

Official Program

50¢

West Delta Park  
Portland, Oregon  
June 10th and 11th 1972

SEP 2 1975

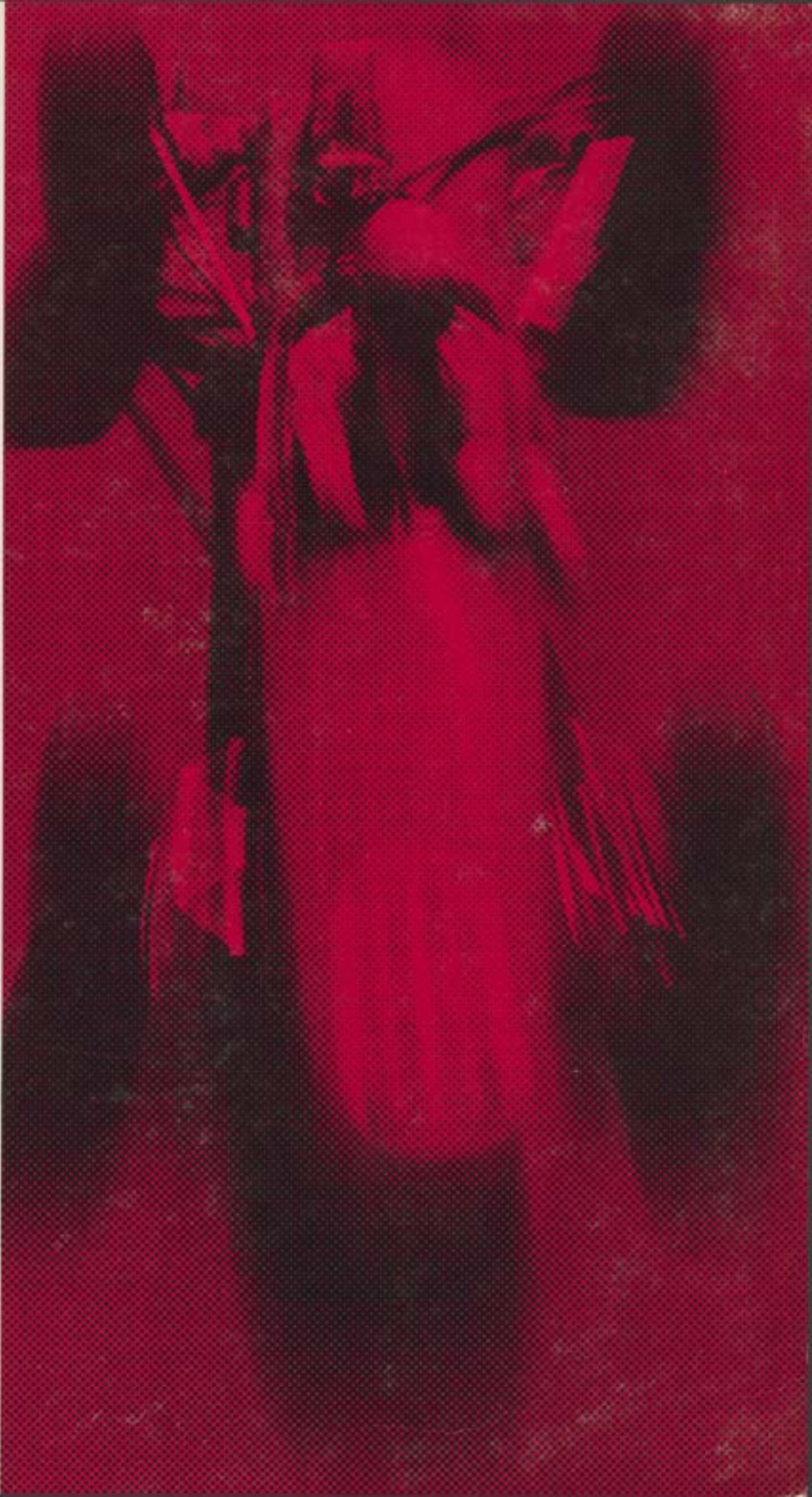
# Rose Cup Road Races

The 12th Annual Rose Cup  
Road Races Sponsored by  
the Portland Rose Festival  
Association.

Conducted by the Oregon  
Region and Sanctioned by  
the Sports car Club of America



No. 72 N 24 S







World's Largest Producer of Front Wheel Drive



## **RENAULT 15** coupe

73 hp, Front Wheel Drive, 4 Passenger  
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120 hp, Hemi Head, Fuel Injected, Vented Disc Brakes, Front Wheel Drive  
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Stewards of the Meet .... John Bradshaw  
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John Stuhldreier  
Steward in Training ..... John Barnum  
Safety Steward ..... Wayne Trenary  
Starter ..... Tom Shea  
Communications ..... Zel McFadgen  
Race Chairman ..... Jim Martin  
Turn Marshal ..... Don Jackson  
Timer/Scorer ..... Ruth Sandoz  
Technical Inspection ..... Gary Long  
Registrar ..... Bob Bennett  
Worker Registrar ..... Joyce Erickson  
Competition  
Board Chairman ..... Ken Thomson  
Race Physician ..... John Emery Jr., M.D.

