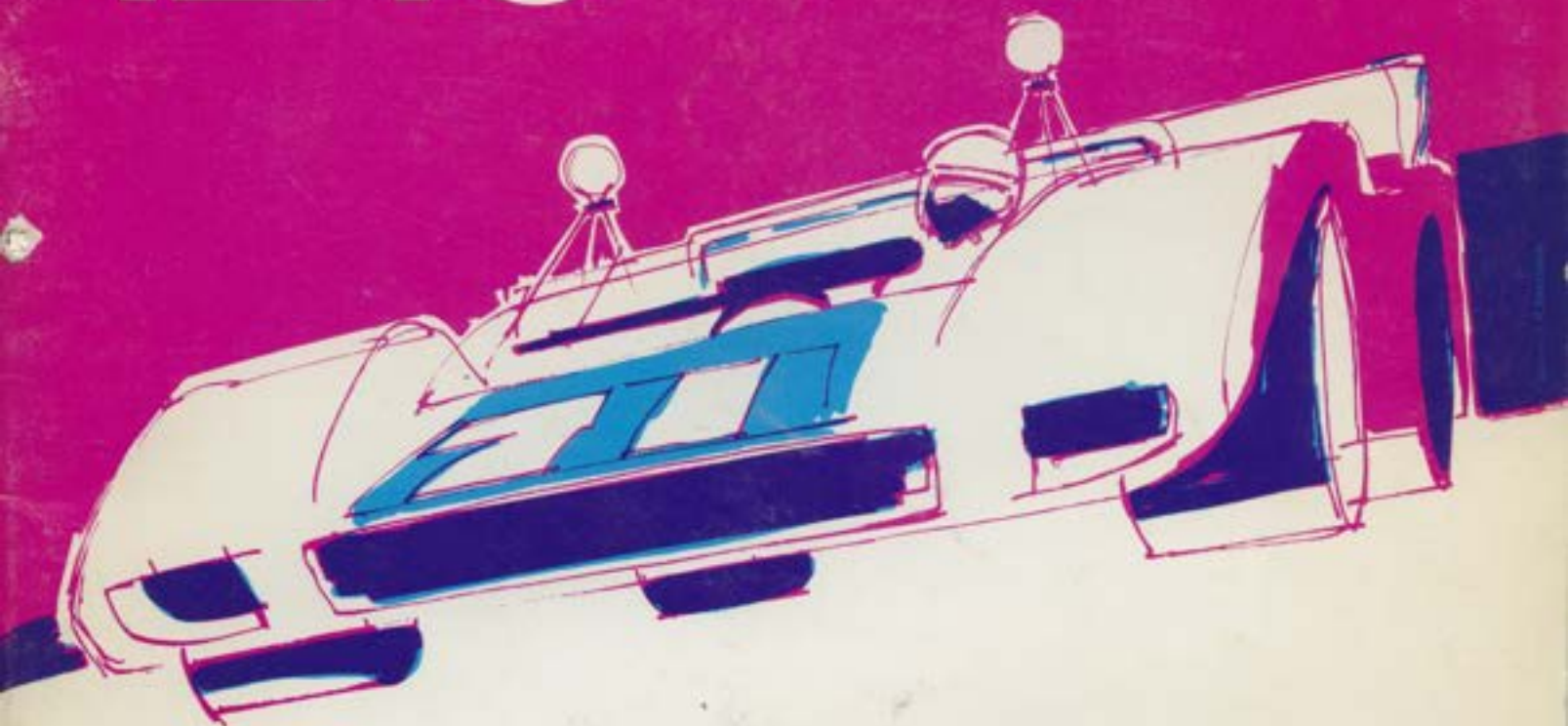


JUNE

1213 1971

OFFICIAL PROGRAM 50c



rose cup road races

THE 11TH ANNUAL ROSE CUP ROAD RACES.
A NATIONAL CHAMPIONSHIP EVENT PRESENTED BY
THE PORTLAND ROSE FESTIVAL ASSOCIATION

WEST **DELTA** PARK



Sponsored by the Sports Car Club of America • 1971-72

RX-2



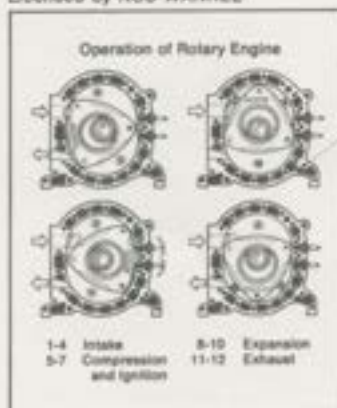
test drive the big rotary Mazda

This is the newest rotary engine Mazda. Big, roomy and spirited. Its 120 horsepower engine is the revolutionary rotary engine the experts from *Car & Driver*, *Road & Track*, *Motor Trend* and *Road Test* magazines are raving about. It has no rods, cams or valves. One-third the parts of a conventional engine. This means longer life, lower maintenance.

Somebody cared when they built this one. The Mazda RX-2. You may never own a conventional car again.



Mazda Rotary Engine:
Licensed by NSU-WANKEL



FISHER
FREEWAY MAZDA
1313 WEST BURNSIDE



THE SCHEDULE

RACE GROUPS

Practice & Race 1 — Formula Vee
Practice & Race 2 — F. G. H. Prod.; D Sedan
D Sports Racing
Practice & Race 3 — Formula A, B, C and
Super Vee
Practice & Race 4 — C, D, E Prod.; B, C,
Sedan; C Sports Racing
Practice & Race 5 — Formula Ford
Practice & Race 6 — A, B Prod.; A Sedan;
A, B Sports Racing

Saturday, June 12:

8:00 a.m. — 2:00 p.m.
Registration & Tech
10:00 a.m.
Driver's Meeting
10:30 a.m.
Practice Group I
11:05 a.m.
Practice Group II
11:40 a.m.
Practice Group III
12:15 p.m.
Lunch Break
1:30 p.m.
Practice Group IV
2:05 p.m.
Practice Group V
2:40 p.m.
Practice Group VI
3:15 p.m. — 4:55 p.m.
Final Practice Groups I
& III, Groups II & IV,
Group V & Group VI, In Order,
at 25-minute Intervals.
5:00 p.m.
Course Closed

Sunday, June 13:

8:00 a.m. — 9:30 a.m.
Registration & Tech
10:00 a.m.
Drivers' Meeting
10:15 a.m.
Practice & Qualifying Group I
10:30 a.m.
Practice & Qualifying Group II
10:55 a.m.
Rose Festival Court Arrives
11:15 a.m.
Practice & Qualifying Group III
11:35 a.m.
Practice & Qualifying Group IV
11:55 a.m.
Practice & Qualifying Group V
12:15 p.m.
Practice & Qualifying Group VI
12:30 p.m.
Pre-Race Ceremonies
1:30 p.m. — Race No. 1
2:15 p.m. — Race No. 2
3:00 p.m. — Race No. 3
3:45 p.m. — Race No. 4
4:30 p.m. — Race No. 5
5:15 p.m. — Race No. 6
6:15 p.m. — Victory Ceremonies

Race Officials

Chief Steward	Tom Welch
Asst. Chief Steward	Joe Henderson
Stewards of the Meet:	
Chairman & SCCA Observer	Ted Jackson
SOM	Bob Ames
SOM	Gary Long
SOM	Bob Mead
Safety Steward	Ed Barney
Asst. Safety Steward	John Stuhldreier
Starters	John Bradshaw
.....	Tom Shea
Communications	Zel McFadden
Race Chairman	Harvey Henneman
Turn Marshal	Don Jackson
Grid Marshal	Russ Graham
Pit Marshal	John Barnum
Tech. Inspector	Larry Stopper
Scorer/Timer	Dottie Pendleton
Registrar	Jennie Van Horn
Worker Registrar	Joyce Erickson
Competition Board Chairman	Ken Thomson
Course Marshal	Bob Bennett



AUTO PARTS **BALANCING**
COMPLETE MACHINE SHOP
MAGNAFLUX - CRANKSHAFT GRINDING

PARKY NALL PRECISION ENGINES

ENGINE DYNO

8216 NE SACRAMENTO
 PORTLAND, OREGON 97220
 PHONE (503) 255-5480



OF PORTLAND,
 EUGENE, SEATTLE
Parts for all Imported Cars



When it comes to carburetors, all around the world one name leads the pack. Webers. Free-breathing, trouble free, meticulously crafted of the finest materials. Webers for years have been standard equipment on the world's hottest, most expensive sports cars—Ferrari... Maserati... Alfa Romeo. Yet Webers have not been available for use on many sports cars because of special manifold requirements. Now, that's all changed... with special Weber-manifold combination units specially designed for many of the most popular sports cars. Austin-Healey, Cortina, Datsun, Jaguar, MG, Sunbeam, Triumph, Toyota, VW and Volvo. Bolt on a set of Webers and discover the power you've been missing! From \$134.50.

1111 N.W. 16th Ave.
 Portland, Oregon 97209 (503) 226-4363

BARBOUR'S MINI-CLINIC



FOREIGN AUTO REPAIR
 B.M.C. Competition Parts & Accessories

Phone 222-4944

1626 NW Thurman, Portland

RACING TIRES

FIRESTONE - CONTINENTAL - RACEMASTER
 BRIDGESTONE RACING

Pure Stock - Cheater Slicks - Drag Slicks -
 Oval Slicks - Inglewood Pos-A-Traction -
 Stock Car Special - Recapping & Retreading

1706 E. Burnside, Portland
 233-5979 **TIRE DISTRIBUTORS INC.**



CITY OF PORTLAND
OREGON

June, 1971



GREETINGS!

This is a significant week for Portland. We now have a completely redesigned and reconstructed facility for drag racing and road racing. This facility is fine enough to make our city potentially one of the auto racing centers of the entire United States.

This was a massive program, done in a minimum of time. It was possible because of the cooperation between the Rose Festival organization and the city government.

This office has always been enthusiastic about developing a first-quality auto racing program. It is personally gratifying to me to see this program advanced so far in a single season.

I believe there is a larger lesson for us all. Our key to improvement lies in working together for our common objectives. Let us air out honest differences of opinion as a means to mutual understanding. Then, when we agree on goals, let us profit by closing ranks and working together.



Terry D. Schrunk
MAYOR

DATSUN



Heinrich Datsun GMC

"OREGON'S OLDEST AND 'GOODEST'"

648-6681

767 S.W. BASELINE

HILLSBORO

Compliments of

*Randall Construction Co.
Inc.*

SPONSOR of GORDON HOOK
Driver of F/F Lotus No. 21
in the Oregon Grand Prix

234-9587

6022 S.E. Milwaukie Ave.
Portland, Ore. 97202

COLUMBIANKNIT, INC.

1847 E. BURNSIDE STREET
PORTLAND, OREGON 97214



Knit Shirts - Sweaters - Sweater Shirts
Long & Short Sleeves - Polyester Slacks & Tops

AT ALL LEADING STORES THROUGHOUT
THE NORTHWEST Phone 233-4477



PORTLAND ROSE FESTIVAL ASSOCIATION

10 SOUTHWEST ASH STREET - PORTLAND, OREGON 97204 - PHONE 227-2681



WELCOME RACE FANS!

It is with great pleasure that the Rose Festival salutes the formal opening of this completely rebuilt auto racing facility.

It was a privilege for us to have secured financing for these improvements on the city's plant. We believe auto racing will continue to grow in popular appeal and we can soon lean support to further improvements.

The Festival's purpose remains the same. It is designed to let people have fun. Our improved auto racing track is one gratifying sign of our progress in that direction.

This new facility is symbolic, we believe, of the spirit of change in the Rose Festival. The Festival, like all our institutions, must move with the times. We are doing so.



