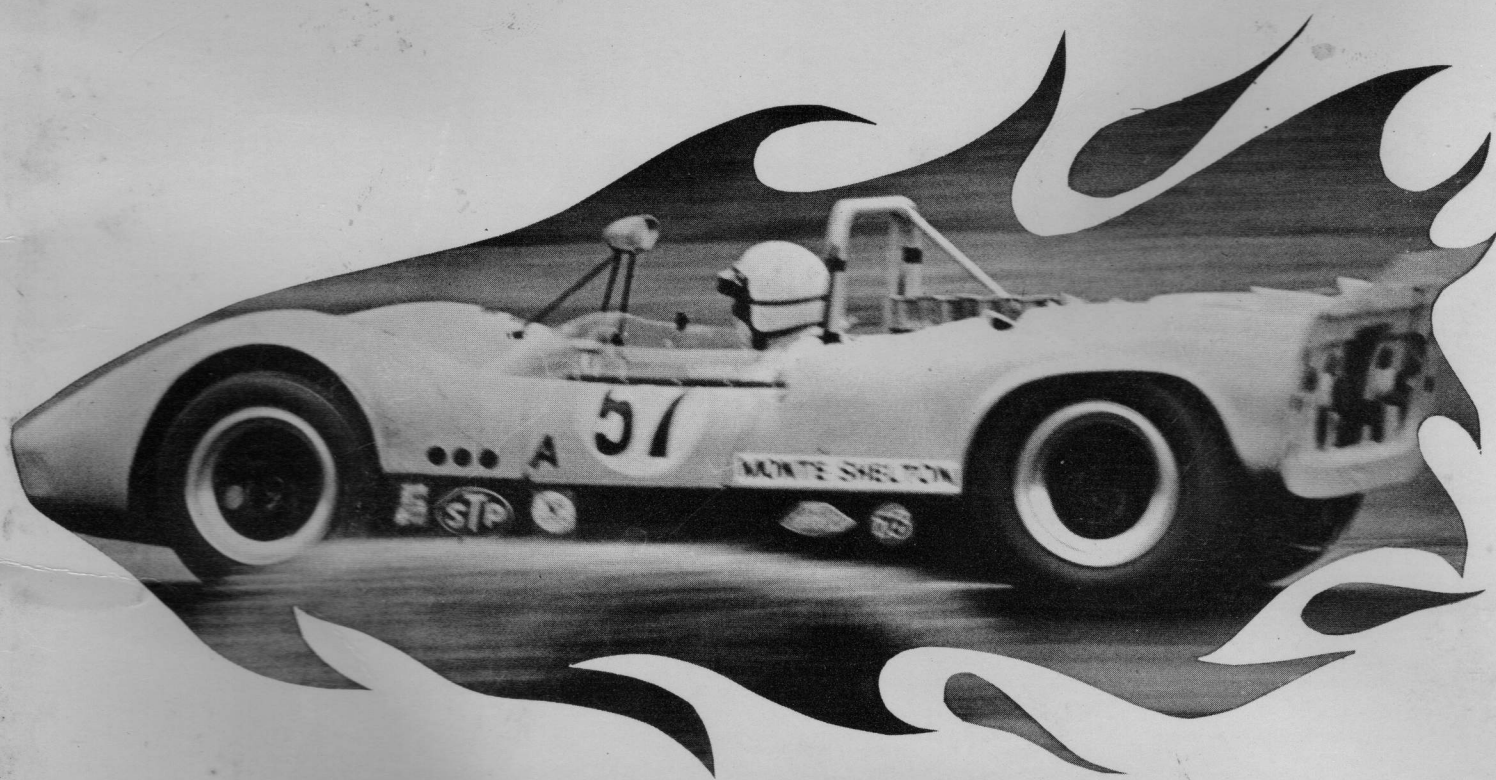


3rd ANNUAL OREGON GRAND PRIX ROAD RACES

SEPTEMBER
12 - 13
1970

NATIONAL/REGIONAL CHAMPIONSHIPS



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The Portland Rose Festival Association is pleased to act as sponsor of the third annual Oregon Grand Prix National and Regional Championship Road Races. The Association has undertaken a year-around plan to promote events of interest and enjoyment for the people of the City of Roses and the surrounding area.

We enter into the sponsorship of this event in a display of support for the development of Portland International Raceway as a showplace of sports car racing. PIR appears to be the prime sports car racing facility in the state of Oregon, and our Association is pleased to be able to play a part in its growth.

Road-racing enthusiasts will be pleased to know that the Portland Rose Festival Association is planning for continued Rose Cup race events held annually at Rose Festival time as well as other events such as this weekend's racing program.

Enjoy the races and know that your Portland Rose Festival Association is working with you to provide the best in road and drag race events and facilities.

Webb Harrington
President, Portland Rose Festival Assn.



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Mel Carpenter, Vice Chairman
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OREGON REGION

SPORTSMANSHIP DEMANDS SAFE DRIVING

The 1970 renewal of the OREGON GRAND PRIX road races for production sports cars, sedans, open-wheel formula cars, and sports/racing machines, third in a series inaugurated by Oregon Region, SCCA, in 1968, is unique in several respects.

For the second time this year, the Portland Rose Festival Association has joined SCCA in providing National Championship racing for the enjoyment of Portland fans. In its sponsorship of this event outside normal Festival time, the Association gives solid evidence of its belief that big-time road racing at the City's West Delta Park circuit can result in considerable benefit to the community at large and to the state; a belief long espoused by the racing fraternity and well-proven elsewhere.

This support by the Rose Festival Association, plus recently indicated willingness of City of Portland officials to proceed with long-delayed improvement of facilities practically guarantee that one of the SCCA's highly-acclaimed, widely-sought professional events will be staged here in 1971.

We in Oregon Region, SCCA, are proud of our continuing association with the Rose Festival organization, a non-profit civic group which well deserves the support of each citizen. Your participation here today, and in other race programs at West Delta Park, and your acknowledgement of the part that advertisers and contributors play in the advancement of our sport is appreciated.

We think you'll enjoy today's races. The closeness of such competition is seldom equalled at any professional race meet, and, after all, only the type reward the drivers receive indicates whether the event is "professional" or "amateur." Many cars and drivers engage in both categories.