# THE SCHEDULE

## RACE GROUPS

GROUP I — Formula Ford  
GROUP II — F-G-H Production, C Sedan,  
D Sports/Racing  
GROUP III — C-D-E Production, B Sedan,  
C Sports/Racing  
GROUP IV — Formula Vee  
GROUP V — Formula A-B-C-Super Vee  
GROUP VI — A-B Production, A Sedan, A-B  
Sports/Racing  
GROUP VII — Showroom Stock Sedan

## Saturday, June 10, 1972 Practice and Qualifying Only

7:30 a.m. — 2 p.m.  
Registration and Tech Inspection  
9:00 a.m.  
Drivers Meeting  
9:30 a.m.  
Practice - Group I  
10:00 a.m. Practice - Group II  
10:30 a.m.  
Practice - Group III  
11:00 a.m.  
Practice - Group IV  
11:30 a.m.  
Practice - Group V  
12:00 Noon — 1:00 p.m.  
Lunch  
1:00 p.m.  
Practice - Group VI  
1:30 p.m.  
Practice - Group VII  
2:00 p.m.  
Qualifying - Group I  
2:30 p.m.  
Qualifying - Group II  
3:00 p.m.  
Qualifying - Group III  
3:30 p.m.  
Qualifying - Group IV  
4:00 p.m.  
Qualifying - Group V  
4:30 p.m.  
Qualifying - Group VI  
5:00 p.m.  
Qualifying - Group VII  
5:30 p.m.  
Practice - Go Karts

## Sunday, June 11, 1972

7:30 a.m. — 9:00 a.m.  
Registration and Tech Inspection  
Positively no credentials issued after  
close of Registration  
9:00 a.m.  
Warmup practice — Go Karts  
9:15 a.m.  
Warmup practice - Group I  
9:35 a.m.  
Warmup practice - Group II  
9:55 a.m.  
Warmup practice - Group III  
10:15 a.m.  
Warmup practice - Group IV  
10:35 a.m.  
Warmup practice Group V  
10:55 a.m.  
Warmup practice - Group VI  
11:15 a.m.  
Warmup practice - Group VII  
11:30 a.m. — 12:30 p.m.  
Lunch and Go Kart Race  
12:30 p.m.  
Race, Group I  
1:15 p.m.  
Race, Group II  
2:00 p.m.  
Race, Group III  
2:45 p.m.  
Race, Group IV  
3:30 p.m.  
Race, Group V  
4:15 p.m.  
Race, Group VI  
5:00 p.m.  
Race, Group VII  
5:45 p.m.  
Trophy Presentation



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Americas longtime favorite, rugged construction and quality finish. With newly designed dash and ventilation system. Available in convertible and hardtop coupe models.



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CITY OF PORTLAND  
OREGON

June, 1972

TERRY D. SCHRUNK  
MAYOR



GREETINGS!

When I took office as Mayor 16 years ago, auto racing did not exist in the city as we know it today. Now, thanks to the efforts of many people, we have a first-rate city-owned facility, both for drag racing and sports car racing.

Many of you will remember the beginnings of our program. The original plan was generated in this office. Through the years we have given all the effort and encouragement we could to the sport of auto racing.

We should pay tribute, also, to the long-time work and devotion of our City Park Department in operating our growing facility.

As I leave the office of Mayor, I leave with many satisfactions. One of them is our auto racing. We have been able, working together, citizens and government, to create a program which has rightfully earned national respect.

Although I will no longer be looking at racing from City Hall after this year, you may be sure my enthusiasm will continue. Please count on me in the future, in whatever way I may be of service.



*Terry D. Schrunk*  
MAYOR





*1972 Rose Festival Court*

## **240-Z: Winner in Africa and Atlanta.**

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FROM NISSAN WITH PRIDE

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# PORTLAND ROSE FESTIVAL ASSOCIATION

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June 1972

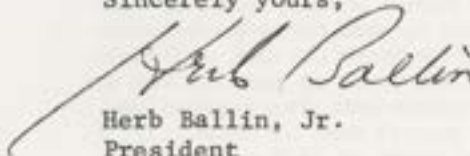
The year 1972 is a fateful one in our Auto Racing program. It is the year we say "hello" to national professional racing.

It is also, regrettably, the year we say "good-bye" to a great long-time champion of auto racing, Mayor Terry Schrunk. Many people have helped build auto racing to its present level but Mayor Schrunk is truly the major figure in that development.

The original plan to turn the old streets of Vanport into a drag strip was his. Last year, when the Rose Festival proposed to lend the City \$100,000 to rebuild the road racing track, his help was vital in putting that plan into operation. In between, he has spent many years working for and encouraging others to work for auto racing in Portland.

We pause at this time to say Thank You, Terry Schrunk. Without your efforts there might well be no Rose Festival Auto Racing today. Even though you are retiring from office, we hope to call on your continued advice and encouragement.

Sincerely yours,

  
Herb Ballin, Jr.  
President



FOR YOU A ROSE  
IN PORTLAND GROWS

64th Annual Rose Festival June 2nd thru June 11th, 1972, Portland, Oregon



## PORTLAND INTERNATIONAL RACEWAYS

### *Recent History and the Future*

The history of racing at Delta Park goes back just about thirteen years to the time when the Cascade Sports Car Club began holding road races on the old abandoned streets of Vanport. Even at that time holding a race on what had once been city streets was quite a departure. Northwest road racers had been competing only on very temporary courses laid out on airport runways such as Tillamook, Shelton, Deer Park and Madras. Whatever faults these jury-rigged race courses may have had, they were considerably smoother than those roads we began using at Delta Park! Probably many of you attending this year's Rose Cup can remember hearing stories told by drivers who competed in those days of the tremendous damage done to their cars by the bumpy surface of our "municipal race course". Even frame damage wasn't uncommon!

Following somewhat abortive efforts by other civic groups to fund improvements to the race course, the City of Portland "stepped into the breach" and paid for construction of a new series of turns at the east end of the park subsequently known as "the circus" as a regulation eighth mile drag strip.

Following these improvements, the Oregon Region of the Sports Car Club of America began holding events at Delta Park as did a National Hot Rod Association sanctioned drag strip operator, Al Beachell, while Cascade Sports Car Club continued with its programs. Things went along pretty well during this period, just a few major trials and tribulations, such as slipping grades and breaking asphalt until the winter of 1970 when we were informed the road racing course would no longer be approved for Sports Car Club of America sanctioned events. At this point we knew we had to make some major improvements. The question was, where do we get the money? Well, we talked to a lot of people during the winter of 1970 and the early spring of 1971 and even thought of using private funds. We soon learned this was not possible due to restrictions on the improvement of City property by such means. We also learned there was definitely no way the City could fund the needed work.

It was almost in sheer desperation we hit upon the idea of having the Portland Rose Festival Association, a non-profit organization, finance the needed improvements. There were a lot of questions at this point and none of a minor nature. Questions such as: Where does the Portland Rose Festival Association get the money? Is it legal to do it this way? Will the City Council approve such a scheme? If we could raise, say \$100,000, could we get the work done for that amount? Believe me, there was a lot of scrambling around done during the first 90 days in 1971!