Webb Harrington

Webb Harrington, President
Portland Rose Festival Assn.

ROAD RACING IS *DANGEROUS!*

Undeniably, motor racing is dangerous. Despite this, racing as you will see it this week end has an enviable safety record. A good portion of this is due to the natural good sense of the American public. We'll need their help again this week end.

Just because you were fleet afoot as a child, don't think you can outrun one of these short fused bombs traveling better than 100 mph. There's not anyone who can. So take the following rules to heart, they are designed for your safety.

IN CASE OF AN ACCIDENT, STAY PUT. Chances are you aren't going to be able to do anything but confuse an already bad situation, and make things even more difficult for everyone concerned.

STAY AWAY FROM THE HAY BALES. They were put there because experts felt that was where a car going wild would hit. Don't try to prove the experts wrong the hard way.

KEEP ALL PETS ON LEASHES. Or, better still, leave them behind. They present a constant hazard and usually don't give a hang about sports car racing anyhow.

KEEP CHILDREN UNDER CONSTANT SUPERVISION. Youngsters can slip away and out onto the track, ruining the weekend's pleasure for everyone and bringing a lifetime of remorse to a loving but careless parent.

DON'T TRY TO CROSS THE TRACK. At least, you are exposing yourself to arrest. And you may be tempting a quick and painful and final end to your day's spectating. This is a point that will be stressed this week end.

DON'T SCATTER REFUSE AROUND THE AREA. The wind may blow it onto the course, momentarily blinding one of the competitors.

PLEASE COMPLY WITH ALL INSTRUCTIONS FROM OFFICIALS. They have a reason for their requests and their reasons are based on experience. Motor racing is dangerous.



guide.....

flags that may be
used this weekend



WHITE
Emergency
vehicle on course.



BLACK
Stop at the pits.



YELLOW
Caution hold
your position.



BLUE
You are being
overtaken. Give way.



RED
The race has
been stopped.



**RED &
YELLOW STRIPES**
Oil on course.



CHECKERED
You have finished
the race.



GREEN
The course is clear.
Start racing.



Electronic Anti-pollution Engine Economizer

(NOT A GIMMICK VOLTAGE BOOSTER, NOT A SPARK INTENSIFIER)

A money-back guaranteed electronic device adapted to your 4 to 12 cycle gas engine distributor system. It will increase miles per gallon and save money in operation and maintenance, increase power, reduce air pollution. Installed in 5 minutes. Visit the PASER MAGNUM BOOTH today. Stop by the RALLY CENTER, 520 E. Burnside, Portland, or write G2P2 Inc., PO Box..... Portland, Oregon 97212.

OREGON REGION

SPORTS CAR CLUB OF AMERICA, INC.
P.O. BOX 4444 • PORTLAND, OREGON 97208



REGIONAL EXECUTIVE:
Michael Parker

Oregon Region, Sports Car Club of America, is proud to again associate with the Portland Rose Festival Association in presenting the 1971 Rose Cup Road Races. This marks the first racing event conducted on the newly designed and constructed road circuit.

The points earned by drivers at this weekend's events count toward qualifying for the SCCA National Championships held in November at Road Atlanta in Georgia.

You will be watching several national champions, some of them local, competing in today's races. These champions have earned their titles in competition against the best drivers in America.

The popularity of the Rose Cup Races draws top competitors from all over the western United States.

New spectator areas at the western end of the circuit now afford a chance to view the action on the challenging back section of turns 1 through 5.

Oregon Region, SCCA, offers its sincere thanks to the Portland Rose Festival Association, Mayor Terry Shrunk, and Superintendent of Parks Harry Buckley, who made this facility possible.

This year's cars will be faster, the circuit more challenging, and we hope all this adds to your excitement and enjoyment.

Michael Parker
Regional Executive
Oregon Region, SCCA





U.S. Bank automatic savings can change your life

By helping you have money when you need it. Tell us how much you want to save. We'll take that amount from your checking account and put it in your savings account. Automatically. Open an automatic savings account at any U.S. Bank branch. And start saving for a change.



United States National Bank of Oregon
MEMBER F.D.I.C.

MILWAUKIE YAMAHA



SALES — SERVICE — PARTS

Owners: Denny Pillar and Duane Wylder
14428 S.E. McLoughlin Phone 659-4334
(1/2 mile south of the Bomber)

Sir Ashby's Auto Imports

"Import car care is our only business."



COMPLETE REPAIR
Major or Minor

IMPORTED CARS

288-7421 Portland
5222 NE Sacramento

Factory trained Specialists for
Volkswagen — Fiat — BMC — Volvo
Datsun — Triumph — Rootes Group

PORTLAND ROSE FESTIVAL ASSOCIATION

10 SOUTHWEST ASH STREET - PORTLAND, OREGON 97204 - PHONE 227-2681



Welcome to the new West Delta Park Race Track. The Rose Festival Association is indeed proud to have been a part of this the first stage of what we hope will be the development of one of the country's finest racing plants.

We realize that the spectator amenities are not yet all they might be but bear with us. This project is indeed a "low budget" one and is being undertaken by a non-profit organization. We are moving as fast as possible. The ultimate facility we envision will depend entirely upon the support you as patrons provide. Our goal is simply to provide a facility capable of attracting the finest possible major racing events for your enjoyment.

I'd like to thank all those who have worked with us during the last few months including Mayor Terry Schrunk, Commissioner Francis Ivancie; Harry Buckley, Superintendent of Parks; and Michael Parker, Regional Executive, Sports Car Club of America.

ENJOY THE RACES!

Robert Ames
Director, Rose Festival Association
Chairman Rose Cup Sports Car Races



The Uncola

Made to go the colas one better. Fresh. Clean. Crisp. Never too sweet. Everything a cola's got and more besides. 7UP...

The Un
and only



Custom Auto Repair



Quality Body and Fender Painting— Foreign Car Specialist.
Phone Orville Crull at 659-3128
12780 S.E. McLoughlin Blvd., Portland, Ore.

A A Ambulance Service



PORTLAND & METROPOLITAN AREAS
3 LOCATIONS
NORTH - SOUTH - EAST - WEST

EVELYN CONNER, R.N.
OWNER and OPERATOR

282-2232

AFTER THE RACES, DROP OVER TO THE

Ponderosa Lounge

TO DINE AND DANCE



Live Entertainment after 5:00 p.m.

J. J. Jones Band 9-2:30 p.m.

Located across the street from Jubitz Truck Stop

10310 N. Vancouver Way Phone 285-9191

John's Westside



IMPORT AUTO WRECKING

John, a British Man at heart, will pay top prices for foreign wrecks...he just can't stand to see them go. You'll find many services available: a selection of rebuildable imports, installation, and any mechanical part--quickly located through Import's Parts Locator Service. New, used or rebuilt, John has ALL MAKES OF IMPORTS AND ALL MAKES OF AUTOS AND TRUCKS.

227-3739

NEW ADDRESS:

4135 N.W. St. Helen's Road

1 Mile North of Montgomery Wards
Portland, Oregon

Today's Races

The 1971 Rose Cup Races, an official Festival event sponsored by the Portland Rose Festival Association, consist of a full two-day program as a part of the Sports Car Club of America's National Championship series. This is the second such event in the SCCA's North Pacific Division during 1971. Another is scheduled for September 11-12 at this same circuit. In all, a total of six such National Championship programs will be presented throughout NORPACDIV, which includes Northern California, Oregon and Washington.

In the National series, drivers earn points (as well as manufacturers' prize money) toward qualifying for the American Road Race of Champions, the final National Championship event held annually during Thanksgiving week at Road Atlanta near Gainesville, Georgia.

Although the season is still young, competition is fierce, as only the top three in each class from each of the seven SCCA geographical divisions will receive firm invitations to Road Atlanta.

Oregon has had its share of National Champions. Some of them are here today, as well as those from other Regions. Last year's Rose Cup feature race winner, Californian Milt Minter, is a two-time champion. Salem's Mike Eyerly, Jack Scoville of Corvallis, Bill Pendleton of Eugene, and Allan Lader of Gresham have all earned SCCA National Championships.

Many top-flight professionals, the superstars of the auto racing world, earned their spurs by first becoming National SCCA Champions before turning to the SCCA Canadian Challenge Cup series, the SCCA TransAm Sedan Championship, the SCCA Continental Championship for Formula cars, or other high-paying racing pursuits. Included in this category are Roger Penske, Mark Donahue, the late Jerry Titus, Milton Minter, Dr. Richard Thompson, Scooter Patrick, the late Walter Hansgen, Phil Hill, Ron Grable, and Briggs Cunningham.

SCCA National Championship racing, the "Olympics of Motor Sports," provides spectators a view of the stars of today and tomorrow.

Today's races will go far toward determining the 1971 National Champions. With only one event completed, the list of standings below is understandably brief. But keep your eyes on those listed. You'll hear from them again. Abbreviations: SF - San Francisco Region, NW - Northwest Region, ORE - Oregon Regions. * Indicates points total includes points earned out of driver's home division.

National Championship Point Standing May 9, 1971 North Pacific Division, SCCA

A PRODUCTION

Herb Caplan, Corvette, SF - 9

B PRODUCTION

Jerry Fiorito, Corvette, NW - 9

C PRODUCTION

Todd Webb, Porsche, ORE - 9

D PRODUCTION

Ray Kaehler, Datsun, ORE - 9
Gerald Murch, Datsun, ORE - 6
Norm McCary, Lotus, SF - 4*

E PRODUCTION

Scott Taylor, Porsche, NW - 9
Charles Forge, Porsche, SF - 6
Wes McNay, MGB, SF - 6*
Steve Lihves, MGA, SF - 4*

F PRODUCTION

John Woodner, MG Midget, SF - 15*
John Howard, Spitfire, SF - 10*
Jim Hensel, Datsun, SF - 4

G PRODUCTION

Tom Tuttle, Midget, SF - 15*
Marshall Meyer, Spitfire, SF - 15*
John Schuberg, Sprite, NW - 4

John Toran, Spitfire, ORE - 3*
John Harris, Spitfire, ORE - 2
Harry Swanson, Alfa, NW - 1

H PRODUCTION

Myles Winbigler, Sprite, NW - 9
John Mahall, Sprite, SF - 8*
George Yelland, Sprite, NW - 6

A SPORTS RACING

Dick Losk, McLaren, NW - 9
Gregg Peterson, McLaren, SF - 6*

B SPORTS RACING

Leon Robertson, Lotus, SF - 9*

D SPORTS RACING

Jan La Bell, Genie, NW - 6
Jerry Pacheco, SR Saab, SF 2*

A SEDAN

Max Dudley, Camaro, NW - 9
Stan Bennett, Camaro, ORE - 4

B SEDAN

Richard Gordon, Volvo, ORE - 9
John O'Malley, Alfa GTA, SF - 9*
Norm Matovich, Fiat, NW - 6
Phil Boersig, Datsun, NW - 4
Austin Walther, Cortina, SF - 2*

C SEDAN

Jim Maddin, Lancia, NW - 9

FORMULA A

Lew Florence, Lola, NW - 9
Merle Brennan, McLaren, SF - 9*
Ken Hamilton, Eisert, NW - 6

FORMULA B

Al Lader, Brabham, ORE - 15*
Ernie Haze, Brabham, SF - 4*
John Ransom, Brabham, ORE - 3

FORMULA C

Ron Southern, Brabham, SF - 6*

FORMULA FORD

Gerald Parker, Titan, NW - 9
Dan Odenborg, Lola, NW - 4
Pete Swan, Lotus, SF - 4*
James Kalie, Titan, NW - 2
Jack Scher, Titan, NW - 1