Thanks for coming. Thanks, too, for helping make Oregon Region's 1970 road racing season the best ever!

Dan P. Allen
Regional Executive
Oregon Region, SCCA

Today's Races

The 1970 OREGON GRAND PRIX, third in a series inaugurated at Portland's West Delta Park Road Circuit in 1968, includes a full two-day schedule of Regional and National Championship point racing.

For National drivers, this event is the fifth in SCAA's North Pacific Division, which includes Washington, Oregon, and Northern California. Due to scheduling changes, this weekend's races are not the last in NORPACDIV, but assume vital importance to those drivers looking for points which will qualify them for the 1970 National Championship runoffs, now set for the new ROAD ATLANTA course near Atlanta, Georgia, in late November.

Elsewhere in this Official Program, the National Championship program, including the AMERICAN ROAD RACE OF CHAMPIONS, is described in detail. The Third Annual Oregon Grand Prix and the final San Francisco Region National, now scheduled for Stead Air Force Base, Reno, October 4, will determine who goes to Atlanta from this Division.

Keep your eyes on those drivers who are within reach of the top three spots in the standings as of July 27, as noted below. Abbreviations: S.F.—San Francisco Region, N.W.—Northwest Region, Ore.—Oregon Region. *Indicates points total includes points earned out of driver's home Division.

A PRODUCTION

Herb Caplan, Corvette, S.F.—27*
Ted Mathey, Corvette, Ore.—15
John Abel, Corvette, S.F.—9

B PRODUCTION

Frank Search, Stingray, S.F.—24*
Jerry Fiorito, Stingray, N.W.—19
Rich Sloma, Stingray, S.F.—18*
Rick Stark, Stingray, N.W.—17
Bob Allen, Cobra, S.F.—17*
Bob Rodgers, Cobra, S.F.—15*
John Tuttle, Cobra, S.F.—9*

C PRODUCTION

Lee Mueller, TR-6, S.F.—26*
Todd Webb, Porsche, Ore.—13
Jack Scoville, Datsun, Ore.—13
Arnstein Loyning, Lotus Elan, N.W.—10
Walter Maas, Porsche, S.F.—6
Chris Bender, Sunbeam, S.F.—4*
J. Wellington, Porsche, S.F.—4
Bruce O'Neil, Porsche, S.F.—3*
Charly Godecke, Porsche, N.W.—3

D PRODUCTION

Jack Scoville, Datsun, Ore.—33*
Jerry Murch, Datsun, Ore.—11
Bill Pendleton, TR-GT 6, Ore.—6
Laurie Lundberg, Healey, Ore.—6
Ray Kashler, Datsun, Ore.—4
Dan Entwistle, TR 4, N.W.—4
Gary Blodgett, Datsun, Ore.—4
Roger Hettrick, TR 4, S.F.—4

E PRODUCTION

Dwight Mitchell, Porsche, S.F.—34*
Merle Brennan, MGB, S.F.—25*
Dale Macgowan, Alfa, S.F.—16
Steve Liles, MGB, S.F.—10*
Scott Taylor, Porsche, N.W.—9*
Dennis Pillar, Alfa Romeo, Ore.—9
Charles Forge, Porsche, S.F.—8

F PRODUCTION

Jon Woodner, MG Midget, S.F.—39*
Don Korner, MG Midget, N.W.—14
John Howard, Spitfire, S.F.—13
Jim Rogers, Datsun, N.W.—5
Hal Roren, Alfa, Ore.—3

G PRODUCTION

Bill Haener, MG, S.F.—24
John Harris, Spitfire, Ore.—10
John Toran, Spitfire, Ore.—10
Marshall Meyer, Spitfire, S.F.—9*
Tom Luking, Triumph, Ore.—5
Tom McCarthy, TR, S.F.—3
Ed Cunningham, Alfa, S.F.—3*

H PRODUCTION

John Schuberg, Sprite, N.W.—28
Myles Winbiger, Sprite, N.W.—15
Larry Randall, Sprite, Ore.—13
Bob Christensen, Sprite, S.F.—6
Leo Lockram, Sprite, S.F.—4*
Harvey Henneman, Sprite, Ore.—4
Martin Fogel, Sprite, S.F.—4
Roger Hockema, Sprite, Ore.—3

A SPORTS RACING

Bill Cupp, Lola, N.W.—22
Monte Shelton, McLaren, Ore.—12
John Williamson, Lola, S.F.—10*
Ray Silva, Genie, S.F.—10
Gregg Peterson, McLaren, S.F.—9
Don Jensen, Burnett Spl., N.W.—9
Harry Kauffman, McLaren, S.F.—6*
Dick Losk, McLaren, N.W.—4

B SPORTS RACING

Ken Legg, Lotus, N.W.—18
Leon Robertson, Lotus, S.F.—7
Merle Brennan, Dino Ferrari, S.F.—6
Peter Young, Elva Mk 7, S.F.—6
Werner Brancht, Porsche, S.F.—4
James Helton, Porsche, Ore.—4

C SPORTS RACING

Bill Overhauser, LeGrand, S.F.—20*
Robert Bentler, Lotus, N.W.—19
Jack Rosenoff, Lotus, N.W.—6
Dan Davis, Lotus, S.F.—6
John Taylor, Lotus, N.W.—6

D SPORTS RACING

Dale Forsgren, Forsgrini, N.W.—18
Jan LaBell, Genie, N.W.—17
Robert Fox, Le Grand, S.F.—16
Jerry Pacheco, Saab, S.F.—9
Bill McCann, Brian Crosley, S.F.—3

A SEDAN

Joe Chamberlain, Camaro, Ore.—27
W. Craig Murray, Camaro, S.F.—16
Ken Deckman, Camaro, N.W.—6
Hugh Harn, Camaro, S.F.—6
Bob Kennett, Mustang, N.W.—5
Jim Barber, Javelin, S.F.—4
Joe Park, Camaro, Ore.—4

B SEDAN

Heinz Eckhardt, BMW, S.F.—18*
Richard Gordon, Volvo, Ore.—15
Loren St. Lawrence, MBW, Ore.—14
Bob Rinde, Alfa Romeo, Ore.—4
Stan Peterson, Volvo, S.F.—1