To make what is a very long story short, the Portland Rose Festival Association went to four Portland banks and borrowed \$100,000. It also received the approval of the City to invest this at Delta Park with the understanding the PRFA loan would be repaid through collection of 15% of gross revenues at the Park. Within a period of just a few weeks, we had all the engineering drawings completed, the bids let (and luckily one contractor bid within what we had to spend) and began work! For our money we got a completed quarter-mile drag strip with 3/8 mile run-off (road racing course main straightaway), completed new sections of the race course at the east and west ends and several thousand feet of guard railing.



**Robert Ames**

**Rose Festival Auto Race Chairman**

1971 was an excellent year at the improved facility and we were able to reduce our \$100,000 loan by approximately \$25,000. This year, with a more complete racing schedule and an earlier start, we anticipate doing even better. As you are all aware, there is still a lot to be done at Delta Park before we have a really first class facility. Believe it or not, those things are on the way, too.

Last year the City of Portland sold a small piece of East Delta Park to a private developer and the funds from this were dedicated to further improvement of Portland International Raceways at West Delta Park. The sale price of this land was approximately \$200,000 and the City received a 10% down payment last year. These monies were spent on some further grading and grass-seeding at the Park as well as other necessary maintenance. The rest of the sale price is to be received over a five year period and this will be put into more needed improvements. There is, however, a possibility a portion of the contract will be paid off in a lump sum this year as a result of a part of the property being resold. Should this happen, this money (about \$90,000) will be spent on additional asphaltting of the road course (another two inch "lift") and permanent restroom and concession facilities. All the drawings of these improvements are finished and approved by the City. Just as soon as the money is received, this construction will be put up for bid. Yes, it's possible we will be rid of the little green outhouses by the spring of next year!

There is another real milestone coming up in 1972 at West Delta Park. We are holding our first full-blown professional race September 16 and 17. This event is a part of the 2.5 Challenge Series of the Sports Car Club of America. We will be having a race the same weekend for Super Vees also a part of a major SCCA professional series and a full national amateur racing program! This is the first time these three events have been brought together in a single weekend of racing and it is entirely possible we will have to open the Park on Friday as well for practice. This is just the beginning of professional racing at Delta Park and we have made applications for other events in 1973.

Well, that's it for the short history. The last point I want to make is that we very much appreciate all the support you, our spectators, have given us. Please bear with us a little longer and we will have an even finer facility for you!

**Robert Ames**



# The Cars

## C and D SPORTS RACING

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

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



## B SEDANS

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

## A and B PRODUCTION

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

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



*Photo by Bob Ames*



*Photo by H. E. Henneman*



*Photo by Bob Ames*



*Photo by H. E. Henneman*

## C PRODUCTION

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



*Photo by Bob Ames*

## 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 turn 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 Porsche 908, A B-SR car is expected to be a close match for the domestic powered iron.





*Photo by Bob Ames*

## FORMULA FORD

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

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

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



## D PRODUCTION

This class was mostly a runaway for Triumph TR4s and TR4As for years, with an occasional Alfa, MGB, or Porsche 911 sneaking in. The scene has changed however. The Triumph GT6 now seems to dominate with Datsun 2000's providing some competition.



*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 most formula cars.

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

## A SEDANS

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



Photo by Bob Ames



Photo by Bob Ames

## FORMULA VEE and SUPERVEE

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

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

## E PRODUCTION

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



Photo by H. E. Henneman





## C and D SEDANS

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

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

## F PRODUCTION

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



*Photo by H. E. Henneman*

## G and H PRODUCTION

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

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



*Photo by H. E. Henneman*

## HOW TO WATCH A SPORTS CAR RACE WHEN YOU'RE A RANK OUTSIDER

By a Rank Outsider

The confusing thing about sports car races is that the guy who seems to be first isn't necessarily the winner. Sometimes during the race it is very hard to tell who is ahead.

The best place to watch is not the finish line, for most people. Get a place to watch where you're comfortable, or even move around. It's a matter of preference.

The winner in these road races (a more accurate term than sports car races) is the car that goes around the course the most times in a half hour. At the end of the race, the starter waves the checkered flag as each car finishes. Driver who is first finisher with most laps wins. The winner gets to carry his checkered flag around once more on a Victory Lap, so you always know who the winner is. Sometimes you see other people riding with him. It might be the pit crew chief, the sponsor or the driver's girl friend. Or boy friend, the driver might be a girl. No sexism in racing.

Sometimes you see more than one driver carrying a checkered flag. This is the confusing part of racing. In most races, there is more than one race going on at once. The F Productions are racing against the other F Productions, the G Productions are racing against the other G Productions, all at the same time.

This is necessary because there are more classes

than there are half hours in the racing day. Also, some of the classes don't have enough entries to fill up the track.

You can tell the class of a car by letters on the side. FF means Formula Ford, EP means E Production, and so on. In some races, like Formula Vee, all the cars are racing each other and that's fairly easy to follow.

(A formula car is an open-wheel car designed especially for racing. A production car is what most people call a sports car. A sports racing car is always designed for racing and may look pretty weird but it does have fenders, normally.)

If you're watching a race which groups F Production and G Production, on paper at least the best F Production should beat the best G Production so if a G Production driver comes in first, his friends will treat him with added respect. (Unless all the F's spun out.)

Best way to watch these group races is to pick out a group by the lettering on the sides and stick with it on every lap. If you don't follow right along, you quickly get confused. Somebody may get lapped and it looks like he has moved to first when he's actually last. Except for spinouts, which are frequent, cars don't change position that much in one lap.

That's about enough to think about at the races, if you're a Rank Outsider. In no time you'll start discriminating between the classes of cars and you'll get to know the drivers by sight, too. You may even get bit by the bug and start racing yourself. However you approach auto racing, it's exciting fun, enjoyed by more people all the time.