FORMULA VEE

Don Pepperdene, Leech, SF - 17*
Bill Hoyer, Lynx, NW - 9
Jerry Anderson, Zink, ORE - 4
Jerry Demele, Crusader, SF - 4*
Bob Klingler, Crusader, SF - 2
Bruce Belcher, Autodynamics, SF - 1

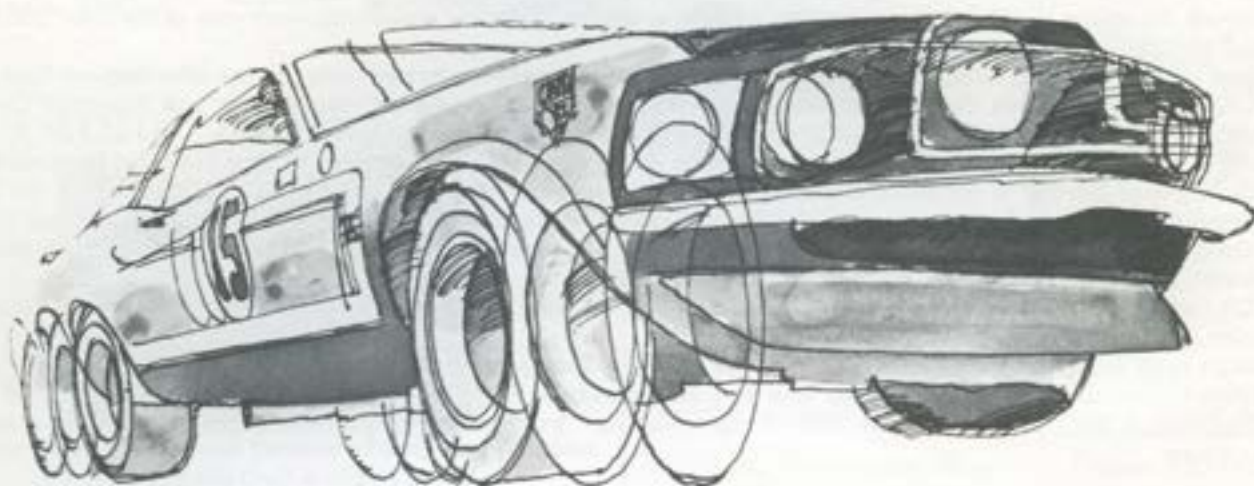


Castrol **GTX**

Global Favorite, Hits U.S. Market

Distributor for Oregon:
CORNELL OIL & SUPPLY
14612 S.W. Walker Rd.,
Beaverton, Oregon

Distributor for Washington:
LUBRICANTS, INC.
3417 South 54th
Tacoma, Washington



Milt Erickson REALTY



LIST WITH US FOR ACTION
HOMES - ACREAGES -
COMMERCIAL - TRADES

665-1106
820 E. Powell
Gresham, Oregon

POPPERS SUPPLY CO.

Supplies for HOME PARTIES
& FUND RAISING EVENTS

- * Popcorn * Carmel candy
- * Candy * Paper supplies
- * Punch * Cotton candy
- * Sno Cones * Carmelcorn

234-0577
340 S.E. 7th AVENUE



LOW
COMMERCIAL
RATES

AIR
CONDITIONED
ROOMS

COLOR TV

287-1149
3971 N. Interstate Ave.



Telephone Answering



24 HOURS A DAY!

- * Direct line extensions
- * Desk space available—we act as business or branch
- * Copier service
- * Space for 2-way radios
- * Wake-up Service

Business Men's Telephone Exchange

PHONE 222-1327
Oregon Pioneer Building
320 S.W. Stark, Portland

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 bodies, stock powered passenger cars capable of seating four persons by the manufacturers intent. Under 1971 rules, these machines are classified on a horsepower to weight formula, and included are cars with engines ranging from 1438cc to 2500cc. Honors in the past have been split among the Ford Cortina, Porsche 911 (no longer classed as a sedan), Alfa Romeo GTA, and Volvo. This year, domestic makes such as the Ford Pinto and Chevrolet Vega are in B Sedan, so anything can happen.

A and B PRODUCTION

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

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



Photo by Bob Ames



Photo by 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

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



Photo by Bob Ames

D PRODUCTION

This class was mostly a runaway for Triumph TR4s and TR4As for years, with an occasional Alfa, MGB, or Porsche 911 sneaking in. Then came the Datsuns and for the past two years it's been a Datsun 2000 show, with Oregon's Jack Scoville winning the national title in his No. 61 car in 1969. An identical machine repeated for Datsun in 1970. This year, the Triumph GT6 plus may afford some real competition, having dropped down a class. Look for Lotus Super 7s, Elvas and Healeys in this class 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 by Bob Ames



Photo by Bob Ames

E PRODUCTION

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

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.

A new class, Super Vee, was created last year, permitting greater latitude in engine preparation and frame construction. The SVs are now turning speeds to match Formula B cars, and a number of professional races for class have been scheduled for 1971. Only a few have appeared in NORPACDIV so far, but look for more soon.



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.



G and H PRODUCTION

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

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

FORMULA FORD

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

The Formula Ford is classed as a single seat racing car, open wheel, using a 1600cc crossflow engine. Originally restricted to the powerplant from the English Ford Cortina, 1971 rules permit a choice of Cortina, Capri, or Pinto engines. Stock wheels must be used and chassis design is basically unrestricted, but engine preparation, as in Formula Vee, is highly restricted, with specified cams, pistons, rods, etc.

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



FOREIGN



PARTS



POSITIVELY



FOREIGN CAR

Parts—Accessories—Service
For the Enthusiast
Open Saturdays
4618 SW Beav.—Hills, Hwy

ACCESSORY

**NECESSITY
SERVICE**

246-8207

insurance for
AFL
industry

PIT STOP TAVERN

KEITH & GLADYS ARMSTRONG

11475 S.E. 82nd Ave.
Portland, Oregon

INDUSTRIAL UPHOLSTERY

Over 10 years experience
Distributors for
Bostrom & Industrial Seats
* Trucks * Tractors
* Industrial Equipment
SEATS - SALES & REPAIR
Phone 288-7406, Portland
2017 N. Williams
(2 blks. N. of Broadway)

BERTSCH MOBIL SERVICE



288-1114

33rd and
N.E. KILLINGSWORTH

CHECK POINT

MOTORS, L.T.D.
Foreign Car Repair



Volkswagen & Formula Vee
Specialists - Coming soon...
C.P.M. Formula Vee race cars
1661 NE Forsythe Rd. - Bob
Oregon City 655-2321

**COLE,
CLARK &
CUNNINGHAM**



224-9700 222 S.W. 4th
Portland, Oregon 97204

Oregon Road Racing Started In 1905!

By Bob Mead

The 1955 Tillamook Road Race was billed as the "first road race to be held in Oregon". That event was staged by the Four Cylinder Sports Car Club of Oregon - now known to all as Cascade Sports Car Club. This event should have been tagged the "first 'sports car' race to be held in Oregon" as road and automobile racing in Oregon dates as far back as 1905.

It was in 1905 that the first auto race was held in Oregon. A group of enthusiasts made the run from Portland to Gresham and back....and it only took them a day. In that same year Dwight Huss arrived in Portland in a 1903 Oldsmobile to win the 1st transcontinental race for automobiles 44 days after leaving New York. Also noteworthy in 1905 was the formation of the "Portland Automobile Club" by a group of Portland auto buffs.

In 1907 a world's speed record was set at Portland's now extinct Irvington race track by William Wallace. The Portland Automobile Club also staged the state's first endurance run made from Portland to Salem and back. Over 40 automobiles were entered in that event.

Most of us think of the annual "Rose Cup" event as a rather new feature to the Rose Festival but in 1909 the Rose Festival Association featured a first-ever Nationally sanctioned road race which began at East Division Street near the present Russellville School and the course ran to Gresham and the finish was at Stark Street in Portland. Winners of this event received points toward a National Championship.

A new record was set in 1913 when F.C. Riggs drove a Packard from Portland to San Francisco in 36 hours and one minute.

The foreign car is not new to the Oregon scene. In 1912 Portland received it's first fleet of cabbies..... Fiats.

As you can see Auto racing in Oregon has been with us for some time. The 1955 Tillamook event was only an important milestone. In researching the subject some rather interesting facts were turned up regarding the State's automotive history.

It was Henry Wenne of Portland who, in 1899, became the first automobile owner of Oregon. That first horseless carriage was a Locomobile. Wenne topped that off with many firsts to the state: the first Reo; first Oldsmobile; first Thomas Flyer and the first Pierce Arrow.



The first auto constructed in Oregon was built in 1902 by W.S. Richards of Albany. Richard's speedster topped out at a rapid 12 mph.

In 1903 Otto Wilson brought Salem's first car to town, an Oldsmobile, and in the same year E.H. Ingham introduced the first automobile to Eugene.

Sooner or later "free" motoring had to come to an end and Oregon's 1905 Legislature established a law to regulate motor cars on county roads. A \$3.00 fee for registration started the ball rolling towards our present license system. The first Oregon resident to register an automobile in Oregon was Helms Thompson of Eugene.

It was 1907 when the City of Portland staged it's first auto parade for the annual baseball opener.

In 1909 Portland put on the state's first auto show in the Portland Armory and the state's first "stop" street was at 20th and East Morrison and the first no-left was at the end of the Morrison Street bridge.

In 1910 Eugene received it's first carload of autos....Ramblers.

1911 was the year the license law was passed by the legislature.

In 1913 the Oregon State Highway Department was established and in 1917 it became the State Highway Commission.

In 1956 the "Second Annual Tillamook Road Race" was staged. This event was sponsored by the Cascade Sports Car Club and Pacific Sports Car Road Races Inc. and sanctioned by the Northwest Region, Sports Car Club of America. Entered in the 1956 event were such ancient drivers as: Wade Carter in an MGTB; Jack Scoville in an Alfa Romeo Giulietta; Harry Eyerly in a Corvette and a Crosley Special; L.C. Thomas in a E.P. TR2; Bob Hyrd in a C/P Jaguar XK120M. On the race official list we found some familiar faces: Cal Watson, Tech Inspector; Mrs. Harry Eyerly, Chief Scorer; Chickie Bucholz; Gary Long, Corner Marshal; Terry Bucholz, Assistant Crowd Control; Jim Patterson, Corner Marshal and Governor Elmo Smith who was the guest of honor.

Since 1956 it's been the Sand Prix, Loyalty Days, Oregon Grand Prix, Newport, OIR, Delta Park and all of the many organizations and events which have contributed so much to the automotive sport in Oregon. We can be proud of the fact that we are all playing an important part in the history of auto racing in Oregon and the Oregon Region SCCA can go down in the books as one of the greatest contributors to the sport of auto racing in the State's history.



Two fine homes to serve you:

**INGLESIDE HOME
FOR THE AGED**
663-4211 Gresham

**HACIENDA
HOME for the AGED**
283-2852 Portland

- 24-HOUR NURSING
- DOCTOR ON CALL
- MODERATE RATES
- SPECIAL DIETS
- FIRE ALARM SYSTEM



Complete Auto Service & Repair
665-9668
57 W. Powell Gresham, Ore.