C SEDAN

Ward Barbour, Austin Cooper, Ore.—24
Red Schimberg, Austin Cooper, Ore.—16
John O'Malley, Mini, S.F.—11*
David Rugh, Escort, S.F.—6
Judy Kondratieff, Mini, S.F.—3

D SEDAN

Bill Gebbie, NSU, N.W.—21
Doug Barbour, Cooper S, Ore.—21
John Korn, NSU, S.F.—11
Steve Ludwig, Morris, N.W.—9
Art Drumm, Fiat, S.F.—4
Ken Bryan, Imp, S.F.—3
Bev Scott, Fiat, N.W.—3

FORMULA A

Gerard Raney, Eagle, S.F.—9

FORMULA B

Peter Darr, Chevron, Ore.—15
Mike Hansen, Brabham, S.F.—9
Russ Harness, Brabham, Ore.—9
Robert Hall, Lotus Ford, S.F.—9
Charles Billington, Bourgaull, S.F.—7*
Bruce Kearsley, Brabham, N.W.—6
Gary Gove, Brabham, N.W.—6
Al Karlberg, Brabham, N.W.—4

FORMULA C

Fred Roehr, Titan, Ore.—21
Harvey Snow, Titan, S.F.—18*
Dewey Harless, Brabham, Ore.—12
Larry Walters, Forsgrini, N.W.—10
Robert Ernst, Forsgrini, S.F.—9*
Fred Williams, Brabham, N.W.—4
Ron Householder, Titan, Ore.—4

FORMULA FORD

Gary Johnson, Merlyn, S.F.—30
Pierre Phillips, Titan, Ore.—22
Pete Swan, Lotus, S.F.—15*
Jim Gieger, KISN Spl., Ore.—14*
John Higgins, Merlyn, S.F.—6*
Walter Horn, Lotus 51, Ore.—4
Mac Russell, Winkelmann, N.W.—4

FORMULA SUPER VEE

Don Zacharie, Caldwell, S.F.—9

FORMULA VEE

Jerry Demele, Crusader, S.F.—26*
Terry Gough, Lynx, S.F.—21*
Carl Von Doymi, Zink, S.F.—11*
Larry Wilson, Zink, S.F.—10
Jim Burnett, Autodynamics, N.W.—9
Bob Klinger, Crusader, S.F.—6
Roger Hettrick, Lynx, S.F.—6
Bob Dixon, Avenger, N.W.—4

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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.

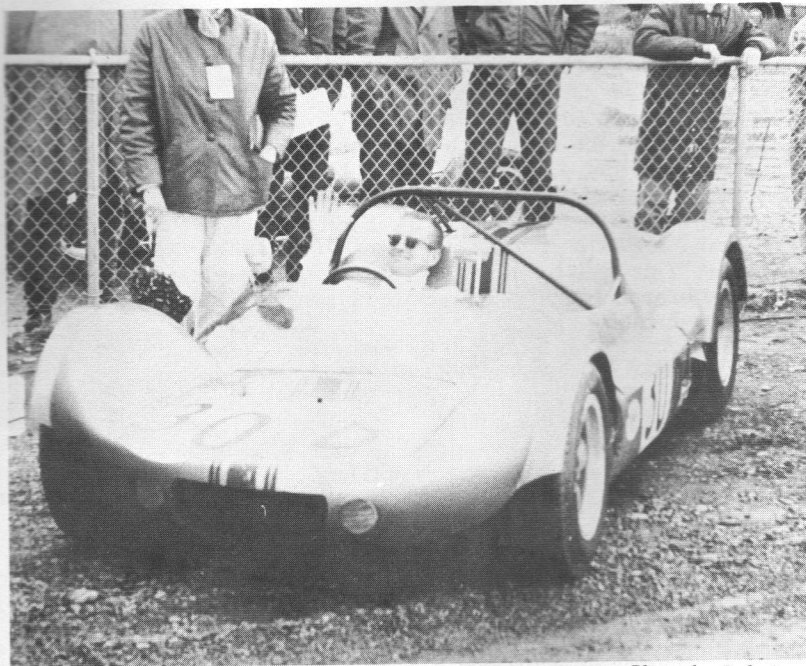


Photo by Bob Ames



Photo by Bob Ames

B SEDANS

B Sedans must be primarily stock bodied, modified stock powered passenger cars capable of seating four persons by the manufacturer's intent. They must be powered by engines no larger in displacement than 2000 cc or less than 1300 cc.

B sedan honors this year will be split among Alfa Romeo GTA's BMW's, Volvo's, and Cortinas. The Cortinas initially dominated the class. Then it was Alfa, and finally, during 1968 and 1969, the Porsche 911's. This year, Porsche is no longer considered a sedan, and Alfa looks like the winner again, but don't write anybody off until the last lap.

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

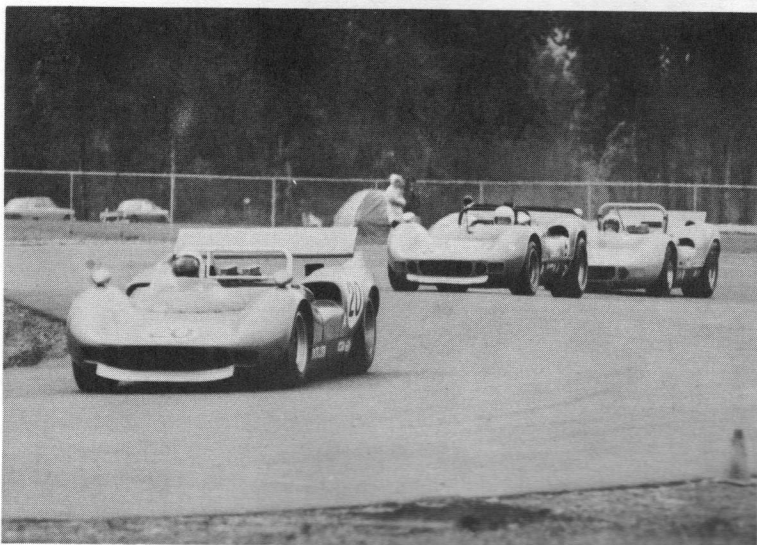


Photo by Bob Ames

A and B SPORTS RACING

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

B sports racing will be comprised of smaller but extremely quick machines. The Lotus 23 is a popular chassis as well as the hand made jobs. Power must be derived from 2000 cc or less and the favored engine will be Porsche.