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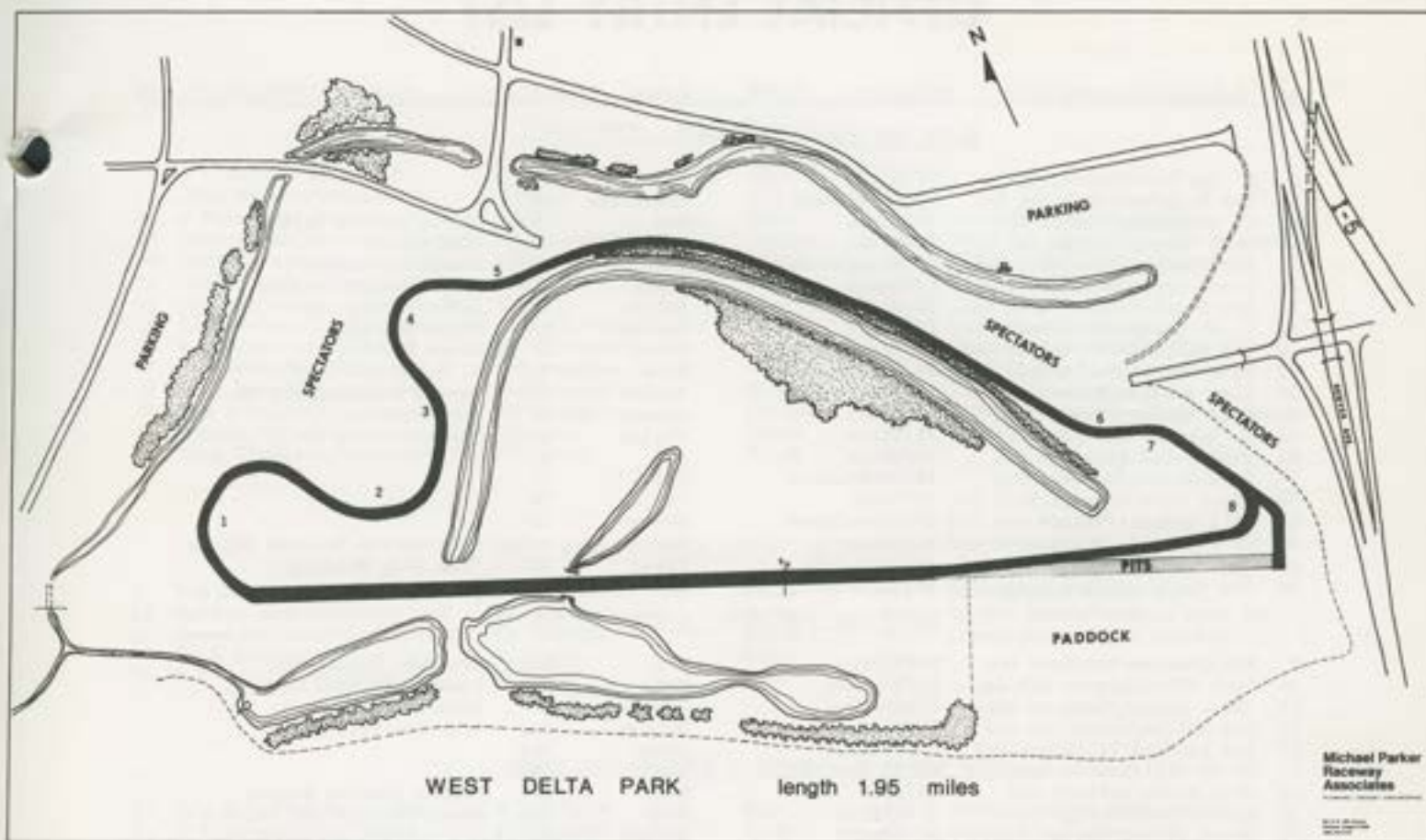
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# OFFICIAL ENTRY LIST