KOLDKIST ICE

BLOCK OR COCKTAIL

Phone 284-1511
1539 N.E. 37th Ave., Portland



*Sales and
Service*
**RCA
Zenith**

Phone 285-1626
6413 N. Interstate Ave.
Portland, Oregon 97217



FINEST SERVICE ANYWHERE

- * Lube * Repairs * Tires
 - * Batteries * Accessories
- 253-5552

Corner East Burnside & 2nd



STEAKS & BARBECUED RIBS
Live Music Fri. - Sat. & Sun.
Cocktail Lounge
Closed Monday Nights - 6:00 P.M.
Phone 289-9554
Centennial Way - Minnesota Freeway
to North Marine Dr. West Exit

1971 PRODUCTION CATEGORY CLASSIFICATION

CLASS A

Abarth Simca 2000
 AMX Sports Coupe 390 thru 1969
 AMX Sports Coupe 360 1970
 AMX Sports Coupe 390 1970
 Cobra 427
 Corvette Sting Ray 396
 Corvette Sting Ray 427 thru 1967
 Corvette Sting Ray Roadster & Coupe 427, 1968, 1969
 Corvette Sting Ray Roadster & Coupe 350, 1970, 1971
 Corvette Sting Ray Roadster & Coupe 454, 1970, 1971
 Ford Boss 429 Mustang, 1969, 1970
 Griffith 200
 Porsche GT5/904
 Shelby GT 500 thru 1967
 Shelby GT 500 1969 Coupe

CLASS B

AMX Sports Coupe 290 thru 1969
 AMX Sports Coupe 343 thru 1969
 Cobra 289
 Corvette 283
 Corvette 327
 Corvette Sting Ray 327 thru 1967
 Corvette Sting Ray Roadster 327 1968
 Corvette Sting Ray Roadster & Coupe 350 1969
 Ferrari 275 GTB
 Ferrari 250 GT-SWB
 Porsche 911E Coupe/Targa Cabriolet 1969
 Porsche 911S Coupe/Targa Cabriolet 1969
 Porsche 911E Coupe/Targa Cabriolet 1970, 1971
 Porsche 911S Coupe/Targa Cabriolet 1970, 1971
 Porsche 914/6 GT 1970, 1971
 Shelby GT 350 thru 1966
 Shelby GT 350 1-4V 1967
 Shelby Cobra GT 350 Coupe 1969

CLASS C

Alfa Romeo Giulia TZ
 Datsun SRL 311U (Nikuni)
 Datsun 240Z Sports (Hitachi & Nikuni) thru 1971
 *Jaguar E 3.8 & 4.2
 Lotus Elan thru S-4 (Roadster, Coupe & Drophead)
 Lotus Elan Plus Two
 Lotus Seven Series Four
 MGC, MGC GT
 Morgan Super Sports
 Porsche Carrera 1500, 1600
 Porsche 911, 911S, 911L (coupes) thru 1968
 Porsche 911T, Coupe/Targa Cabriolet 1969
 Porsche 911T Coupe/Targa Cabriolet 1970, 1971
 Porsche 914/6 thru 1971
 Sunbeam Tiger 260
 Triumph TR-5, TR-250
 Triumph TR-6 thru 1971

CLASS D

AC Bristol
 Alfa Romeo Duetto 1750 thru 1971
 Austin Healey 3000
 Daimler SP-250
 Datsun SRL 311U (Hitachi)
 Elva MK III 1800 & MK IV 1800
 Elva MK IV T 1800
 Jaguar XK 120, 140, 150
 Lotus Super Seven
 Lotus Europa MK 46, 54 (65)
 *Triumph GT-6 & GT-6 Plus
 Triumph GT-6 Mark III
 Triumph TR-4
 Triumph TR-4A IRS
 Turner Climax
 TVR MK III 1800
 Yenko Stinger
 Yenko Stinger Mark II (provisional)

CLASS E

Alfa Romeo Duetto 1600
 Alfa Romeo Giulia Spider Veloce 1600
 Alfa Romeo Giulia GT & GTC
 Alfa Romeo Giulia Sprint Speciale
 Austin Healey 100-6
 Elva Mark IV T Ford
 Elva Mark I, II, III, 1622
 Elva Mark IV 1622
 Fiat 124 Sport Spider 1600 (2 carb)
 Lotus Elite
 MGB, MGB GT
 Morgan +4
 Opel GT 1900 thru 1971
 Porsche 912 thru 1968 - Coupe
 Porsche 912 Coupe/Targa Cabriolet 1969
 Porsche 914/4 thru 1971
 Porsche 356c/1600 SC & 356 B Super 90
 Porsche 356 1500/1600 A, B, C
 *Saab Sonnet V-4
 Triumph TR-2, 3, 3A, 48
 Turner 1500
 TVR MK III 1622
 TVR/Vixen 1600 Ford
 Volvo 1800 (1900cc) 1969, 1800E 1970, 1971 (provisional)

CLASS F

Alfa Romeo Giulietta Super 1300
 Alfa Romeo Giulietta Sprint Speciale and Zagato
 Alfa Romeo Giulia Sprint & Spider 1600
 Alfa Romeo Spider 1300 Junior
 Alfa Romeo Junior Z
 Alpine A100 1100
 Austin Healey 100-4
 Austin Healey Sprite 1275
 Datsun SPL 311 & SPL 311U
 Fiat 124 Sport Spider thru 1970, 1600 - 1971 (one carb)
 Fiat Abarth OT 1300/124 Coupe
 Lotus 7 & 7 America
 MGA 1500, 1600, 1622
 MGA Twin Cam
 MG Midget 1275
 Morgan 4/4 MK V
 Sunbeam Alpine
 Triumph Spitfire MK III thru 1970
 Triumph Spitfire MK IV
 Volvo P 1800 S (1700cc)

CLASS G

Alfa Romeo Sprint & Spider 1300
 Alpine A-108-1000
 Austin Healey Sprite 1100, AN8 (1100)
 Datsun SPL 310U
 Fiat Abarth OTS 1000 Coupe
 Fiat Abarth OT 1000 Spider
 Fiat Abarth 1000 Pushrod
 Honda S800
 Matra
 MG Midget AN2, AN3
 OTAS 1000 Gran Prix (provisional)
 Porsche 1300
 Rene Bonnet CRB
 Triumph Spitfire MK I & II
 Turner 950S

CLASS H

Austin Healey Sprite 948 MK I & II
 Fiat 850 Spider, Racer, thru 1971
 Fiat 1200 Spider
 Fiat Abarth 850S, 750GT, 750MM
 Honda S600
 MG Midget 948
 MGTC, TD, TF 1250
 MG TF - 1500
 Morgan 4/4 MK IV
 Opel GT 1100 thru 1971
 OTAS 820 Gran Prix (provisional)

Italics - new models
 * - Class Change

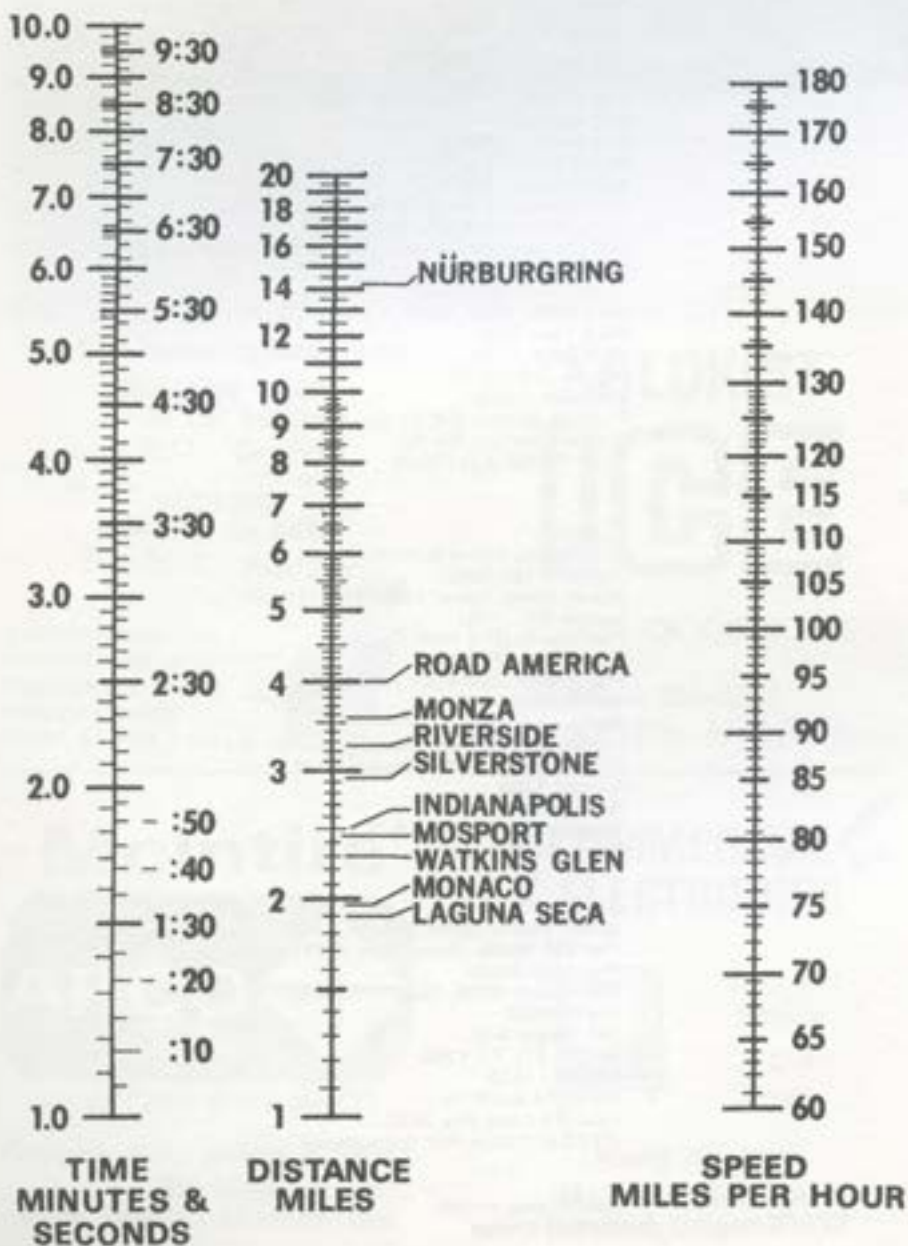
FIGURING LAP SPEEDS

The new circuit at West Delta Park was designed at a length of 1.91 miles. Length of the track is calculated by following the center line thereof. We offer the following highly accurate means of calculating lap speeds, utilizing the graph and instructions below, courtesy ROAD & TRACK.

Of course, if you have a slide rule and know how to use it, you won't need the chart. But for those who've never mastered the slipstick, you can have average lap time at any circuit, including Delta Park, by using the R & T graph.

It's use is very simple: By laying a straight edge across the lap time and circuit length the average lap speed can be read on the MPH scale. In the event someone laps Delta Park at less than 1 minute (highly unlikely), you'd be off scale. Never mind, simply double the time and distance and the answer will be the same on the MPH scale.

R & T says the chart is only slightly less accurate than a slide-rule—but what it lacks in accuracy it makes up in speed, simplicity and low cost. And you can pencil in your favorite tracks at the appropriate place on the center scale.



HAVE A HEADACHE THAT JUST WON'T QUIT?

Sometimes icepacks and aspirin don't help because they treat the effect — not the cause. Nervous tension is the culprit. Relieve it with expert hand massage — for men and women — a vapor bath or a Jacuzzi whirlpool bath. Come to the EXPERTS for treatment of nervous tension and muscle spasm.

BELMONT 29

2908 S. E. Belmont 236-9437



Tires - Batteries - Accessories
FREE Pick-up and Delivery
Expert Lubrication
S & H Green Stamps
644-4605 120 N.W. Murray Rd.



- ANYWHERE - 1 or 10,000
Commercial and Residential

Licensed and Insured
Phone 654-3246
12810 S.E. 31st, Milwaukie

June 1971

Future Improvements Slated For Racing Complex

From the competitors' standpoint, the West Delta Park road racing circuit this year represents at least 100% improvement. This superb road racing circuit was designed by Michael Parker, Portland Landscape Architect. Parker is acknowledged as one of the two qualified circuit designers in the world.

