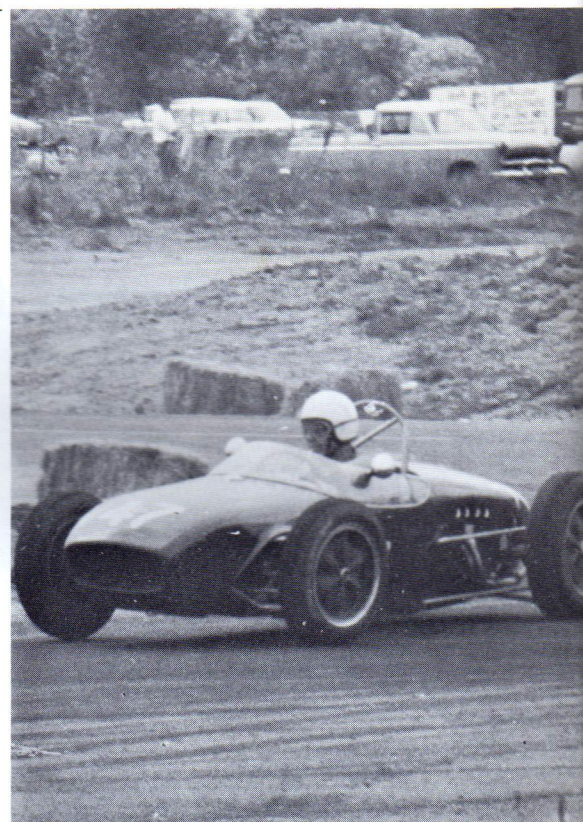
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PORTLAND

WATER, FOOD, SUN GLASSES MAKE ROAD RACING FUN

By BOB BOXBERGER
Journal Staff Writer

What is it, this road racing? Sports-minded Portlanders are beginning to ask this question, as sports car racing enters its second year at West Delta Park. Is it an emotion, an addiction, a vice?

It is for some, but not for most.

Most spectators at road races attend for three basic reasons:

- 1—To judge driving ability.
- 2—To judge mechanical performance.
- 3—For sustained competitive excitement.

There are several rules for enjoying the lengthy competition of road racing.

You'll be bloody bored if you take up a position on a straightaway and squat like the rock of Gibraltar to watch the cars go by. Sheer speed is grand. But nearly anyone can stuff his foot in the carburetors and travel in a straight line. Move around the course. Real driving ability and the stability of the racing machine are exhibited in the turn areas where drivers must jockey for the fastest line through. And you'll discover that some drivers go quicker than others at one turn but are passed in the next.

Carry a watch with a sweep second hand if at all possible.

Or—a stop watch. With a timing device you will be able to observe the interval between two drivers and determine if one is gaining or losing ground.

Road racing, in part, is a game of strategy. Some drivers like Rodger Ward prefer to run within striking distance of the front runners, waiting for a possible mishap to the chargers before moving to the front during the later stages of the race.

If you own a camera, bring it to the races. Even simple cameras are capable of good racing pictures if used on a turn and moved with the car.

Assure yourself of the bodily comforts. This is an all-day sport, so bring a blanket or lightweight stools or chairs. Pack a picnic lunch—you'll get hungry.

Sunglasses and wide-brim hats are essential for sunny days. If the weather appears cold, ski togs and other lightweight clothing give excellent protection.

Water—don't forget water even if the weather is cloudy.

Like any activity that's really fun, road racing is dangerous. Course marshals are provided at road races to insure your safety. Stay where you belong and enjoy the sport.

(Reprinted courtesy the Oregon Journal)

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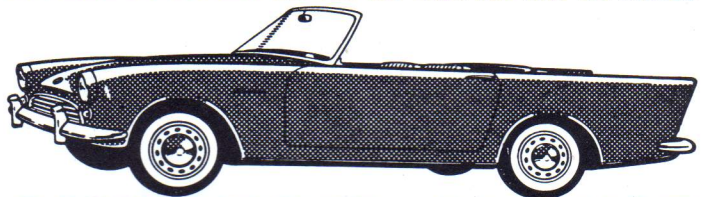
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ENTRY LIST*