No.	Driver/Residence	Class/Car	Color	Region	Sponsor
<u>GROUP ONE FORMULA FORD</u>					
2	G. Van Horn/Salem, Ore	FF Lotus	Red	Ore	
4	Tom Cloy/Walnut Creek Cal	FF/Winkelmann	Red&White	SF	
6	G. Rodrigues/Lomita Cal	FF/Hawke	Red	Cal	Dunlop Racing West
10	Dick Cooney/Orange Cal	FF/Hawke	Yellow	SF	KCKC Radio
23	Bob Blackwood/Belmont Cal	FF/Winkelmann	Black	SF	Blackwood Racing
24	Peter Darr/Govt. Camp Ore	FF/Hawke	Black	Ore	Darr's Mountain Shop
32	Ron Fedele/Studio City Cal	FF/Palliser	Yellow	Cal	Cuddy Racing Inc.
37	T. Wiechmann/Kent Wash	FF/Titan	Yellow	NW	Sutco Mfg Inc
50	Pat Walter/Mill Valley Cal	FF/Winkelmann	Green	SF	Cains Tires
53	Robt Henninger/LA Cal	FF/Merlyn	Blue	Cal	U. S. Merlyn West
54	Alan Wendler/Milwaukee Ore	FF/Palliser	Yellow	Ore	Custom Stamping&Mfg Co
57	Fred Wacaser/Santa Cruz Cal	FF/Titan	Orange	SF	
62	C. Schoffstoll/Portland Ore	FF/Titan	Yellow	Ore	Norwest Cycle Co
63	Bill Pugh/Lafayette Cal	FF/Dalon	Red	SF	
70	Fred Jessen/Hayward Cal	FF/Winkelmann	Green	SF	
78	Bruce Pearce/Carmichael Cal	FF/Titan	Yellow	SF	
82	Bill Stewart/Walnut Crk Cal	FF/Winkelmann	Orange	SF	
84	C. Pittenger/Chatsworth Cal	FF/Lotus	Yellow	Cal	Fitzpatrick Trailer Supply
86	Tom Crowther/Kentfield Cal	FF/Winkelmann	Green	SF	"The Shop Welding"
96	Ted Voulgaris/Los Actos Cal	FF/Winkelmann	Red	SF	The Du-It Company
<u>GROUP TWO FGH PROD., C SEDAN D S/R</u>					
0	Ken Thomson/Portland Ore	HF/Sprite	Red	Ore	Heitzman Body&Paint
14	Corb Flick/Laguna Bch Cal	FF/Sunbeam	Red	Cal	Summit Ave Dyno Service
19	James Hensel/Redwood City	C/S/Datsun	Yellow	SF	Daland Datsun
25	Bob Ballou/Corvallis Ore	GP/TR Spitfire	Maroon	Ore	Jack Scoville Ltd.
27	Lee Lemkie/Tillamook Ore	HF/Sprite	Green	Ore	
41	David Hill/Renton Wash	GP/TR Spitfire	Red	WN	
42	Jere Brown/Oakland Cal	GP/Alfa	Blue	SF	Rubber Chicken Racing
51	Robert Snow/Orange Calif	D SR/Elva	Blue	Cal	Snows Foreign Car Service
52	David Silver/Carmel Cal	HF/Abarth	Yellow	SF	
54	Don Hiner/Garden Grove Cal	HF/Fiat	Red	Cal	Boulevard Motor Clinic
64	Grant Hankin/W.Vancouver BC	C/S/Renault	Red	NW	
66	Steve Morse/Sacramento Cal	FF/MG	Blue	SF	Specialized Import Service
67	Bill Haener/San Carlos Cal	GP/MG	Black	SF	International Imports
70	Bob Williams/Portland Ore	HF/Sprite	Plum Crazy	Ore	
74	Jerry Macek/Santa Clara Cal	HF/Healey	Red	SF	
78	David O'Dell/Portland Ore	FF/MG	Blue	Ore	Kovacar Racing Ltd
80	Thomas Tuttle/San Mateo Cal	FF/TR Spitfire	White	SF	International Motoring
81	Myles Wwinbigler/Kirkland	HF/Sprite	Green	NW	Classics International
83	Gene Osborne/Petaluma Cal	FF/TR Spitfire	Red	SF	Osborne Express
85	Joe Runnion/San Fran Cal	D S/R Saab	--	SF	Rubber Chicken Racing
86	Steve Froines/Lafayette Cal	FF/TR Spitfire	Blue	SF	Kal Auto Transport
88	J. S. Lawrence/Gardena Cal	D S/R PBS	White	Cal	Business Insurance Inc
91	John Schuber/Vancouver BC	GP/Sprite	Yellow	NW	Jerry's British Cars
92	Rene Green/Aloha Ore	GP/TR Spitfire	Maroon	Ore	Re'Mar Racing Team
93	M. Meyer/Livermore Cal	FF/TR Spitfire	White	SF	Mueller Fabricators
4	Hal Roren/Portland Ore	C/S Alfa	White	Ore	
<u>GROUP THREE C D E PROD., B SEDAN, C S/R</u>					
2	Tom Hall/Bothel Wn	DP/ TR	White	NW	
4	Hal Roren/Portland Ore	C/S Alfa	White	Ore	
6	Jack Quinlan/Portland Ore	B/S/Alfa	Ocher	Ore	Mother Goose Tavern
15	B. Thulander/Napa Cal	B/S Datsun	Red	SF	Nevada County Imports
16	Rich Kliewer/Boise Ida	DP/TR 4	Blue	Ore	Continental Import Parts
21	E A Hamburger/Malibu Cal	C S/R Merlyn	Maroon	Cal	Dragon Engineering
22	Billy Harms/Portland Ore	EP/MGB	Blue	Ore	
25	N. Matowich/Burnaby B C	B/S Fiat	Yellow	NW	Clements European Mtr
39	L St. Lawrence/Salem Ore	B/S BMW	Yellow	Ore	The Import Center/KLIQ Radio
50	Walt Maas/Mt. View Cal	CP/Datsun	White	SF	San Fran Bay Area Datsun Dirs
51	R. Thompson/Scotts Vly Cal	EP/MG	Plum	SF	
61	Jack Scoville/Corvallis Ore	CP/Datsun	Orange	Ore	Jack Scoville Ltd.
62	B. R. Elworthy/Palo Alto Cal	CP/Jaguar	RED	SF	Baldwin Hwans Auto Inc
63	G A Henderson/Roseville Cal	C S/R Quasar	Silver	SF	Harvey Wallbanger(Himself)
64	R H DePont/Aptos Cal	DP/Lotus	Yellow	SF	The Engine Room Santa Cruz
65	C. Kulmann/Fullerton Cal	C S/R Lotus	Yellow	Cal	Dragon Engineering
67	D M Krueger/Eugene Ore	EP/Porsche	White	Ore	Porsche Audi Northwest
79	R F Gordon/Milwaukie Ore	B/S Volvo	Grey	Ore	Import Parts Dist (I P D )
83	Carl Fredricks/L A Cal	B/S BMW	Orange	Cal	MacMillan Ring Free
84	Terry Enk/L A Cal	B/S BMW	Orange	Cal	MacMillan Ring Free
86	Chris Prael/Mt. View Cal	EP/Alfa	Orange	SF	Alfa West/Nancy Block Design
90	E. Tenderich/Napa Cal	EP/Porsche	Blue	SF	Art Stange Foreign Car
93	G M Murch/Portland Ore	B/S Datsun	White	Ore	Hienrich Datsun
30	Dwight Mitchell/Saratoga Cl	EP/Porsche	Yellow	SF	Northern Cal Porsche Audi Dirs