Elsewhere in this program, acknowledgement is made by those involved in refurbishing the plant, an undertaking which demanded a tremendous amount of time and effort on the part of many individuals and organizations. Each would be quick to agree that additional and continuing improvements will be necessary in order to place Portland firmly on the national drag and road racing map. And, such improvements are planned.

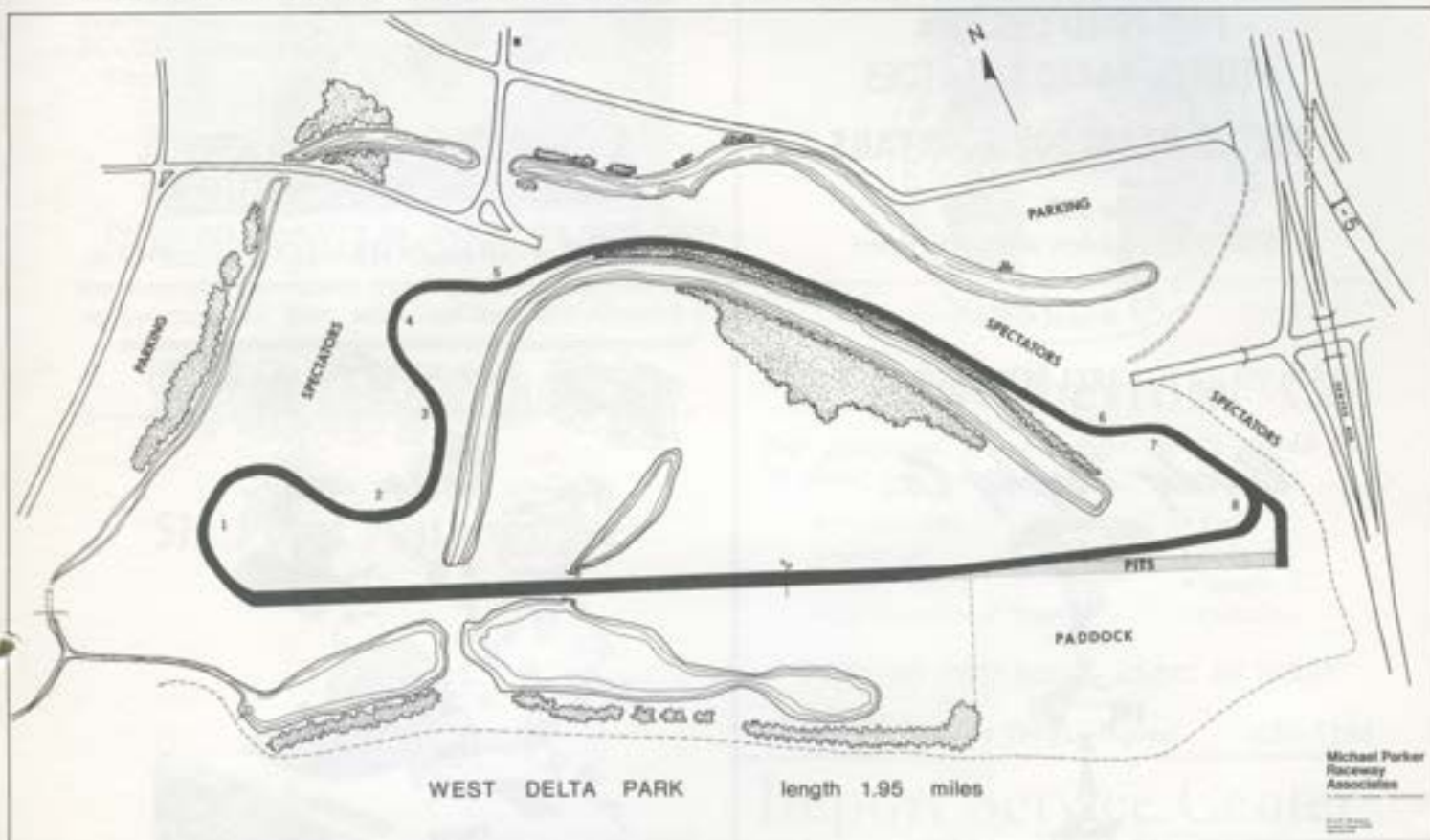
Within a year or two, that section of the circuit along the slough (Victory Ave.) must be vacated for public use.

Prior to that time, the final course design and construction will be completed.

Looking at the course diagram below, envision what the final circuit will look like. A new Turn 1 will begin much earlier, and sweep off to the right. After Turn 2, the circuit will cross the slough and then run this year's new section in reverse. After returning to the end of the drag strip, the circuit will take off toward the dike behind the present paddock area. The entire dike along the South boundary will be developed into a spectator area, and from the top, the entire course will be in view.

Also planned are permanent rest rooms, convenient concession stands, garage and warehouse areas, and all the facilities that make up a first class racing circuit.

The public's support of racing events at West Delta Park will help assure early completion of these plans.



NORTHWEST LARGEST SUPPLIER OF RENTAL SOUND EQUIPMENT



Rose City Sound

(503) 236-4876

We have the Equipment and experience
to make your show a success
Indoor or Outdoor
50 or 50,000 People

Distributors for:

Atlas
Shure
Electrovoice
Precision
and many more



CONTINENTAL PARTS, INC.

2500 S.E. HAWTHORNE BLVD.

233-5414

SPEED EQUIPMENT & ACCESSORIES

FOR VOLKSWAGENS

(Complete Line of Stock Parts Also)

STATE WIDE DISTRIBUTOR FOR:

DEANO'S DYNO-SOARS-SCAT & EMPI

Two Stores to Serve You:

Portland: Continental Parts, Inc.

Eugene: 814 Pacific Hwy. North

Phone: 689-2523



- Parts for 200 + H.P. Engines
- Dune Buggy Bodies & Flared Fenders
- Webers, Cams & Exhausts
- Over 700 Custom items in stock

MILTON & OSCAR'S

BROILED STEAKS—CHAR GLO BURGERS

PAN FRIED CHICKEN

STUFFED BAKED POTATOES

HICCUP ROOM FOR COCKTAILS

Phone 287-6347

5700 N.E. Union Ave., Portland

DUNECYCLE of PORTLAND



CALL FOR A DEMONSTRATION 284-3686

SUPPLYING THE 1971 ROSE CUP TROPHIES

Bardy Trophy Co.



AUTO TROPHY SPECIALISTS

1440 N.E. Broadway
Portland, Oregon
(503) 282-7787

Tom Cooper Motor Co.



hand selected pre-owned "cherries"

The 1971 American Road Race of Champions

All year long, thousands of SCAA drivers compete in National Championship events across the nation for the right to race at the American Road Race of Champions. This event, which sports writers have dubbed "The Olympics of Auto Racing," is where the final championships are decided, and in 1971 will be held at Road Atlanta, Atlanta, Georgia.

Many drivers at today's Rose Cup races will be at Road Atlanta.

To be eligible, drivers must have earned a national competition license, which is issued to any driver applying who has competed in four regional events within a two-year period. Nationally licensed drivers compete on the SCCA national championship circuit, which consists of a series of events awarding points toward titles in each of SCCA's seven geographical divisions.

These divisions are:

Northeast	Southwest
Southeast	Northern Pacific
Central	Southern Pacific
Midwest	

Points are awarded in each of the class races on a finishing position basis of 9-6-4-3-2-1 for the first six positions. Drivers may compete in as many races as they wish, but they are allowed to

count points in only six races. Points they earn in races outside their own division may be earned too, but only two "out of division" races are allowed to count.

There are 22 racing classes and seven divisions, adding up to a total of 154 national class champions. These national champs, the runner-up and third-place drivers—a total of 462 of them—are the competitors invited to the ARRC at the end of each season.

Thus, the ARRC brings together the most competitive drivers in each racing class from every corner of the nation, each to race in events for their class of car—and the result is the most exciting road racing action seen anywhere in 1971.



SPORTS & COMPETITION CARS

IMPORTS - DOMESTIC

DAN HALL'S Six Point Automotive



TUNE-UP SPECIALISTS
COMPLETE MACHINE SHOP
COMPETITION ENGINE BUILDING
DYNAMOMETER SERVICE

Phone 289-5015

1831 N. Killingsworth, Portland, Oregon 97217

June 1971

Knauss Chevrolet Co.

Our courteous, friendly sales people would like to show you our fine selection:

- Monte Carlo
- Chevrolet
- Chevy Trucks
- OK Used Cars & Trucks
- Vega
- Nova
- Camaro
- Chevelle



"PUTTING YOU FIRST KEEPS US FIRST"

11880 SW Pacific Hwy., Tigard 639-1166

Import Service Center

VOLVO-VOLKSWAGEN SPECIALISTS



281-4759

1625 N.E. 28th Ave., Portland

JOIN THE GANG!

Racing isn't everyones cup of tea ...

.....but if it turns *you* on and you're tired of playing the roll of sideliner or spectator then joining the Oregon Region SCCA might be your answer.

The Region is primarily a racing organization but there are also monthly social meetings, monthly business meetings and annual social gatherings.

As a member of the Oregon Region you become an important part of the team that plans to bring bigger and better speed events to the State of Oregon. As a team member you could function as:

1. Racer, pit crew or sponsor.
2. Race Official
3. Corner flagman, communicator, emergency crew, timer, scorer, tech inspector, crowd control member, grid crew, pit official, registration, or a free lance helper.
4. Assist in public relations, publicity or race promotion.
5. Be a member of the Board of Directors who handle the club's paper work and operations or assist in the carrying out of the many tasks involved in operation of the Region.
6. Help promote Delta Park as the Willamette Valley's primary race course.

To join just fill in the following coupon and you will receive an application and additional information. Fill out the application and enclose a check for your yearly National and Regional dues. Attend our meeting every fourth Friday of the month at the Keg and Platter in Salem.....Time 8:00 P.M.

Oregon Region
Sports Car Club of America, Inc.
P.O. Box 4444
Portland, Oregon 97208

I am interested in becoming a part of the Oregon Region racing team and would appreciate an application blank and the date of the next meeting.

NAME _____

ADDRESS _____

CITY AND ZIP CODE _____

I WOULD ALSO LIKE INFORMATION ON: _____

IMPORT PARTS DISTRIBUTING CO.

"THE ACCESSORY STORE"

Sway Bars, Mime Brake Pads, Foam Steering Wheels, Mag Wheels, Racing Numbers, Vandervell Bearings, Tuned Exhaust Headers, Roll Bars and Paddings, many, many others! Come in and browse! Specializing in VOLVO!

287-1179 2762 N.E. Broadway, Portland

COLETTI RACING ENTERPRISES



Home of the "Riddler III"

- * Complete Blue Printing
- * Super Snubbers
- * Mopar Specialists
- * Speed Tuning
- * Chassis Tuning
- * Header Installation
- * Racing heads & Valve Train
- * Transmissions
- * Special NHRA-340 Cams
- * Complete Machine Shop

Phone 648-6656 602 S.W. Baseline Hillsboro, Ore. 97123

SERVICE

.... is more than just a word at HAL JONES AUTOMOTIVE. It is the basis of everything our staff does. It starts before you call and extends past the payments of charges as your assurance of complete satisfaction. It applies to any job, regardless of size. It is the reason all of our work is special. Service makes us proud to be in business. We would appreciate the opportunity to prove this to you.



HAL JONES AUTO

288-1130

5111 N.E. FREMONT ST.



The Import Center

Imported Car Specialists

**255-1438
Portland**

HANDLING THE FINEST IN NEW AND PRE-OWNED CARS
RANGING IN PRICE FROM \$1897 to \$23,000.00

**118th &
Halsey**





YAMAHA EAST

253-4641
11908 NE Halsey



YAMAHA WEST

646-6500
12675 SW Broadway

SPORTCYCLES and SNOWMOBILES
Complete display of new & used models -
Bank term financing O.A.C. - Complete
machine shop service - Yamaha & Honda
service specialists - Custom Kandy Apple
and metal flake painting-weekdays 'til 8.
TERMS AVAILABLE ON SERVICE WORK.