C PRODUCTION

The Porsche 911S has dominated this class for the past two years, but that may be over if the Triumph TR6s or MGCs have their way. Also, don't sell the Datsun 2000 short. They'll all be out to prove marque superiority and the C Production go-round could be the best of the day.



Photo by Bob Ames

D PRODUCTION

Triumph TR 4As dominated this class from the time they were introduced.....until the Porsche 911 was classified as a D Production machine. Then it was a horse race until some of the Porsches were shoved into the sedan class and others bumped up to C production. Then came the Datsuns and for the past two years its been mostly a Datsun show, with Corvallis Oregon's Jack Scoville emerging at the 1969 National D Production champion in his No. 61 car.

Now, the Triumph TR6 plus cars are giving Datsun a real battle, and 1970 honors may not be settled until the last flag drops. Look for some Elvas and Healys in this race, too, but not among the front runners.



Photo by Bob Ames

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 the normal formula cars.

Formula B is similar except that the engine sizes must not exceed 1500 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 and BMC blocks are the front runners.



Photo by Bob Ames

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 engines, 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 b



Photo by Bob Ames

E PRODUCTION

This is the class for the sports car "purists." are the cars that have been associated with s car racing for the past ten years, although the quite a bit more sophisticated these days. They of course, the MGB's, Triumphs, the "bathtub sches and Alfas of all sorts. This class find same kind of rivalry amongst the fans that is ev from the stock car duels at Daytona, Char Darlington and Riverside's big 500. The bi ference here is the lack of factory participation general hoop-la.

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, has been created this year, permitting greater latitude in engine and frame construction. Only a few have appeared so far, but more are expected as the SCCA professional series for Super Vees gets under way.



Photo b



Photo by Bob Ames

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 Alpha. 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.

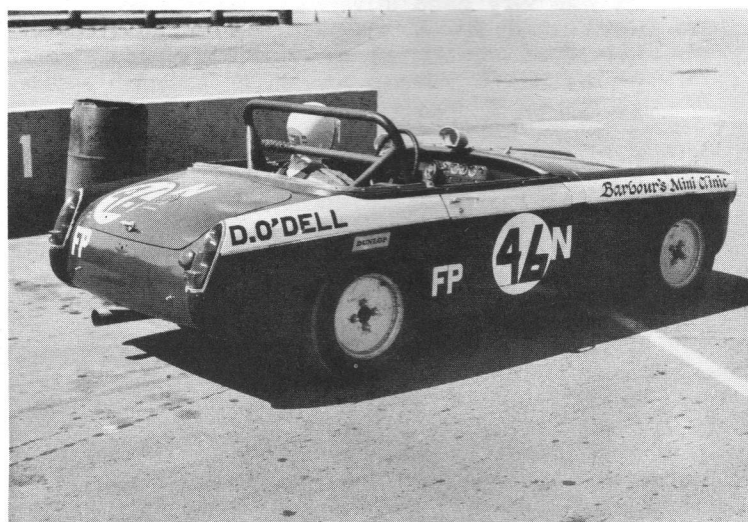


Photo by Bob Ames



Photo by Bob Ames

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 littles 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.

FORMULA FORD

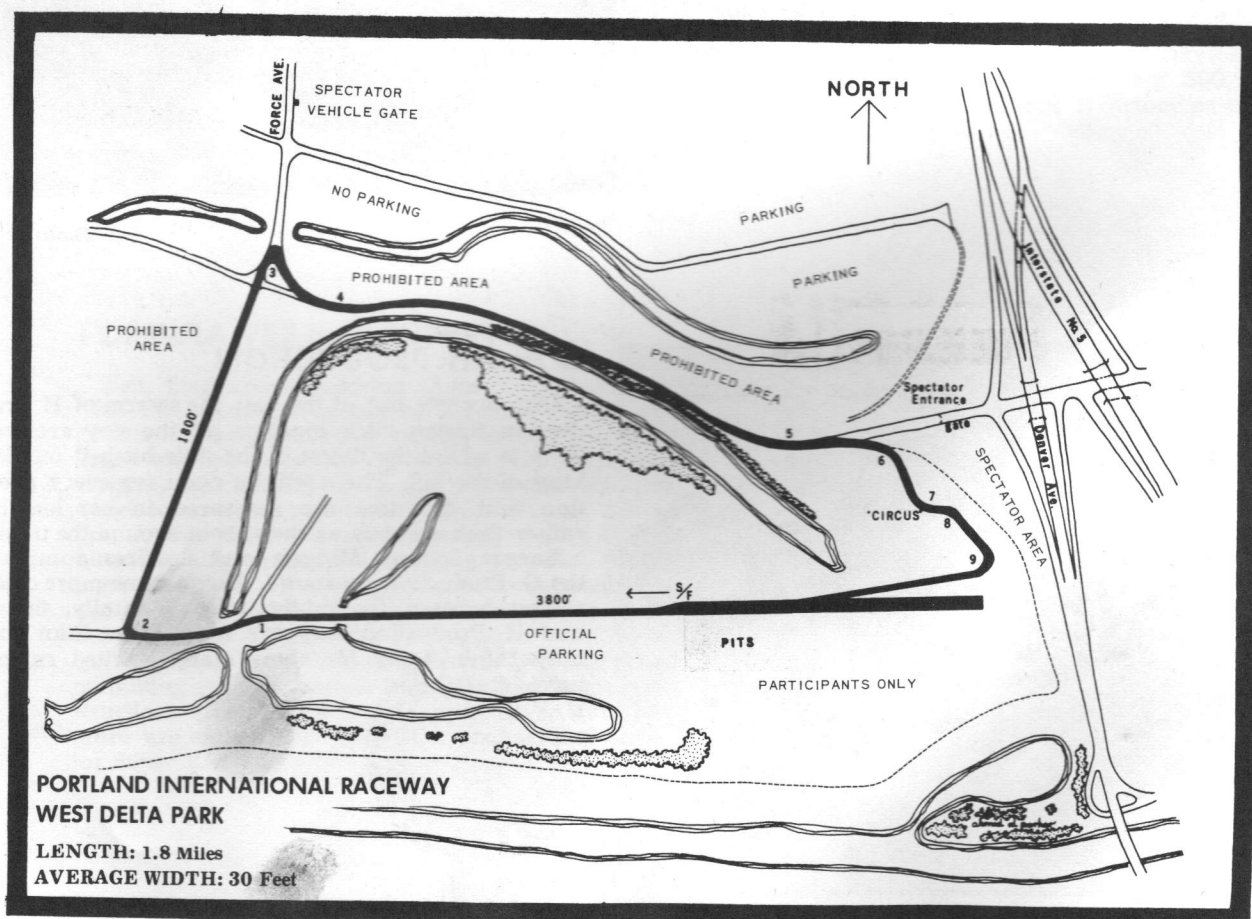
Not since the initiation of the Formula Vee has there been so much interest over one particular racing class and in all of the formula classes participation in this class is only second to that of Formula Vee.