No.	Driver/Residence	Class/Car	Color	Region	Sponsor
<u>GROUP FOUR FORMULA VEE</u>					
11	W C Bryant/Yakima Wn	FV/Lynx	Violet	NW	
14	Dick Zibert/Tiburon Cal	FV/ASP	Red	SF	
23	P R Rendahl/Redding Cal	FV/RCA	Blue	SF	Bousfield Engineering
26	Gary Enoch/Mission Viejo Cl	FV/Fiberkit	Yellow	Cal	Bill Robinson (The Two Wheeler)
28	Dick Renard/San Jose Cal	FV/Fox-Ad	White	SF	All Foreign Auto Salvage
30	John Downing/Portland Ore	FV/Zink	Blue	Ore	Riviera Motors
31	Jerry Anderson/Astoria Ore	FV/Zink	Blue	Ore	
49	Kirk McDowell/Riverside Cal	FV/Crusader	White	Cal	Performance Center
60	R G Booth/Oakland Cal	FV/Williams	White	SF	Southern Carper Guild
61	J N Gress/Stockton Cal	FV/Crusader	Blue	SF	Al Schropp Porsche Audi
63	John Baker/Ephrata Wn	FV/Formcar	Blue	NW	
71	Bob Klingler/Livermore Cal	FV/Crusader	Yellow	SF	Wild Enterprises Menlo Pk Cal
74	Robert Cornish/Redwood City	FV/Lynx	White	SF	Fiber-Tek Fiberglass
86	Doug Thompson/Beaverton Ore	FV/Beach	Black	Ore	

<u>GROUP FIVE FORMULA A B C SUPER VEE</u>					
0	Bob Boyd/Canby Ore	SV/Brabham	White	Ore	Continental Parts Dist.
27	Gordon Hook/Portland Ore	SV/Hawke	White	Ore	Randal Const/Riviera Mtrs VW
35	Dewey Harless/Portland Ore	FB/Brabham	White	Ore	Armory Automotive Service
78	Fred Roehr/Portland Ore	FC/Titan	Black	Ore	
79	R E Janssen/Washougal Wn	FC/Lola	Blue	Ore	

<u>GROUP SIX AB PROD A SEDAN A B SPORTS RACING</u>					
12	Les Hill/San Diego Cal	B S/R Lola	Red	S D	JUST GO MOTOR HOME RENTALS
16	B Belcher/Boise Idaho	A/S Camaro	Blue	SF	Competition Center NW
17	Rick Stark/Bellevue Wn	BP/Corvette	Blue	NW	Fibrefix/Hilton Hiperlub
19	Ken Jones/Seattle Wn	A/S Camaro	White	NW	Morseth Auto Parts
23	L Huddleston/Beaverton Ore	A/S Mustang	Yellow	Ore	International House of Pancakes
26	T Hendrickson/Portland Ore	BP/Shelby Mustang	Blue	Ore	Hendrickson Racing
28	Rich Sloma/Cuprtine Cal	BP/Corvette	Line	SF	Zinn Auto Parts San Bruno Cal
40	Jim Wilson/Oakland Cal	AP/Corvette	Grey	SF	Jim Wilson's Texaco
43	R B Dy/Concord Cal	BP/Corvette	Red	SF	Rubber Chicken Racing
56	Bill Pendleton/Eugene Ore	A/S Cougar	White	Ore	
57	Monte Shelton/Portland Ore	A S/R Lola	Yellow	Ore	Monte's Motors
66	Stan Bennett/Portland Ore	A/R Camaro	Orange	Ore	Roth Motors
73	Ken Legg/Seattle Wn	B S/R Lotus	Magenta	NW	Johnny's Foreign Auto Parts
82	John Hall/N.Vancouver BC	A/S Mustang	White	NW	Dave Buck Ford/Castrol Mustang
84	Dn Shervey/Portland Ore	B S/R Corvette	White	Ore	

No.	DRIVER/RESIDENCE	CLASS	KART/ENGINE
00	Don Hennig/Portland Ore	A Stock Lite	Special/Parilla
1	John Jones/Gresham Ore	A Stock Heavy	Hornet Allegro/Parilla
2	Jim Nolde/Portland Ore	American Reed Heavy	Bug/Mac 91
3	Tom Mersereau/Portland Ore	A Stock Lite	Lockwood/Komet
4	Chuck Bertrand/Milwaukie Ore	A Open Heavy	Hornet Marauder III/Mac91A
5	Don Holmboe/Portland Ore	A Stock Heavy	Red Devil/ Komet K-77
6	Gay Sargent/Garden Home Ore	American Reed Lite	Marauder III/Mac 91
7	Roberta Sargent/Garden Home Ore	American Reed Lite	Marauder III/Mac 91
8	Wayne Peterson/Gladstone Ore	B Stock	Bug/Mac 91
9	Maurice LePore/Lake Oswego Ore	B-Limited	Special/Mac 101
11	Gary Woolf/Portland Ore	PKR II	Woolf Special/Hodaka
12	I.A. Lindsten/St Helens Ore	American Reed Heavy	McCulloch/Mac 91B
15	Dave Schulz/Tigard Ore	B-Limited	Hegar Hustler/B-Bomb
16	Sam Gotter/Hillsboro Ore	A Stock Heavy	Hegar Hustler/Komet
18	Ken Trexler/Hillsboro Ore	American Reed Heavy	Hegar Hustler/Mac 91B
19	Cecil Bowles/Beaverton Ore	American Reed Heavy	Hornet Allegro/Mac 91B
21	Jack West/Portland Ore	A Open Lite	Hegar Hustler/Komet
22	Jeff Bissell/Vancouver Wn	American Reed Lite	Bug/Mac 91
29	Dave Brown/Gaston Ore	American Reed Lite	Red Devil/Mac 91B
31	Bruce Gilbertson/Portland Ore	B Stock	Dart Mean Machine/Mac 91Bs
32	Jim Rawlings/Portland Ore	American Reed Heavy	Hegar Hustler/Mac 91B
38	Rick Holmboe/Portland Ore	B Open	Marauder III/Parillas
39	Barbara Clist/Portland Ore	PKR I	Special/Mac 91
44	Chris Nissen/Portland Ore	American Reed Lite	Dart/Mac 91B
65	Morris Tuttle/Eastacoda Ore	B Stock	Marauder V/Mac 91Bs
74	Monte Hanson/Portland Ore	A Open Lite	Marauder V/Mac 91A
91	Monty Foulk/Vancouver Wn	A Stock Lite	Hornet Allegro/Komet
98	Phil Lockwood/Portland Ore	PKR III	Lockwood/Kawasaki
99	Arnold Lockwood/Portland Ore	A Stock Lite	Lockwood/Komet

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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.