**Don Stellges, Michael Hartfield,
Victoria Fuller and Jimmy Jones**



bring you 10 o'clock NEWS

**EVERY NIGHT
OF THE WEEK** **KPTV 12**
PORTLAND

**IMPORTED
CAR SERVICE**
ALL MAKES -

- ☒ PRECISION TUNE-UPS & CARBURETION
- ☒ BRAKE SERVICE
- ☒ AUTO ELECTRIC SERVICE
- ☒ ENGINE & TRANSMISSION OVERHAUL

EUROPEAN TRAINED MECHANICS
OPEN ALL DAY SATURDAY

NOEL BRODERICK'S

SPORTS CAR CENTER

PARTS & ACCESSORIES ALL MAKES

288-3320

7745 N.E. SANDY BLVD.

SPORTS CAR CLUB OF AMERICA

Celebrating its 26th year, SCCA enters 1970 with an enormous and unique schedule of road racing and sports car events. No one has been able to count all the SCCA activities. The number is in the thousands.

The icing on the SCCA cake, of course, is road racing and the club is the only national organization that concentrates on the kind of racing known throughout the world. There will be 2,000 races this year, taking place as 300 or more weekend events. They range from a massive race-driver training school program through local and national club championships to rich world title showdowns. All the international championship events held in this country—Watkins Glen, Sebring, Daytona Beach—and the Canadian-American Challenge Cup, the trans-American Championship for sedans, and the Continental Championship for single-seaters are SCCA professional events. And there is the extraordinary American Road Race of Champions.

With 19,000 members, SCCA is organized into local clubs or regions that run its events and a Connecticut headquarters office of two dozen people who administer the far-flung program. Each local region "belongs" to its members and runs a program of activities for itself and its guests. Each year, an SCCA region holds anywhere from six to 25 auto sport events and these can include races, rallies, time trials, autocrosses, slaloms, drivers' schools, shows and gymkhanas. Technical and social meetings and banquets add to the heavy activity.

Volunteer experts including the largest group of licensed racing specialists in the world conduct this striking schedule. They come from every vocation to meet at their common point of interest—cars.

New members are welcomed by SCCA. An enormous amount of fun and lasting friendships come from SCCA membership. Membership is open and convenient in four categories—regular, spouse, junior and corporate. Any SCCA member can sponsor an applicant. Write to the address below for membership information. If you would like a very complete kit of material about auto sports, racing and rally rules, and SCCA, write for "The \$5 Kit" and include your payment.



OREGON REGION, SCCA
P.O. Box 4444
Portland, Oregon 97208



INTRODUCING
The Utmost in Swedish Massage
Now in two locations

GOLDEN SENTRY **SOUTHGATE SAUNA**

7602 Hazel Dell Ave. 10412 S.E. 82nd
Vancouver, Washington Portland, Oregon
694-7771 or 283-2667 771-5543 or 771-7585

ATTRACTIVE MASSEUSES
10 a.m. to 1 a.m. — 7 days

GRAND PRIX MOTORS



PORTLAND'S FINEST SELECTION
OF PRE-OWNED SPORTS CARS

TOM BLACK
JOE BLACK

420 N.E. BROADWAY

PHONE 288-7339

"Fair Sex" Important Part of SCCA

By Erika Crawford

Conceded: A woman and an automobile do not seem to be a match made in heaven. Or wherever such matches are made. Least of all does the pairing of female and sports car seem compatible, as "sports car" most often is taken synonymous for vigor, rigor, and the out-of-doors, thus unlikely to be of vast appeal to the gentle sex. Like many another teaming, however, the combination in fact has worked out far better than could be expected in theory. The ladies have taken an active and varied role in sports car affairs.

How it all started no one can be sure. Most likely is that as early cars rolled out of the factories and their proud owners trundled them home, the little women wasted scant time before wondering how to make them go. And why not? Even the earliest automobiles were a big improvement over Old Dobbin. The ladies surely were quick to coax for separate ignition keys.

All was not peaches and cream as far as the ladies were concerned, however. The women of the time were unaccustomed to things mechanical. The complexities of a gear shift were often beyond their grasp. Moreover, it was easy to mistake the "E" on a likely-looking dial for an indication that the car held "enough" of some vital substance. Clothing and hairstyle suffered, too. Protection from the elements was minimal in early cars and a lady's dignity was often strained in trying to keep matters decorous.

Result? In vintage motoring days, little basis for friendship between lady and car for quite understandable reasons. This reputation of incompatibility hangs on today quite illegitimately — a mystique refuted by the modern car's adaptability to the lady and by the lady's enthusiastic acceptance of the modern car as a good deal more than a means of transportation.

Early in motoring, the men of the houses, with that club instinct dominant, began banding together, owners of vehicles of the same make. These groups, known as "marque" or "owners" clubs, inevitably required the services of secretaries, treasurers, and social organizers. Wives with nothing better to do (sic) were soon in service. Among the earliest organized automotive activities were concours d'elegance, contests in which automobiles are judged at rest for their appearance and perfection of maintenance. To sit still and look handsome? Such affairs are ideal. If the ladies do nothing more than decorate, they excel. They are very compatible with cars.

As sports cars entered the picture, and especially when they entered importantly after World War II with moving as opposed to standing competitions, the ladies found

their problems unfortunately magnified. Sports cars complicated everything. Despite their undeniable advantages to women . . . ease of handling; interior convenience due to small size; ease of handling; sense of confidence due to overall compactness; ease of handling; and, most important, the attention they attracted from the male of the species . . . there were problems.

An entirely new wardrobe is required by the advent of a sports car into a woman's life. (Note: can be considered another major advantage.) Early sports cars afforded, if anything, far fewer creature comforts than those provided by family sedans. Apart from, "It's different therefore it's wrong" (we are conservative), a lady was faced with the additional problems of lack of headroom, a harsher ride, and an inescapable role in a peep show for which it was impossible to charge admission.

And then there were dials and gauges galore. For the woman who had barely learned the meaning of a gas gauge and speedometer (even if they were ignored), the mere sight of a tachometer and an oil pressure gauge — let alone the grim warning that their comprehension was essential — was likely to induce a bad case of the jitters. No, sports cars were not a "natural" for women. More credit to the fact mutual adaptation has progressed so well.

Why shouldn't a woman feel free to enter into the world of sports cars? There is always an eager and willing male to lessen her innocence of the art of shifting gears. It turned out, perhaps with the onrushing freedoms of the 20th century, that many women were delighted to have a nodding acquaintance with "rpm," "downshift," "cadence braking," and other terms. Whether exposed to sports cars through a husband's enthusiasm or in chase of the male, more and more women found themselves involved in sports car activities.

If community Model T clubs or Stanley Steamer societies were once popular, they were far outnumbered by the MG Car Clubs, Triumph Sports Owners Associations, Uptown Sports Car Clubs and what have you which sprang up with the proliferation of sports cars. All of these organizations required presidents, vice-presidents, secretaries, and event organizers. Many of these positions were and are filled by women. Uncounted numbers of ladies agree to "help out with the paperwork" and find themselves doing much more. Coordinating a club's program, volunteering "just this once" to head a rally committee, they find the position a permanent one. It isn't necessary that the women be able to take an engine apart. Just that

(Please continue on the next page)

Interstate Truck & Auto Service

Mobil.

*Tires *Batteries *Accessories *Complete Auto & Truck Service

Marine Drive West at Force Ave., North Portland, 97043



285-9874

24 Hour Service



(Continued from the previous page)

they be enthusiastic and capable of performing the duties of office. They are and they do.

A nationwide organization called the Sports Car Club of America began flourishing. Not drawing its membership from owners of any particular make or in any single community, the SCCA dedicated itself to the entire scope of sports cars—their ownership and operation, regulation of events, development of technical information, and encouragement of safe and sportsmanlike conduct on public roads.

Today, the SCCA is the only national body for sports car events in this country. SCCA affairs take place through local clubs called regions. As rapidly as they progressed into participation in other clubs, women assumed administrative positions in their SCCA regions. In fact, several of them have been elected to the post of regional executive, the highest office within a region, and have held a number of positions on national SCCA committees.

The virtual axiom that two people cannot get together without a rivalry or contest springing up produces auto sports events. The natural outcry at any gathering of sports car people is "My car's faster / better handling / more reliable / better looking (choose one) than yours." So activities are devised to test these various properties. Among them are races, rallies, and economy runs.

Perhaps unwillingly, the ladies first joined their men on rallies. (They knew about "golf widows.") They often excelled in whichever function they adopted, driver or navigator.

A rally has been defined as "going over the hills to grandmother's house when you don't know where she lives or how to get there but you must be on time." Because this description over-complicates a relatively simple, and highly enjoyable activity, the ladies were soon very active on the rally circuit. The supposed feminine propensity for mistaking directions led to many a remark at the ladies' expense. It is questionable if the charge is based on fact to judge by the number of national rallying titles reaped by the fair sex.

Racing, at first glance, would seem to be entirely a man's sport; but this is emphatically not the case with road racing, the sort in which sports cars engage. As a matter of fact, unacknowledged by the men, the whole sport would come to a stop without the girls. There are numerous duties involved in race participation and organization which can be and often are best performed by women, not the least appealing or essential of which is Permanent Number One Member of some lucky man's pit crew. Throughout the 20 years of the organization's racing career, SCCA's typical race driver is a married man. Those who aren't, soon are changed.

The team member in slacks usually plays an essential role in timing her hero, errand-going, packing, and driving the whole darned station wagon-plus-trailer-with-race-car home Sunday night for the male achiever flaked out in the right-hand seat.

The ladies' handling of race personnel registration as well as their having charge of the work attendant on race entries have made the two vital functions female preserves throughout the country. And you get to meet everyone.

Similarly, women make excellent timers and scorers for race events. No serious competition can take place without these two specialties capably staffed. The overwhelming majority of race timers and scorers are women, many of them with formal specialty licenses.

Women also act as workers on the technical and safety inspection crews which check competing cars entered in an SCCA event for compliance with the rules as well as adherence to safety regulations. Women assist in directing traffic and maintaining order by serving as marshals for the pit (repair areas just off the circuit) or for the grid (where cars are lined up prior to race).

The ladies have also successfully invaded another predominantly male area of racing, that of flagman. The term means just what it seems. At least three corner workers are stationed at each turn of a road race course to use flags in advising drivers of course conditions ahead, as well as to assist those unfortunate enough to meet with an incident. Other workers communicate by radio or telephone from each station to officials at the start-finish line. Women are both enthusiastic and capable corner workers and are the mainstays of many regions' flagging and communications program.

Women race sports cars. Quite successfully, too, for they have earned a number of national and international wins against top (male) opposition. In the earlier days of sports car competition in this country, the ladies were allocated their own races ("powder puff derbies") with no allowance made for differences in their vehicles. There hasn't been one in years. They were separate but not equal. The ladies didn't like them and they didn't need them. They prove it by racing successfully with the men to the regular chagrin of the opposite sex.

The women who race, with thankfully few exceptions, are entirely average, unmechanical ladies and mothers whose professions range from teacher to secretary to chemist to housewife. There are dozens licensed to race in SCCA, their ages range from 21 at least to 55, and there is probably a grandmother among them.

A less startling field for women involved with sports cars is the economy run. A male driver must be responsible for the term leadfoot, and it does not surprise that a daintier shoe can be a featherfoot. Women who compete in economy runs very often emerge at the top of their class against the men.

In autocross competition—sort of an automotive track and field meet—it is the rare wife who can resist trying to better her husband's best timed run over the course.