NOVICE CLASS

Class	Car No.	Car Make	Driver	Residence	Class	Car No.	Car Make	Driver	Residence
F. Jr.	256N	Lotus 18	Charles Donaldson	Portland, Ore.	F-Prod.	243N	Porsche 1600 Spstr.	Fred Roehr	Portland, Ore.
F. Jr.	341N	Hoflar Mk. II	Richard Hoffman	Portland, Ore.	F-Prod.	248N	Porsche 1600 Spstr.	Meta Roehr	Portland, Ore.
F. Jr.	433N	Lotus 18	Dick Guthrie	Portland, Ore.	F-Prod.	417N	Austin Healey 1000	Rudy Wray	Portland, Ore.
E-Mod.	299N	Porsche Speedster	N. Douglas Yeager	Portland, Ore.	G-Prod.	61N	Fiat 1500	Dan Warren	Portland, Ore.
G-Mod.	67N	Lotus XI	Blaise LeWark	Renton, Wash.	G-Prod.	124N	MG-A	Bruce Baggett	Portland, Ore.
H-Mod.	133N	Special Roadster	Bob Kaleta	Portland, Ore.	G-Prod.	142N	Sprite	Henry Pittcock	Portland, Ore.
H-Mod.	431N	Crosley Special	Henry Beatty, Jr.	Bellevue, Wash.	G-Prod.	197N	MG-A	Bev Turman	Seattle, Wash.
B-Prod.	63N	AC Bristol	Joe Dickerson	Salem, Ore.	G-Prod.	200N	Sprite	Roger Vining	Seattle, Wash.
B-Prod.	225N	Porsche Carrera GT	Arthur True	Spokane, Wash.	G-Prod.	201N	Sprite	Lynn Bollman	Corvallis, Ore.
B-Prod.	400N	Porsche Carrera	Spencer Stoddard	Seattle, Wash.	G-Prod.	204N	MG-A	Russell Keller	Seattle, Wash.
C-Prod.	26N	Austin Healey 3000	Alan McEwan	Seattle, Wash.	G-Prod.	228N	MG Midget	Peter Cross	Vancouver, B. C.
C-Prod.	203N	Jaguar	William Cupp	Seattle, Wash.	G-Prod.	129N	MG-A	Stanley Bennett	Portland, Ore.
D-Prod.	356N	Porsche Super 90	Gary Wright	Portland, Ore.	G-Prod.	275N	Sprite	Jerry Best	Seattle, Wash.
E-Prod.	32N	Porsche 1600N	Paul Woodroffe	Salem, Ore.	G-Prod.	277N	Fiat Monza	Allan Bisenius	Portland, Ore.
E-Prod.	111N	Austin Healey 100	Norm Gustafson	Portland, Ore.	G-Prod.	282N	MG-A	William Stafford	Portland, Ore.
E-Prod.	161N	Triumph TR-3	Curtis Meade	Portland, Ore.	G-Prod.	383N	MG-A	Gerard Fortier	Coquitlam, B. C.
E-Prod.	313N	Triumph TR-3	Glenn Bates	Seattle, Wash.	H-Prod.	85N	Fiat 750	William Gorsline	Seattle, Wash.
E-Prod.	357N	Triumph TR-3	Fred McNabb	Portland, Ore.	H-Prod.	253N	Sprite	Eli Geher	Seattle, Wash.
E-Prod.	401N	Triumph TR-3	Frank LaChapelle	Seattle, Wash.	H-Prod.	330N	Sprite	Don Hands	Corvallis, Ore.
F-Prod.	99N	Porsche 1600 Spstr.	Gerald Warber	Seattle, Wash.	H-Prod.	331N	Sprite Mk. II	R. L. Uhler	Kennewick, Wash.
F-Prod.	117N	MGA 1600 Mark II	George Larson	Vancouver Wash.	H-Prod.	429N	Sprite Mk. II	Ruby Hutchison	Portland, Ore.
					I-Prod.	462N	Volkswagen	Kenneth Thomson	Portland, Ore.