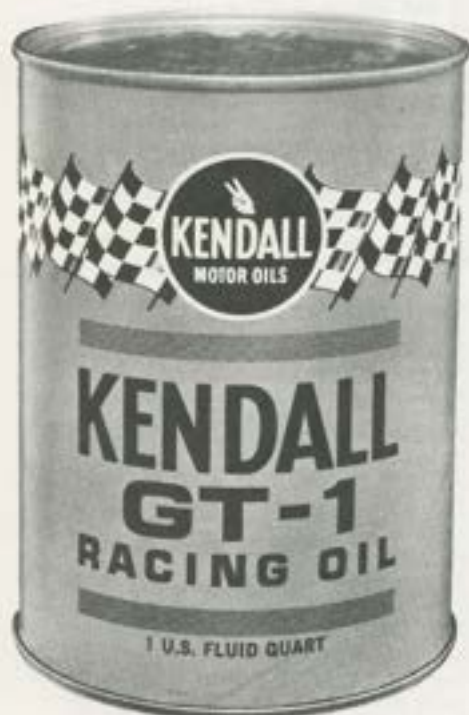
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ADDRESS \_\_\_\_\_

CITY AND ZIP CODE \_\_\_\_\_

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# ACTION AT PIR DURING SCCA REGIONALS MAY 13 - 14

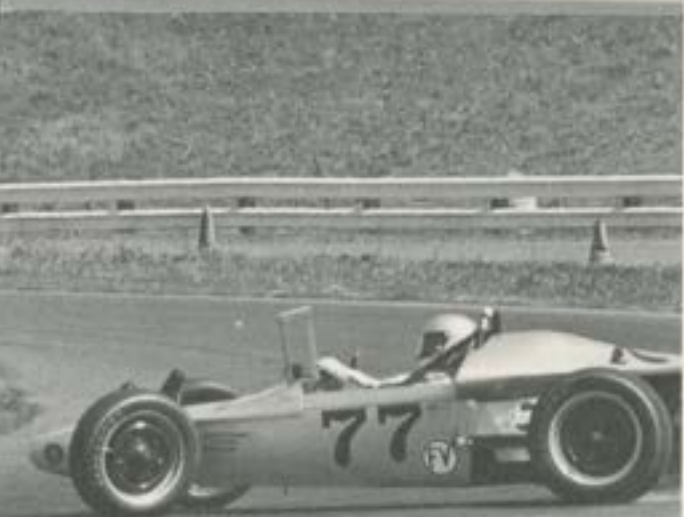


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# SUPPLEMENTARY REGULATIONS AND NOTES

## Event Location and Date

The Twelfth Annual Rose Cup Road Races, an official event of The Portland Rose Festival Association, and a Sports Car Club of America National Championship Event, will be held at Portland International Raceway, West Delta Park, Portland, Oregon on Saturday and Sunday, June 10 and 11, 1972. PIR is located at the North City Limits of Portland.

## Driver Eligibility

This event is open only to 1972 SCCA National Competition License holders.

## Car Eligibility

All categories and classes of automobiles listed in the 1972 SCCA GCR are eligible to compete.

## Sponsor and Organizer

The event sponsor is the Portland Rose Festival Association, Portland, Oregon. The event will be organized and conducted by the Oregon Region.

## Rules

This event will be conducted under the 1972 SCCA General Competition Rules (GCR) and these Supplementary Regulations.

## Insurance

Insurance covering participants, organizers, sponsors, and others will be provided under the SCCA Master Plan.

## Race Car Appearance

The GCR will apply. Drivers are requested to have their names prominently displayed on their cars.

## Rules of the Pits and Paddock

GCR rulings will apply to children, pets, alcohol, and general behavior of all participants. Entry to racing pits restricted to persons 16 years of age or older. Drivers are reminded that they are responsible for the conduct of their crew, including children. Children under 12 must be closely supervised by the responsible adult at all times. Pets are not allowed in the pits or paddock. Only race officials are permitted to operate 2-wheeled vehicles in the pits or paddock. Riding on or outside of any race car is strictly prohibited. Timing & Scoring areas are strictly off limits to all entrant personnel.

## Grid Positions, Starting Procedures

Rolling starts will be used. Starting procedures will be in accord with the GCR. Grid positions will be determined by official lap times taken in Qualifying Practice. Races will be 30 minutes in duration. Qualifying Practice is on Saturday only.

## Drivers Please Note

Drivers of closed cars shall wear face shields or racing goggles. Drivers will be requested to act as Driver Observers.

## Awards, Finishing Positions, Results

The GCR will apply. Results will be posted within 30 minutes of the final race. The Group VI race has been designated the "Rose Cup" feature race, and the overall winner of this race will be awarded the "Rose Cup" in addition to the class trophy.

## Protests

Protests will be handled per the GCR.



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West Delta Park - Portland, Oregon

LAP TIME vs SPEED\*

LAP TIME	SPEED
0:51.0	135.2 mph
0:52.0	132.6
0:53.0	130.1
0:54.0	127.7
0:55.0	125.3
0:56.0	123.1
0:57.0	120.9
0:58.0	118.9
0:59.0	116.8
1:00.0	114.9
1:01.0	113.1
1:02.0	111.3
1:03.0	109.4
1:04.0	107.7
1:05.0	106.1
1:06.0	104.4
1:07.0	102.9
1:08.0	101.4
1:09.0	99.9
1:10.0	98.5
1:11.0	97.1
1:12.0	95.7
1:13.0	94.4
1:14.0	93.2
1:15.0	91.9
1:16.0	90.7
1:17.0	89.5
1:18.0	88.4
1:19.0	87.3
1:20.0	86.2
1:21.0	85.1
1:22.0	84.1
1:23.0	83.1
1:24.0	82.1
1:25.0	81.1
1:26.0	80.2
1:27.0	79.2
1:28.0	78.3
1:29.0	77.5
1:30.0	76.6
1:31.0	75.8
1:32.0	74.9
1:33.0	74.1
1:34.0	73.3
1:35.0	72.6
1:36.0	71.8
1:37.0	71.1
1:38.0	70.3
1:39.0	69.6
1:40.0	68.9
1:41.0	68.3
1:42.0	67.6
1:43.0	66.9
1:44.0	66.3
1:45.0	65.7
1:46.0	65.0
1:47.0	64.4
1:48.0	63.8
1:49.0	63.2
1:50.0	62.7
1:51.0	62.1
1:51.0	62.1
1:52.0	61.6
1:53.0	61.0
1:54.0	60.5
1:55.0	59.9
1:56.0	59.4
1:57.0	58.9
1:58.0	58.4
1:59.0	57.9

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\* Based on Road Circuit length of 1.915 mi.