The Formula Ford is classed as a single seat racing car, open-wheel, using English Ford Cortina 1600 cc "cross-flow" engines with four speed plus reverse transmissions of unrestricted origin. The wheels are 5-1/2" by 13" steel. Chassis and design are basically unrestricted. Engine preparation, as in Formula Vee is very restrictive with specified cams, pistons, rods, etc.

The Formula Ford field consists of Lotus Ford 51s (the first of the Lotus Formula Ford cars), the Lotus Wedge 61E (the latest in the Lotus FF stables), Titans, Alexis, Merlyn, Winklemann, Forsgrini Mk 12s, and many others. The prices on these cars run between \$3,000 and \$5,000. Speed ranges are close to that of the Formula C cars but good cars with very good drivers can match speeds of most Formula B machines. Competition in this class will be close.



Neely Photo



1970 CAN-AM SCHEDULE

- June 14 — Mosport Pk., Bowmanville, Ont., Canada
- June 28 — Mt. Tremblant, St. Jovite, Que., Canada
- July 12 — Watkins Glen, Watkins Glen, N.Y.
- July 26 — Edmonton Int'l Spdwy., Edmonton, Alta., Canada
- Aug. 23 — Mid-Ohio Sports Car Course, Lexington, O.
- Aug. 30 — Road America, Elkhart Lake, Wisc.
- Sept. 13 — Bridgehampton Race Circuit, Bridgehampton, N.Y.
- Sept. 27 — Donnybrooke, Brainerd, Minn.
- Oct. 18 — Laguna Seca, Monterey, Calif.
- Nov. 1 — Los Angeles Times, Riverside, Calif.

1970 TRANS-AMERICAN CHAMPIONSHIP SCHEDULE

- April 19 — Laguna Seca, Monterey, Calif.
- April 26 — Dallas Int'l Motor Speedway, Lewisville, Tex.
- May 9 — Lime Rock Park, Lakeville, Conn.
- May 31 — Bryar Motorsport Park, Loudon, N.H.
- June 7 — Mid-Ohio Sports Car Course, Lexington, O.
- June 21 — Bridgehampton Race Circuit, Bridgehampton, N.Y.
- July 5 — Donnybrooke, Brainerd, Minn.
- July 19 — Road America, Elkhart Lake, Wisc.
- Aug. 2 — Mt. Tremblant, St. Jovite, Que., Canada
- Aug. 16 — Watkins Glen, Watkins Glen, N.Y.
- Sept. 20 — Seattle International Raceway, Kent, Wash.
- Oct. 4 — Riverside International Raceway, Riverside, Calif.

1970 CONTINENTAL CHAMPIONSHIP SCHEDULE

- April 19 — Riverside Int'l Raceway, Riverside, Calif.
- May 24 — Edmonton Int'l Speedway, Edmonton, Alta., Canada
- June 7 — Seattle Int'l Raceway, Kent, Wash.
- June 14 — Laguna Seca, Monterey, Calif.
- June 28 — Sears Point Int'l Raceway, Sonoma, Calif.
- July 5 — Dallas Int'l Motor Speedway, Lewisville, Tex.
- July 18 — Road America, Elkhart Lake, Wisc.
- Aug. 1 — Mt. Tremblant, St. Jovite, Que., Canada
- Aug. 16 — Donnybrooke, Brainerd, Minn.
- Sept. 7 — Lime Rock Park, Lakeville, Conn.
- Sept. 13 — Mosport Park, Bowmanville, Ont., Canada
- Sept. 27 — Mid-Ohio Sports Car Course, Lexington, O.
- Oct. 11 — New Thompson Speedway, Thompson, Conn.
- Oct. 25 — Sebring, Sebring, Fla.

CANADIAN-AMERICAN CHALLENGE CUP

Inaugurated in 1966 by SCCA, the Can-Am ranks at the top of international road racing in prestige and with \$814,384 in awards paid to drivers in 1969. For 1970, the guarantee exceeds \$875,000 and contingent manufacturers' awards should send the total sailing past the one million dollar mark. The cars are powerful Group 7 sports racers, racing cars with enclosed wheels and unlimited engines capable of 600 horsepower to produce 200 mph speeds. The Can-Am is a drivers' championship with points accumulated in a series of 11 races. Race purses this year will each hit \$60,000. Three races are in Canada under the Canadian Automobile Sport Clubs; eight are in United States marketing areas. The series is sponsored by the Johnson Wax Co. and, for a finale, there is an extra \$200,000 pot of gold established by SCCA for drivers with the most points. With star cars and drivers from four continents, supporting companies from everywhere, and the top North American courses, auto racing has its premier attraction in the 1970 Can-Am.

TRANS-AMERICAN CHAMPIONSHIP

A professional, endurance race double championship for manufacturers of sports sedans — that's the unusual and accurate definition of SCCA's stunning Trans-Am series of 12 road races. With manufacturers getting the points in the races, big factory names meet head-to-head in the Trans-Am — Camaro, Mustang, Challenger, Javelin, Firebird, Barracuda in the big-engined class; Alfa Romeo, BMW, English Ford in the parallel small-engined class. There is nothing in racing like the twin championships for production models up to two liters in engine size; and for those up to five liters (305 cu. in.). The deadly serious teams turn to top drivers and crews to battle in these gruelling Trans-Am tests of handling, speed and pit stops. With easily recognized cars, efficient factory teams, at least \$25,000 per race in prize money, and tough, name drivers SCCA's Trans-Am pins "best" on the world's two top racing sedans.