Car No.	Car Make	Driver	Residence	Car No.	Car Make	Driver	Residence
PRODUCTION - CLASS A				85	Fiat	Bill Gosaline	Seattle, Wash.
0	Corvette	Dan McMahon	West Linn, Ore.	98	MG Midget	Jerry Matthews	Seattle, Wash.
72	Corvette	Everett Hatch	Aumsville, Ore.	129	Sprite Mark II	Jim Caire	Aloha, Ore.
154	Corvette	Larry Eaves	Portland, Ore.	134	BMW	Hans-George Grimm	Vancvr, B. C.
260	Corvette	Al Kersting	Vancouver, Wash.	211	Morgan 4/4	William Taylor	Victoria, B. C.
PRODUCTION - CLASS B				244	Sprite	Diana McColl	So. Burnaby, B. C.
82	Porsche Carrera GT	John Hall	Burnaby, B. C.	284	Sprite Mark II	Paul Jaremko	Spokane, Wash.
167	Austin Healey 3000	Ray Isaacs	Portland, Ore.	PRODUCTION - CLASS I			
180	Porsche	Brock Brumbaugh	Gresham, Ore.	66	Simca	Peter Mitchell	Vancouver, B. C.
225	Porsche	Art True	Spokane, Wash.	73	Austin 850	Bob Walker	Victoria, B. C.
PRODUCTION - CLASS C				90	Mini-Minor	Al Finney	Victoria, B. C.
10	Morgan Plus 4	Jack Murray	Seattle, Wash.	194	Volkswagen	Anthony Schaff	Seattle, Wash.
86	Jaguar XK 120 MC	Toby Fort	Seattle, Wash.	303	Simca	Jack Fraser	Alberni, B. C.
110	Austin Healey 3000 Mark II	Tob Webb	Portland, Ore.	418	Volkswagen	John Miller	Seattle, Wash.
155	Lotus Elite	Kenneth Hollis	Portland, Ore.	FORMULA JUNIOR			
PRODUCTION - CLASS D				18	Stanguellini	Dr. V. D. Clausen	Seattle, Wash.
4	Morgan Plus 4	G. B. Sterne	Sidney, B. C.	33	Lotus 18	Pierre Phillips	Portland, Ore.
52	Alfa Romeo Veloce Spyder	Gary Blodgett	Portland, Ore.	46	Lola	Terry Nilsson	Burnaby, B. C.
65	Austin Healey BN 6	John A. Walker	Spokane, Wash.	93	Lotus 18	William Beckwith	Portland, Ore.
78	Porsche 1600 SS	Jack Scoville	Corvallis, Ore.	94	Lotus 20	George Sabin	Portland, Ore.
80	Porsche Super 90	Ivor Stubson	Burnaby, B. C.	101	Rayford	Bob McLean	Vancouver, B. C.
107	Morgan Plus 4	Peter Browning	Victoria, B. C.	104	Lotus 18	Lew Florence	Yakima, Wash.
108	Alfa Romeo Veloce	Joe C. Howard	Portland, Ore.	192	Elva	Laird McKee	Seattle, Wash.
121	Alfa Romeo Super Spyder	Bob Rinde	Portland, Ore.	206	Envoy	Bud Inglin	Port Alberni, B. C.
145	Alfa Romeo Veloce	Bill Postles	Portland, Ore.	220	Lotus 18	Chuck Blaylock	Vancouver, B. C.
195	Porsche Super 90	Gregory Vederoff	Seattle, Wash.	261	Lotus 18	Harry Kersting	Vancouver, Wash.
227	Alfa Romeo Veloce	Dick Schmidt	Portland, Ore.	342	Hoflar Mark II	Dennis Piller	Portland, Ore.
317	Triumph TR-3	Robert Daily	Portland, Ore.	344	Tec Mec	Jim Reckers, Sr.	Seattle, Wash.
412	MG-A Twin Cam	Bob Larsen	Seattle, Wash.	433	Lotus 18	Dick Guthrie	Portland, Ore.
PRODUCTION - CLASS E					BMC Mark II	Jack Dalton	San Francisco, Calif.
8	Lotus 7 America	Bill Barnes	Salem, Ore.		Gemini	Ed Leslie	Monterey, Calif.
39	Sunbeam Alpine	John Antons	Portland, Ore.		Lotus 20	Pete Lovely	Seattle, Wash.
44	Triumph TR-3	Charlie McKaig	Vancouver, B. C.		Lotus 20B	Rob Nethercutt	Bev. Hills, Calif.
84	Triumph TR-3	Don Shervy	Portland, Ore.		Lotus 22	Pat Piggott	Bellingham, Wash.
163	MG-A	Robert Paquette	Lebanon, Ore.	ICNSCC MODIFIED CLASSES			
168	Triumph TR-3	Marshall Atherton	Portland, Ore.	MODIFIED - CLASS B			