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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

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# 1972 PRODUCTION CAR SPECIFICATIONS

## CLASS A

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

## CLASS B

Alfa Romeo Montreal  
 AMX Sports Coupe (290) thru 1969  
 AMX Sports Coupe (343) thru 1969  
 Corvette 283  
 Corvette 327 (1962)  
 Corvette Sting Ray 327 thru 1967  
 Corvette Sting Ray 327 Roadster & Coupe 1968  
 Corvette Sting Ray 350 Roadster & Coupe 1969-1971  
 Ferrari 275 GTB Berlinetta  
 Ferrari 365 GTB 4 Daytona  
 Jaguar Series 3 E V-12  
 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  
 Shelby Cobra 289  
 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 311-U (Mikuni)  
 Datsun 240 Z Sports thru 1972  
 Ferrari Dino 246 GT  
 Jaguar XKE, 3.8 & 4.2, Coupe & Roadster  
 Lotus Seven Series Four  
 Lotus Elan 1600 S-2 thru S-4  
 Lotus Elan Plus 2  
 Lotus Europa Twin Cam  
 MGC, MGC-GT  
 Morgan Super Sports  
 Porsche Carrera 1500, 1600  
 Porsche 911, 911L, 911T, 911S (Coupe) thru 1968  
 Porsche 911T Coupe/Targa Cabriolet 1969  
 Porsche 911T Coupe/Targa Cabriolet 1970, 1971  
 Porsche 911T, 911E, 911S Coupes/Targa Cabriolet '72  
 Porsche 914/6 thru 1971  
 Sunbeam Tiger 260  
 Triumph TR-250  
 Triumph TR-5  
 Triumph TR-6 (SU)  
 Triumph TR-6 (F.I.)

## CLASS D

AC Ace Bristol  
 Alfa Romeo 1750 Spider Veloce thru 1971  
 Alfa Romeo Spider 2000  
 Austin Healy 3000 MK I, II, III  
 Daimler SP 250  
 Datsun/SRL 311U (Hitachi)  
 Elva Courier MK III 1800 & MK IV 1800  
 Elva Courier MK IV T Roadster & Coupe  
 Jaguar XK 120, 140, 150, 3.4 & 3.8  
 Lotus Super 7  
 Lotus Europa Mark 46, 54, 65  
 Triumph GT6, GT6 +  
 Triumph GT6 MK III

Triumph GT-4, TR-4A  
 Triumph TR-4A, IRS  
 TVR MK III 1800  
 Yenko Stinger Coupe

## CLASS E

Alfa Romeo Giulia Spider Veloce  
 Alfa Romeo Giulia Sprint GT & GTC  
 Alfa Romeo Spider Duetto  
 Austin Healy BN4, BN6 (100-6)  
 Elva Courier MK I, II, III (1622)  
 Elva Courier MK IV-T Ford  
 Elva Courier MK IV (1622)  
 Fiat 124 Sport Spider thru 1972  
 MG-B, MGB-GT  
 Morgan +4  
 Opel GT 1900  
 Porsche 356 1500/1600 A, B, C  
 Porsche 356C/1600 SC, 356B Super 90, Cabriolet  
 Porsche 912 Coupe thru 1968  
 Porsche 912 Coupe/Targa Cabriolet 1969  
 Porsche 914 thru 1972  
 Saab Sonett V-4 thru III  
 Triumph TR-2, TR-3, TR-3A, TR-3B  
 Turner 1500  
 TVR MK III 1622  
 TVR Vixen  
 Volvo 1800 (1990cc) 1969, 1800E 1970-1972

## CLASS F

Alfa Romeo Giulietta Super Sprint & Spider  
 Alfa Romeo Giulietta Sprint Special & Zagato  
 Alfa Romeo Spider 1300 Junior  
 Alfa Romeo Junior Z  
 Alfa Romeo Giulia Sprint & Spider  
 Alpine A-110, 1100  
 Austin Healey Sprite MK IV (1275)  
 Austin Healey BN1, BN2 (100-4, 100M)  
 Datsun SPL-311 & SPL 311U  
 Fiat 124 Spider thru 1972  
 Fiat Abarth OT 1300/124 Coupe  
 Lotus 7 & 7 America 66  
 MG Midget MK III, IV thru 1972  
 MGA 1500, 1600, 1622  
 MGA Twin Cam  
 Morgan 4/4 MKV  
 Sunbeam Alpine  
 Triumph Spitfire MK III  
 Triumph Spitfire MK IV  
 Volvo P-1800, 1800S

## CLASS G

Alfa Romeo Giulietta Sprint & Spider  
 Austin Healey Sprite 1100, AN 8 (1100)  
 Datsun SPL 310 U  
 Fiat Abarth 1000 Monomille  
 Fiat Abarth OTS 1000 Coupe  
 Fiat Abarth OT 1000 Spider  
 Honda S800 & S800 Coupe  
 Matra  
 MG Midget AN 2, AN 3  
 Porsche 1300  
 Rene Bonnet CRB  
 Triumph Spitfire MK I & MK II  
 Turner 950S

## CLASS H

Austin Healey Sprite MKI & MKII (948)  
 Fiat 850 Spider, Racer thru 1972  
 Fiat Abarth 850S, 750 GT, 750 MM  
 Honda S-600 Coupe & Convertible  
 MG TC, TD, TF - 1250  
 MG TF-1500  
 MG Midget (948)  
 Morgan 4/4 MK IV  
 Opel GT 1100



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