CONTINENTAL CHAMPIONSHIP

SCCA's Continental Championship is the spectacular newest member of major league racing. The cars are rocketing, single-seat, open-wheelers on road courses — the same as the famed international grand prix circuit; but with some brilliant innovations. The breakthrough came in 1968 with SCCA's "Formula A" concept using a stock-block, V-8 engine to power a sophisticated chassis. At a 305 cu. in. limit, these engines match the "free design" 183 cu. in. GP engines that can also be used. Just as with Trans-Am racing, SCCA's invention was flattered by imitation — this time in Europe, Australasia, and South Africa. The storm of interest continues to draw drivers and sponsors from other countries and other kinds of racing to the Continental Championship. New for 1970 are \$25,000 purses and Liggett and Myers Inc. with an "L&M Winners' Circle" program supporting every race. The Continental is a twin championship with the tough, nimble Formula B cars dicing for their honors in a separate race at each event.



"Well, I read in Sports Car, where you can get more jazz out of the engine if you shave your head."



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Oregon Region, SCCA
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Portland, Oregon 97208

OFFICIAL ENTRY LIST

3rd Annual Oregon Grand Prix

As of Sept. 9, 1970 *

REGIONAL RACE I - FORMULA VEE

No.	Name	Home	Sponsor	Class/Car	Color
31	Jerry Anderson	Westport, Wn.	J. Anderson	FV/Zink	Blue/White
18	Bill Hoyer	Montesano, Wn.	B. Hoyer	FV/Lynx	Lime/Orange
17	Lance VanderHoek	Bellvue, Wn.	Eastside Glass	FV/Crusader	Green
12	Dale Sawyer	Auburn, Wn.	S. Sawyer	FV/Formcar	Blue
75	Leroy Coppedge	Millbrae, Cal.	L. Coppedge	FV/	Blue/Black
47	Bob Trickett	Delta, B.C.	Van Kam Frtways	FV/Caflisch	White/Orange
14	Harvey Templeton	Winchester, Tenn.	H. Templeton	FV/Shadowflux	White/Orange
9	Don Meek	Edmonds, Wn.	D. Meek	FV/Reichmark	White
81	Arnie Anderson	Portland, Ore.	A. Anderson	FV/Zink	Blue
87	Vern Van Dusen	Kennewick, Wn.	Zoren Imports	FV/BRN Special	Orange

REGIONAL RACE II - F,G,H, PRODUCTION

No.	Name	Home	Sponsor	Class/Car	
69	B.H. Luginbuhl	San Francisco	Rubber Chicken	Racing F/P Alfa	Carrot
46	David O'Dell	Portland	D. O'Dell	F/P MG Midget	Blue/White
39	Hal Roren	Portland	H. Roren	F/P Alfa	Yellow
84	Steve Froines	San Francisco	S. Froines	F/P Datsun	Blue
80	Mark Matsler	Troutdale, Ore.	Griffo Racing	G/P Spitfire	White
50	Alex Ceres	Portland	A. Ceres	G/P Alfa	Red/White
53	Robert Arkes	Portland	Kimrob Racing	G/P Datsun	Red/Wh./Blue
15	Brian Stack	Palo Alto	Stigall Datsun	G/P Datsun	Red
20	Dick Ullian	Medford	D. Ullian	G/P MG Midget	Green
85	Terry Barnard	Campbell, Cal.	T. Barnard	G/P Spitfire	Yellow
25	Bob Ballou	Corvallis, Ore.	B. Ballou	G/P Spitfire	Blue/Black
41	David Hill	Seattle	D. Hill	G/P Spitfire	Red
16	Oddvar Ogland	Seattle	British-Am. Racing	G/P Sprite	Blue/Grey
40	Francis Stephens	Portland	F. Stephens	H/P Sprite	Blue
6	Bruce Sandberg	Auburn, Wn.	B. Sandberg	H/P Sprite	Blue
8	Dale Lucas	Portland	A. Henneman	H/P Sprite	White
55	Roy Woodworth	Seattle	R. Woodworth	F/F Climax-Royale	Orange
64	Rod Glantz	Prineville	R. Glantz	F/F Merlyn	Bronze
36	James Kalie	Bellevue, Wn.	J. Kalie	F/F Titan	Red/White
37	Thomas Wiechmann	Kent, Wn.	K. Wiechmann	F/F Lotus	Yellow/Red

REGIONAL RACE III - FORM. A, B, C, FORD & SUPER VEE

No.	Name	Home	Sponsor	Class/Car	Color
40	Hansen	Belmont, Cal.	Mann Haus Racing		
40	Mike Hansen	Belmont, Cal.	Mann Haus Racing	F/B Brabham	Black/Red
30	Mike Gilbert	Redmond, Cal.	M. Gilbert	F/C Lotus 41	Blue/White
23	Joe Washington	Portland	J. Washington	F/F Titan	Black
71	Jack Fletcher	Great Falls, Mont.	J. Fletcher	F/F Caldwell	Red
33	Richard Rude	Auburn, Wn.	Spudnut PMR	F/F Titan	Black

41	Jerry Matthews	Puyallup, Wn.	Lubricants, Inc.	F/F Winkleman	Red
76	Bill Hildick	Portland	Lovell Auto	F/F Lotus	Orange
73	Bill Hill	Olympie, Wn.	Rick's Olympis Gul Guld	F/F Grizzley	Yellow
17	Alfred Keene	Beaverton	A. Keene	F/F Hawk	Blue
55	Roy Woodworth	Seattle	R. Woodworth	F/F Climax-Royale	

REGIONAL RACE IV - C, D SPORTS RACING: C, D SEDAN

No.	Name	Home	Sponsor	Class/Car	Color
77	Darrell Johnson	Redmond, Wn.	Fremont Union Service	C/SR Lotus	Blue
10	Terrance Annis	Kent, Wn.	T. Annis	C/Sr Forsgrini	Blue
6	Bill Reeves	Eugene, Ore.	Bill's Foreign Cars	D/SR LeGrand	White