But whether competing with men or assisting them, women have an active role in sports cars activities. Judging by the appreciative comments heard, the men don't mind their participating at all.

They'd better not —
women are here to stay.



WHEN YOU CARE ENOUGH
TO BUY THE VERY BEST.....

SEE MONTE



MONTE'S MOTORS

"OLD RELIABLE DEALER"

3351 N.E. Sandy

233-5029

1971 SPEED EVENT CALENDAR
Oregon and Washington
SPORTS CAR CLUB OF AMERICA

June 12 - 13	Rose Cup National Races	Portland
June 19 - 20	National Rally	Seattle
June 26 - 27	Drivers' School	Portland
July 10 - 11	Regional Races	Portland
July 24 - 25	National Races	Seattle
August 7 - 8	Regional Races	Portland
August 21 - 22	Regional Races	Shelton
August 28 - 29	Divisional Rally	Salem
September 11 - 12	Oregon Grand Prix	Portland
September 18 - 19	Trans Am Pro Races	Seattle
	Divisional Races	Seattle
October 2 - 3	Regional Races	Seattle
	Divisional Rally	Seattle
October 23 - 24	6 - Hour Enduro	Seattle

MEL ANDREE
WRECK REBUILDING



BEFORE



AFTER

BODY AND FENDER
SPECIALIST
Phone 227-2900
630 N.W. 21st Ave.
Portland, Oregon

**WE WON'T SELL YOU VOLVO'S
NEW FUEL INJECTED
SEDAN PIECE BY PIECE.**

When you buy a Volvo 142E from us, your only factory-installed option is automatic transmission. (Otherwise, you get a 4-speed stick shift with electrically operated overdrive.)

You have to take the electronic fuel injected engine. Radial tires. Big 4-wheel power disc brakes. Leather covered bucket seats. They're all included in the standard price of the 142E and won't come out.

All of which makes it easier to shop for a high performance sedan. Unlike other dealers, once we've sold you the car we don't start to sell you the necessities that go with it.



HERZOG MOTORS

12520 SW CANYON ROAD
644-9121 BEAVERTON

CHEMICAL
Toilet Rentals



Schulz
SANITARY
SERVICE, INC.
• Contractors
• Farms
• Carnivals
• Sporting
Events
• Picnics - Etc.

**COMPLETELY
PORTABLE**
"No Pits to Dig"
Approx 50 Gal Tank
253-7586
If No Answer 659-1085
Union Employees



BOARDS OF HEALTH APPROVED

10104 S.E. ANKENY

J.A. Specialties

STAN HUNTLEY
- OWNER

236-6800

**521 S. E.
MADISON**



NEW & USED PARTS FOR SPRITE-MG-
AUSTIN HEALEY-WHOLESALE PRICES
Complete Line of
MEAD Built Roll Bars and Sway Bars

John McCoy's
SHELL SERVICE



Lubrication—Oil—Tune-ups
Tires—Batteries—Accessories

Over-all mechanical work by **JERRY BOUYEAR**
Phone 286-9846 8225 N. Lombard, Portland

AFTER THE RACES

Mel Osbeck's

- * Fine Dining
- * Cocktail Lounge
- * Breakfast, Lunch & Dinner

BANQUET FACILITIES

Food Service 6 a.m. - 10 p.m.
on Fri. & Sat. 'til 11:00 p.m.
Lounge Open 'til 2:00 a.m.

289-4901 2905 N. Lombard, Portland

Harold's Auto Service

FOREIGN - DOMESTIC
Lubrication - Brakes - Motor Tune-Up

Harold J. Dick 232-8304

522 S.E. Belmont St.
Portland, Oregon 97214



Phone 255-1208
11904 N.E. Halsey, Portland, Ore. 97220

CHUCK SCHOFFSTOLL



OREGON REGION, SCCA, OFFICERS 1971

Regional Executive

Mike Parker
921 N.W. 19th Ave.
Portland, Oregon 97209
O - (503) 223-3743
H - (503) 228-6073

Secretary

Shirley Hook
4850 S.W. Laurelwood Dr.
Portland, Oregon 97225
H - (503) 292-9388

Treasurer

Logan Gray
P.O. Box 922
Beaverton, Oregon 97005
H - (503) 644-8229

Board Members—at-Large

Dan Allen (Past RE)
0247 S.W. Florida St.
Portland, Oregon 97219
H - (503) 246-1437
Bob Mead (2 Year)
2480 Fisher Road
Salem, Oregon 97303
H - (503) 364-2247
Monte Shelton (1 Year)
4335 N.E. Alameda
Portland, Oregon 97213
H - (503) 287-5514

Assistant RE

John Barnum
7777 S.E. Jenning Ave.
Milwaukie, Oregon 97222
H - (503) 659-4003

Contest Board Chairman

Ken Thomson
8520 S.W. 41st Ave.
Portland, Oregon 97219
H - (503) 244-5503 (After 6 PM)

Activities Chairman

Joyce Erickson
972 Horizon Court NE
Salem, Oregon 97303
H - (503) 581-2907

Membership Chairman

Chris Herndon
1566 3rd St. NW
Salem, Oregon 97305

Race Chairman

Harvey Henneman
1541 N.E. 126th Ave.
Portland, Oregon 97230
H - (503) 255-3967

Loud Pedal

Dan Allen
0247 S.W. Florida
Portland, Oregon 97219
O - (503) 227-9468

TUNE KLIQ

Race fans who want to follow ALL the action at today's Rose Cup should turn their transistor radios to Radio KLIQ, 1290 on the dial.

For many years KLIQ's top-flight sportscasters have brought minute-by-minute action at the Rose Cup races to listeners throughout the northern Willamette Valley and southern Washington area.

Additionally, KLIQ broadcasts many other road racing events conducted by the SCCA, both in this Region and elsewhere, including the Laguna Seca Can-Am and the ARRC.

For the autosports-minded listener, it's KLIQ - 1290 on your radio dial.

Ross

Hollywood Chapel

FUNERALS - WEDDINGS

Phone 282-4501

N.E. 48th & Sandy Blvd.

Portland, Oregon

Emmer's Colonial
Pancake & Steak House
INC.



25 VARIETIES OF PANCAKES, WAFFLES & OMELETTES
STEAKS—CHICKEN—SEAFOOD

OPEN DAILY 6 A.M.—9 P.M.

252-8788

BANQUETS & BUSINESS MEETINGS
NOW FOUR LOCATIONS TO SERVE YOU

PORTLAND, ORE.
1411 N.E. 82 Av.
(Corner 82 & N.E. Halkey)

POCATELLO, IDAHO
851 E. 5th Avenue
(Across from State College)

VANCOUVER, WASH.
Super Hy. 99-78 St. Ext.
(Hazeldeil Shopping Area)

BEND, ORE.
E. 3rd St.
(On Hwy. 97—Next to
The Maverick Motel)

MOTOR CAR LTD.

FINE TUNING
A FULL SERVICE SHOP

For an Appointment Call
JOE WASHINGTON
(503) 281-0246

2700 N.E. Alberta St., Portland, Ore. 97211

Be it on the track or in town, the MGB is a proven winner. (Full race MGB, specially prepared by Group 44 Inc.)



International Imports Salem, Inc.

3525 Silverton Rd. N.E.
Salem, Oregon 97303

Phone 581-2312
Portland Phone 224-3232

WELCOME.....

**GOOD LUCK,
ROSE CUP
RACES!**

HOT-N-TOT TAVERN

- * Fried chicken & shrimp
- * Your favorite beverage
- * Frosted Glasses
- * Pool - Shuffleboard

Tony and Betty - Owners
289-9304 735 N. Lombard



CHICKEN TO GO with that unique flavor. CALL AHEAD- Give us 20 minutes and your order will be ready.

6722 S.W. Capital Highway
Portland 246-7737



MEXICAN FOOD



"One of the finest Mexican Restaurants this side of Anywhere!"
American Food Too!

Visit our cocktail lounge...

PONCHO'S CANTINA
3390 N.E. Sandy Blvd.
Tel. 234-9549

Now TWO LOCATIONS:

Phone 234-9549
3391 N.E. Sandy Blvd.
Phone 244-1175
6319 S.W. Capital Hwy.

**Joint Council
of
Teamsters
No. 37**

PARKER'S UNION SERVICE



Next to JANTZEN BEACH

24 HOUR SERVICE
CLOSE TO FREEWAY
SEVEN DAYS A WEEK

* Tune-ups * Brakes
* Alignment * Repairs
* Tires - Batteries - Accessories

Phone 285-2657
12205 N. Union Avenue
(Located just South of the
Interstate Bridge-Portland)

ACKNOWLEDGEMENTS

Oregon Racing Federation
Cascade Sports Car Club
Portland Rose Festival Association
City of Portland, Bureau of Parks and Recreation
City of Portland Police Department, North Precinct
City of Portland, Department of Public Works
Oregon State Police
Multnomah County Sheriff's Department
George A. Glanz and Son
Georgia Pacific Corporation
Riviera Motors
Bill Gerlock Towing
Pacific Northwest Bell
KLIQ RADIO

Program Design and Editing Dan P. Allen
Cover Art J. R. Sandman
Printing Beaver Press



banking is our bag



Member Federal Deposit Insurance Corporation



A♥



502 Rainier S.
Seattle • EA2-0100

A♣



700 S.E. Belmont
Portland • 233-5432

A♠



4901 15th Ave. N.W.
Seattle • SU4-2000

A♦



868 N.W. Canyon Road
Beaverton • 644-2171

**IT'S A GOOD DEAL
TO DEAL WITH
EXHAUST SPECIALTIES
SERVICE & PARTS**

BARDY
TROPHY Co.

CONTINENTAL

PORSCHE-AUDI, INC.

1737 S.W. MORRISON STREET
PORTLAND, OREGON 97205
Phone 224-8313



?

You've never heard of us, have you?

Well, we sell cars. Not just any cars, mind you, but some pretty revolutionary ones from Germany:

The Porsche, which is one of the most renowned sports cars in the world. (The latest model, by the way, is quite extraordinary, with its engine in the middle.)

And the Audi, a family-sized sedan that moves, stops and turns differently from just about every other car.

We'd like you to come in and get to know us. You can look around our service and parts department. And talk to our trained mechanic. And, last but not least, take a Porsche or an Audi for a test drive.

We're sure that after you've gone around the block a few times and noticed just how extraordinary they are, you'll find it very hard to forget their names.

Which means you'll find it very easy to remember ours.