210	Elva Courier	Morton Toussaint	Portland, Ore.	45	HWM-Chevrolet	Ray Rairdon	Seattle, Wash.
317	Triumph TR-3	Robert Daily	Portland, Ore.	69	D-Jaguar	Starr Calvert	Seattle, Wash.
416	Triumph TR-3	Paul Zellner	Portland, Ore.	162	Jensen Special	Don Jensen	Seattle, Wash.
711	Sunbeam Alpine	L. C. Thomas	Eugene, Ore.	MODIFIED - CLASS C			
PRODUCTION - CLASS F				47	Ferrari-Chevrolet	Hal Rudow	Seattle, Wash.
12	Triumph TR-4	Bob Fletcher	Portland, Ore.	128	Venness Special (Chev.)	Tom Venness	Renton, Wash.
14	Alfa Romeo Guilietta Spyder	John Stuhldreier	Portland, Ore.	328	Burnett Special (Chev.)	Stan Burnett	Seattle, Wash.
32	Porsche	Paul Woodroffe	Salem, Ore.	MODIFIED - CLASS D			
41	Fiat 1500	Gerald Bruhl	Beaverton, Ore.	78	Ferrari 3-liter	Jerry Grant	Seattle, Wash.
44	Triumph TR-3	Charles McKaig	Burnaby, B. C.	414	Porsche Spyder	Milt Davis	Seattle, Wash.
46	Porsche	Terry Nilsson	Burnaby, B. C.	MODIFIED - CLASS E			
64	Porsche	Mike Eyerly	Salem, Ore.	27	TR-3 Special	Dick Workman	Eugene, Ore.
71	Alfa Romeo Guilietta Spyder	John Dunfield	Vancouver, B. C.	175	Volvo Special	Keith Armstrong	Portland, Ore.
76	Porsche	Dave Marshall	Vancouver, B. C.	MODIFIED - CLASS F			
97	Porsche	Ray Mortvedt	Seattle, Wash.	159	Porsche	Dennis Schnell	Portland, Ore.
102	Porsche	D. Moennich	Vancouver, B. C.	166	Elva Courier	S. K. Smith	Portland, Ore.
119	Porsche	Kjell Jartun	Seattle, Wash.	MODIFIED - CLASS G			
130	Alfa Romeo Guilietta	Ralph Livermore	Portland, Ore.	5	Lotus XI	Arleigh Pilkey	Vancouver, B. C.
219	MGA-1600	S. Semple	Vancouver, B. C.	83	Fal Fin Special	Ken Finnegan	Vancouver, B. C.
165	Lotus 7A	Pete Barbus	Seattle, Wash.	123	Lotus XI	Paul Scott	Seattle, Wash.
285	MG-A	William Gregg	Spokane, Wash.	226	Lotus XI	Robert Collins	Portland, Ore.
319	Austin-Cooper	Dava Alavoine	Vancouver, B. C.		Lotus XI	Jerry Fleming	Renton, Wash.
377	Porsche 1600	Bill Stephens	Vancouver, B. C.	MODIFIED - CLASS H			
425	Porsche	Roger Stanley	Seattle, Wash.	43	Crosley Special	Norman Friedman	Bellevue, Wash.
PRODUCTION - CLASS G				53	Ben-Del Special	John Delfeld	Seattle, Wash.
71	Alfa Romeo Guilietta Spyder	John Dunfield	Vancouver, B. C.	146	Forsgrini Monte Carlo	Lyle Forsgren	Everett, Wash.
89	Alfa Romeo Guilietta	Verne Wheelwright	Portland, Ore.	152	Ben-Del Special	Milt Benschhof	Seattle, Wash.
126	Porsche	Walter Zbinden	Vancouver, B. C.	SCCA MODIFIED ENTRANTS			
176	MG-A	Bill Harms	Portland, Ore.	Lotus-Buick Special			
178	Sprite	Herb James	Seattle, Wash.	Frank Crane			
190	MG-A	Ralph Turman	Seattle, Wash.	Ron Dykes			
228	MG Midget	Peter Cross	Vancouver, B. C.	Jn. "Bat" Masterson			
232	Sprite	Mike Scriabin	Vancouver, B. C.	Jack McAfee			
241	MG-A	Miles A. C. Johnson	Victoria, B. C.	Frank Morrill			
285	MG-A	Bill Gregg	Spokane, Wash.	Charley Parsons			
388	MG-A	T. MacFarlane	Vancouver, B. C.	Chuck Sargent			
483	MG-A	Chuck Dodge	Seattle, Wash.	Dan Von Herman			
PRODUCTION - CLASS H				Type 61 Maserati			
22	Sprite	Karen Hall	Burnaby, B. C.	Type 61 Maserati			
70	Fiat Abarth 750	Al Miles	Seattle, Wash.	Type 61 Maserati			

*With the exception of the late entries on race day.