REGIONAL RACE V - C, D, E PRODUCTION: B SEDAN

No.	Name	Home	Sponsor	Class/Car	Color
77	Todd Webb	Portland	Webb Racing	C/P Porsche	Silver
36	John Ranson, Jr.	Portland	Flower St. Racing	C/P TR4	Blue/Gold
48	Ronald Hardin	Seattle	R. Hardin	D/P TR4	Blue
93	Gerald Murch	Portland	Heinrich Datsun	D/P Datsun	Yellow/Black
81	Norman Jarl	The Dalles	N. Jarl	D/P Healey	Blue
87	L.E. Lundberg	Portland	L.E. Lundberg	D/P Healey	White
47	Bob Pearson	Portland	City Rubber Stamp	E/P Alfa	Orange
22	Bill Harms	Portland	B. Harms	E/P MGB	Blue
18	Garry Small	Portland	Import Service Center	E/P Volvo	Red/Wh./Blue

REGIONAL RACE VI - A, B PRODUCTION, A, B S/R, A SEDAN

No.	Name	Home	Sponsor	Class/Car	Color
62	Don Daniels	Seattle	D. Daniels	A/P Griffith	Blue
90	Wes Shackelford	Rio Oso, Cal.	W. Shackelford	B/P Corvette	Red
36	L.G. Mosher	San Carlos, Cal.	Ray's Machine Shop	B/P Corvette	Red/Wh./Blue
14	Tim Jorgensen	Portland	T. Jorgensen	B/P Corvette	Maroon
71	Fred Jessen	Hayward, Cal.	F. Jessen	A/SR McLaren	Orange
61	Stanley Szarkowicz	Long Beach, Cal.	Werkstatl Porsche	A/SR McLaren	Blue
30	Henry Lorsch	Kirkland, Wn.	Juanita Mobil	B/SR Lotus	Blue/Orange
31	Les Huddleston	Beaverton, Ore.	International House of Pancakes	A/S Mustang	Blue

NATIONAL RACE I - FORMULA VEE

No.	Name	Home	Sponsor	Class/Car	Color
18	Bill Hoyer	Montesano, Wn.	B. Hoyer	F/V Lynx	Lime/Orange
17	Paul Vander Hoek, Jr.	Bellevue, Wn.	Eastside Glass	F/V Crusader	Green
68	John Baker	Ephrata, Wn.	J. Baker	F/V Formcar	Black/White
71	Bob Klingler	Livermore, C I.	Crusader Cars	F/V Crusader	Yellow/Bronze
6	Fred Ray	Tacoma, Wn.	N.W. Engine Service	F/V Reichmark	Green/Silver
73	Jerry Demele	Stockton, Cal.	Vee Unlimited	F/V Crusader	Yellow/Red
58	Robert Boyd	Canby, Ore.	Checkpoint Motors	F/V Zink	Orange/Yellow
14	Harvey Templeton	Winchester, Tenn.	H. Templeton	F/V Shadowfax	White/Orange

94	Domenic Sportelli	Seattle	Raver's Foreign Cars	F/V Sportelli	Black/Yellow
11	Wesley C. Bryant	Yakima, Wn.	W. Bryant	F/V Lynx	Yellow
31	Jerry Anderson	Westport, Wn.	J. Anderson	F/V Zink	Blue/White
88	Terry Gough	Pinole, Cal.	Performance, Inc.	F/V Lynx	Red/Wh./Blue
8	Bob Dixon	Seattle	Bow Wow	F/V Avenger	Orange
91	John Antons	Beaverton	J. Antons	F/V Formcar	
7	Jim Burnette	Mercer Is., Wn.	Maxim Motors	F/V Avenger	Yellow
81	Annie Anderson	Portland	A. Anderson	F/V Zink	Blue

NATIONAL RACE II - F, G, H PRODUCTION

No.	Name	Home	Sponsor	Class/Car	Color
69	H.B. Luginbuhl	San Fran., Cal.	Rubber Chicken Racing	F/P Alfa	Carrot
58	Stephen Fish	Mt. View, Cal.	Dolphin Conversions	F/P TR3	Red
39	Hal Roren	Portland	H. Roren	F/P Alfa	Yellow
68	Jim Hensel	Redwood City	Daland Motors	F/P Datsun	Yellow/Black
84	Steve Froines	Lafayette, Cal.	S. Froines	F/P Datsun	Blue
77	Jon Woodner	Berkeley, Cal.	Huffaker Engineering	F/P MG Midget	Black
17	John Toran	Portland	J. Toran, Jr.	G/P Spitfire	Blue
1	Britt Wooten	Burbank, Cal.	Charles Berlin	G/P Alfa	Black
12	Marshall Meyer	Livermore, Cal.	M. Meyer	G/P Spitfire	Yellow
79	Tom Luking	Portland	Wash.Co. Office Machines	G/P Spitfire	Yellow
66	Bill Halner	San Carlos, Cal.	Howard Tire Service	G/P MG Midget	Black
32	Bob Boyd	San Francisco	B. Boyd	H/P Sprite	Blue/Orange
40	Francis Stephens	Portland	F. Stephens	H/P Sprite	Blue
31	Gary Gooch	San Lorenzo, Cal.	Sprint Shop	H/P Sprite	Blue
18	Roger Hockema	Portland	Jerr Frost	H/P Sprite	Blue
36	John Lockren	Vallejo, Cal.	Auto Sport	H/P Sprite	Orange/White

NATIONAL RACE III - FORMULA A, B, C, FORD & SUPER VEE

No.	Name	Home	Sponsor	Class/Car	Color
92	Pete Darr	Government Camp	Wynne Co.	F/B Chevron	Blue/Green
40	Mike Hansen	Belmont, Cal.	Mann Haus Racing	F/B Brabham	Black/Red
35	Dewey Harless	Portland	Armory Automotive	F/C Brabham	Red/Wh./Blue
71	Pete Swan	Campbell, Cal.	P. Swan	F/F Lotus	Yellow
3	Pierre Phillips	Portland	Spudnut PMR	F/F Titan	Black
33	Richard Rude	Auburn, Wn.	Spudnut PMR	F/F Titan	Black
41	Jerry Matthews	Puyallup, Wn.	Lubricants, Inc.	F/F Winkleman	Red
13	Ken Walling	Portland	K. Walling	F/F Alexis	Red/Wh./Blue
21	Gordon Hook	Portland	Randall Construction	F/F Lotus	Orange/Yellow
57	Dan Odenborg	Seattle	D. Doenborg	F/F Merlyn	Silver/Black
82	Bob Blackwood	Belmont, Cal.	B. Blackwood	F/F Winkleman	Black
62	Chuck Schoffstall	Portland	Northwest Cycle	F/F Titan	Blue/Orange
91	Jim Gieger	Portland	KISN Radio	F/F KISN Special	Orange
75	Bob Hogan	Portland	R. Hogan	F/F Titan	Yellow