CONTINENTAL PORSCHE-AUDI

ROSE CUP NATIONAL RACES

OFFICIAL ENTRY LIST

AS OF JUNE 9, 1971*

GROUP 1 - Formula Vee

NO.	Driver:	Residence:	Class/Car:	Color:	Sponsor/Entrant:
1	Dick Zibert	Manhattan Beach, Cal.	FV ASP	Red	
2	Ken Tarbet	Livingston, Cal.	FV Crusader	Red/Wh/Blue	Leslie Enterprises
6	Fred Ray	Tacoma, Wash.	FV Reichmark	Grabber green/silver	
7	Don Reich	Issaquah, Wash.	FV Reichmark	Yellow	Northwest Engine Service
9	Don Meek	Edmonds, Wash.	FV Reichmark	White	
11	Wesley Bryant	Yakima, Wash.	FV Lynx	Violet/Orang/Yel	
13	Don PepperGene	Monterey, Cal.	FV Leech	Purple/Org	CSI racing, Salinas, Calif.
17	Paul VanderHoek	Bellevue, Wash.	FV Crusader	Green	
18	Bill Hoyer	Montesano, Wash.	FV Lynx	Green/Blue/Orange	
21	Dick Renard	San Jose, Cal.	FV Autodynamics	White/red	Young Life
30	John Downing	Portland, Ore.	FV Autodynamics	Blue/Wh/Org	Law & Sons Plumbing
31	Jerry Anderson	Westport, Wash.	FV Zink	White	Castrol Oil Co.
66	Doug Thompson	Beaverton, Ore.	FV Beach	Green/silver	
68	John Baker	Ephrata, Wash.	FV Formcar	Black/White	
69	Jerry Gress	Stockton, Cal.	FV Crusader	Plum crazy	
71	Jim Burnett	Mercer Island, Wash.	FV Autodynamics	Yellow	
76	Bruce Belcher	Boise, Idaho	FV Autodynamics	Blue/orange	European Motors/Royal Lincoln Mercury Competition Center NW
77	Stuart Fisher	San Rafael, Cal.	FV Lynx	Orange	My Brothers Racing Team
99	Ray Dessert	Salem, Oregon	FV Crusader SD	Orange	

GROUP 2 - F G H Production D Sedan S Sports Racing

NO.	Driver:	Residence:	Class/Car:	Color:	Sponsor/Entrant:
5	George Yelland	Renton, Wash.	HP Sprite	White/Blk	Stevens Racing Organ.
6	Marshall Meyer	Livermore, Cal.	GP Spitfire	Yellow	
11	Thomas Tuttle	San Mateo, Cal.	GP Midget	Blue	48 Insulations, Inc.
13	Corb Flick	Laguna Beach, Cal.	FP Alpine	Red/Wh/Blue	
17	John Toran, Jr.	Portland, Oregon	GP Spitfire	Blue	
18	Roger Hockema	Portland, Oregon	HP Sprite	Blue	Jerry's Carpet Service
21	Robert Snow	Orange, Cal.	D/SR Elva	Blue	Snow's Foreign Car
22	Dwayne Anderson	Whittier, Cal.	HP Sprite	Red	Miller Automotive
31	Gary Gooch	San Lorenzo, Cal.	HP Sprite	Red	
33	Mark Matsler	Troutdale, Oregon	GP Spitfire	White	
40	Francis Stephens	Portland, Oregon	HP Sprite	Blue/white	Flying Aardvark R T
44	John Harris	Gladstone, Oregon	GP Spitfire	Silver	
51	Rene' Green	Aloha, Oregon	GP Spitfire	Blue/White	Sta-Power/John's Union Flying Aardvark R T

GROUP 2 - continued

56	Larry Randall	Portland, Oregon	HP Sprite	Red	Dan Hall's Six Point Automotive
63	Fred Plotkin	Los Angeles, Cal	HP Fiat	Yellow/Blk	Rich Motor Co., Glendale
65	Stephen Fish	Mt. View, Cal.	FP Spitfire	Red	Dolphin Coventry Conversions
66	Bill Haener	San Carlos, Cal.	GP Midget	Black	Howard Tire Service Belmont, Cal.
69	H.B. Luginbuhl	San Francisco, Cal.	FP Alfa	Brown	Rubber Chicken R T
71	John Schuberg	Vancouver, BC	GP Sprite	Yellow	Terry's British Cars
75	Doug Barbour	Lake Oswego, Ore.	DS Morris	Maroon/silver	
77	Jon Woodner	San Rafael, Cal.	FP Midget	Black	Huffaker Engineering
86	Runnion, Joe	San Francisco, Cal.	D/SR Saab	Red/silver	Rubber Chicken R T
88	Daniel Marvin	El Sobrante, Cal.	FP Alfa	Lime green	Griswold, Co., Berkeley
89	Bill Craine	Portland, Oregon	GP Datsun	Green/yellow	Kellum Datsun
96	Terry Barnard	Campbell, Cal.	GP Spitfire	Black	Mahon Competition Ent.
97	Will Branch	Salem, Oregon	GP Spitfire	Dark blue	

GROUP 3 - Formula A B C and Super Vee

NO.	Driver:	Residence:	Class/Car:	Color:	Sponsor/Entrant:
3	Pierre Phillips	Portland, Ore.	S/V Hawke	Black	Spudnut Racing/Pierre's Motors Racing, Portland
7	Jon Woodner	San Rafael, Cal.	FB Excar	Black	Huffaker Engineering
15	Rex Twaits	Pomona, Cal.	FC Tecno	Red	U.S. Merlyn West
17	Wes McNay	San Carlos, Cal.	FB LeGrand	White	M&R Racing
22	Ron Southern	San Jose, Cal.	FC Brabham	Green/gold	Foreign Auto Parts
30	Michael Gilbert	Redmond, Wash.	FC Lotus	Dark Blue	Gold Thistle Racing
35	Dewey Harless	Portland, Ore.	FC Lotus	Blue	Armory Automotive
45	Larry Walters	Tacoma, Wash.	FC Forsgrini	Blue	
56	Dan Davis	Los Altos Hills, Cal	FB Brabham	Blue	Racesales, Berkeley
57	Monte Shelton	Portland, Ore.	FA Eagle	Blue	Monte's Motors, Portland
77	John Ransom	Portland, Ore.	FB Brabham	Yellow/Blk	M&R Racing
78	Fred Roehr	Portland, Ore.	FC Titan	Black/yellow	
92	Pete Darr	Govt. Camp, Ore.	FB Chevron	Yellow/red	Heidleberg

GROUP 4 - C D E Production B C Sedan C Sports Racing

NO.	Driver:	Residence:	Class/Car:	Color:	Sponsor/Entrant:
2	Tom Hall	Lynnwood, Wash.	DP Triumph	Yellow	Tyco Foreign Parts, Edmond
4	Larry Moulton	Salt Lake City, Ut.	EP Porsche	White	Dave Strong's Porsche/Audi
6	Charlie Kulmann	Fullerton, Cal.	C/SR Lotus	Yellow	Dragon Engineering
14	Mike Rockett	Los Angeles, Cal.	DP Triumph	Green	Axelrot Foreign Car Service
17	Pete Mills	Seattle, Wash.	BS Opel	Red/orange	Wallace Buick, Portland Mills Opel Racing Ent.

Group 4 - continued

18	Garry Small	Portland, Ore.	EP Volvo	Red/Wh/Blue	Import Service Center
22	Bill Harms	Portland, Ore.	EP MGB	Blue	
25	Norm Matovich	Burnaby, BC	BS Fiat	Yellow/Blue	Clemente European Motors
27	Dennis Pillar	Portland, Ore.	EP Alfa	Red	Milwaukie Yamaha
28	John Houston	Mt. View, Calif.	C/SR Lotus	Orange	
29	Jon Woodner	San Rafael, Calif.	EP MGB	Black	Huffaker Engineering
39	Loren St. Lawrence	Salem, Ore.	BS BMW	Yellow	Marv Tonkin Import Center
42	Ray Kaehler	Corvallis, Ore.	DP Datsun	Silver	KLIO Radio - Portland Jack Scoville, Ltd.
47	Bruce Elworthy	Palo Alto, Calif.	CP Jag	Yellow/Blk	Pro-Am Racers
51	Mike Roberts	San Francisco, Cal.	EP Porsche	Pink	
56	Roger Hettrick	Salinas, Calif.	DP Triumph	White	Custom Services Racing
58	Jon Norman	Oakland, Calif.	BS Alfa	Lime/Blue	Griswold Co., Berkeley
85	Scott Taylor	Bellevue, Wash.	EP Porsche	Green	
87	L. E. Lundberg	Portland, Ore.	DP Austin Healey	Silver	
93	Gerald Murch	Portland, Ore.	DP Datsun	Yellow/Blk	Heinrich Datsun/Cargill Autobody
96	Hal Boren	Portland, Ore.	CS Alfa	White	
99	Tom Black	Portland, Ore.	DP Triumph	Red/Wh/Blue	Grand Prix Motors
61	Jack Scoville	Corvallis, Ore.	CP Datsun	Orange/Blk	Jack Scoville, Ltd.
66	Bruce McCaw	Seattle, Wash.	C/SR Elva	Maroon/Orange	Travel King of Wash.
79	Richard Gordon	Portland, Ore.	BS Volvo	Grey/checkered	Import Parts Dist.

GROUP 5 - Formula Ford

NO.	Driver:	Residence:	Class/Car:	Color:	Sponsor/Entrant:
2	Gary Van Horn	Salem, Oregon	FF Lotus 51B	Red	
8	Geo. Gettel	San Jose, Calif.	FF Lotus 22	Grape	Foreign Auto Parts
10	Ray Caruthers	Merced, Calif.	FF Bud Meadows Pinto	Green	Bud Meadows Ford, Portland
13	Ken Walling	Portland, Ore.	FF Alexis	White/Blue/Red	
14	Tom Gloy	Concord, Calif.	FF Winkelmann	White	Lafayette Imported Cars
18	Michael Campbell	Portland, Ore.	FF Forsgrini	Orange	
21	Gordon Hook	Portland, Ore.	FF Lotus 51	Orange/yellow	Randall Construction/Red Carpet Apts.-Kent, Wash
23	Joe Washington	Portland, Ore.	FF Titan	Black/gold	Motor Car, Ltd.
32	Ron Fedeles	Studio City, Calif.	FF Winkelmann	Yellow	Motor Ring & Pin/Van Nuys
38	Ton Crowther	Kintfield, Calif.	FF Winkelmann	Green	The Shop Welding, San Rafael
44	Don Gasaway	Spokane, Wash.	FF Titan	Red	
53	Robert Henninger	Los Angeles, Calif.	FF Merlyn	Green	Miller Automotive
57	Dan Odenborg	Seattle, Wash.	FF Lola	Red	
62	Chuck Schoffstoll	Portland, Ore.	FF Titan		Northwest Cycle, Portland
66	Wm. Cammarano	Tacoma, Wash.	FF Winkelmann	Green/gold	Economy Truck & Auto repair
82	Bob Blackwood	San Francisco, Cal	FF Winkelmann	Orange	

GROUP 6 - A B Production, A Sedan, A B Sports Racing

NO.	Driver:	Residence:	Class/Car:	Color:	Sponsor/Entrant:
7	Chris Bender	Reno, Nevada	A/SR Genie	Orange	Craft Foreign Motors
8	Herb Caplan	Sacramento, Calif.	AP Corvette	Blue	Bob Frink Chev.
9	Jim Helton	Vancouver, Wash.	B/SR Porsche	Orange	
20	Dick Losk	Bellevue, Wash.	A/SR McLaren	Blue/gold	Fibre Fix/Loske Racing
27	Rich Sloma	Cupertino, Calif.	BP Stingray	Lime green	Zinn Auto Parts/B&H Tire and Brake
31	Ken Thomson	Portland, Ore.	AS Mustang	Persimmon	International House of Pancakes, Portland
36	Wm. Gregg	Portland, Ore.	BP Corvette	White	Auto Notion
56	Bill Pendleton	Eugene, Ore.	AS Cougar	Yellow	
58	Jerry Fiorito	Seattle, Wash.	BP Corvette	Red/Wh/Blue	S&S Valley Tire, Kent
60	Max Dudley	Auburn, Wash.	AS Camero	Orange/Blk	
66	Stan Bennett	Portland, Ore.	AS Camero	Orange	
71	Ed Abate	San Jose, Calif	BP Porsche	White	Anderson-Behel Porsche-Audi
73	Kenn Legg	Seattle, Wash.	B/SR Lotus	Magenta	Johnny's Foreign Auto Parts
76	Joe Chamberlain	Tigard, Ore.	AS Camero	Poppy/red	Arrow Heating, Portland
84	Don Shervey	Portland, Ore.	A/SR Ferrari	Red	
90	Ray Gentile	Portland, Ore	BP Shelby GT	White	Marv Tonkin Ford, Portland
99	Wes Shackelford	Rio Oso, Calif.	BP Corvette	Red	

*Late entries will be announced by the course announcer.