NATIONAL RACE IV - C, D SPORTS RACING; C, D SEDAN

No.	Name	Home	Sponsor	Class/Car	Color
11	Randy Hancock	Campbell, Cal.	Economy Imports	C/SR Merlyn	Black
18	Charlie Kulmann	Fullerton, Cal.	Dragon Engineering	C/SR Lotus	Yellow
30	Dale Forsgren	Kirkland, Wn.	Forsgren's Design	D/SR Forsgrini	Blue/Silver
95	Jerry Pacheco	Carmichael, Cal.	Antiquark Imports	D/SR Saab	Orange
56	Ken Schley	Eugene, Ore.	K. Schley	C/S Austin-Cooper	
98	John O'Malley	Los Angeles	J. O'Malley	C/S Alfa	Red
75	Doug Barbour	Lake Oswego	Pat Barbour	D/S Austin-Cooper	Plum
15	Gill Gebbie	Vancouver, B.C.	MB Auto Service	D/S NSU	Yellow
33	Edward Dempsey		Concrete/Coring	D/S Fiat	Gray
37	Steve Ludwig	Seattle	S. Ludwig	C/S Austin-Cooper	Green

NATIONAL RACE V - C, D, E PRODUCTION; B SEDAN

No.	Name	Home	Sponsor	Class/Car	Color
61	Jack Scoville	Corvallis	Scoville, Ltd.	C/P Datsun	Orange
1	Alan Johnson	Monrovia, Cal.	Ginther Racing	C/P Porache	Tangerine
2	E. Forbes-Robinson	La Crescenta, Cal.	Ginther Racing	C/P Porsche	Tangerine
77	Todd Webb	Portland	Webb Racing	C/P Porsche	Silver
87	L.E. Lundberg	Portland	L.E. Lundberg	D/P Healey	White
36	Ken Thomson	Portland	Flower St.	D/P Tr4A	Blue/Gold
93	Gerald Murch	Portland	Heinrich Datsun	D/P Datsun	Yellow/Black
24	Merle Brenman	Reno	Huffaker Engineering	E/P MGB	Black
85	Scott Taylor	Bellvue, Wn.	S. Taylor	E/P Porsche	Yellow
27	Dennis Pillar	Portland	D. Pillar	E/P Alfa	Red
30	Dwight Mitchell	Mt. View, Cal.	Reitmeirs Werkstatt	E/P Porsche	Gold
78	Dale MacGowan	Santa Clara, Cal.		E/P Alfa	Penninsula
47	Bob Pearson	Portland	European City Rubber Stamp	E/P Alfa	Orange
26	Steve Lilugs	Mill Valley, Cal.	Huffaker Engineering	E/P MGB	Black
4	Bob Rinde	Portland	Rambo Motors	B/S Alfa	Yellow
79	Dick Gordon	Portland	Import Parts Dist.	B/S Volvo	Grey/Check
39	Loren St. Lawrence	Salem	L. St. Lawrence	B/S BMW	Lemon

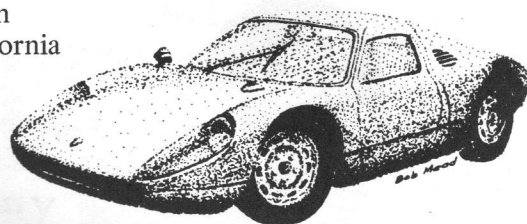
NATIONAL RACE VI - A, B PRODUCTION; A, B SPORTS RACING; A SEDAN

No.	Name	Home	Sponsor	Class/Car	Color
62	Don Daniels	Seattle	D. D niels	A/P Griffith	Blue
	John Abel			A/P Corvette	
35	Ted Mathey	Portland	Ted's Corvette Shop	A/P Corvette	Purple/Black
22	Rich Sloma	Cupertino, Cal.	B-H Tire & Brake	B/P Stingray	Green
90	Wes Shackelford	Rio Oso, Cal.	W. Shackelford	B/P Corvette	Red
17	Rick Stark	Bellvue, Wn.	R. Stark	B/P Corvette	Red
12	Bob Rogers	Castro Valley, Cal.	Borod Racing	B/P Cobra	Blue/White
58	Jerry Fiorito	Seattle	J. Fiorito	B/P Corvette	Red/Wh./Blue
98	Bob Forster	Montclair, Cal.	Gene Wood	A/SR Special	Red/Wh./Blue
20	Dick Lusk	Bellvue, Wn.	Lake Hills Gulf	A/SR McLaren	Blue
71	Dave Selway	Danville, Cal.	D. Selway	A/SR McLaren	Orange/Gray
92	Ted Peterson	Newport Beach, Cal.	Newport Racers	A/SR McLaren	
57	Mont3				
57	Monte Shelton	Portland	Monte/s Motors	A/SR McLaren	Yellow
87	Gregg Peterson	Sunnyvale, Cal.	Peterson Cars	A/SR McLaren	Blue
73	Ken Legg	Seattle	K. Legg	B/SR Lotus	Blue
16	Roy Woods, Jr.	Northridge, Cal.	American Racing Association	A/S Camero	Yellow
10	Stan Bennett	Portland	S. Bennett	A/S Camero	Blue
76	Joe Chamberlain	Tigard	Arrow Heating Co.	A/S Camero	Poppy Red

* Late entries will be announced by the course announcer.

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Front Cover Photograph: Portland's popular Monte Shelton in his bright yellow McLaren. At the 1970 Rose Cup SCCA National Races, Shelton set a new course record, a record which could well be shattered today. Photo courtesy Oregon Journal.

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