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The Portland Rose Festival presents

ROSE CUP '73

The 13th Annual Rose Cup Races
June 9-10, 1973

Portland International Raceway
Official Program 50¢
Sanctioned by
Sports Car Club of America
73-N-215





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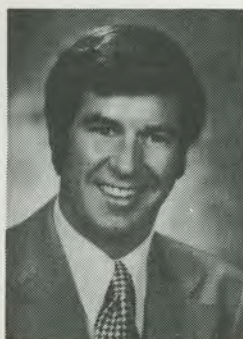
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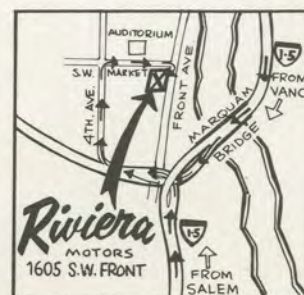


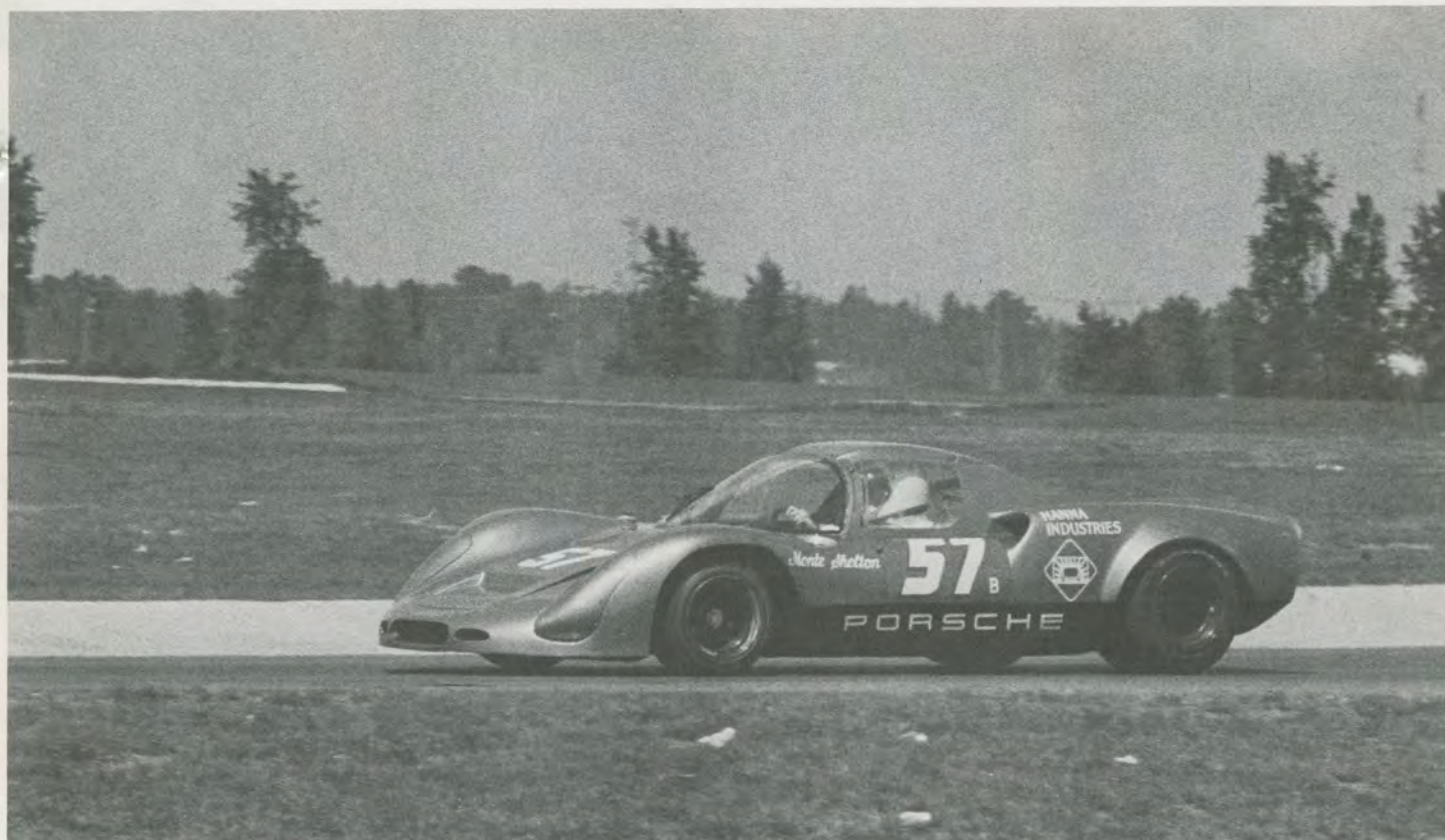
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THE SCHEDULE

Saturday, June 9, 1973

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

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

Sunday, June 10, 1973

7:30 a.m. — 9:00 a.m.
Registration and Tech Inspection
Possitively no credentials issued after
close of Registration
9:00 a.m.
9:00 a.m.
Warmup practice - Group I
9:25 a.m.
Warmup practice - Group II
9:50 a.m.
Warmup practice - Group III
10:15 a.m.
Warmup practice - Group IV
10:40 a.m.
Warmup practice - Group V
11:05 a.m.
Warmup practice - Group VI
11:30 a.m.
Warmup practice - Group VII
11:55 a.m. — 1:00 p.m.
Lunch and Porsche Parade
1:00 p.m.
Race, Group I
1:40 p.m.
Race, Group II
2:20 p.m.
Race, Group III
3:00 p.m.
Race, Group IV
3:40 p.m.
Race, Group V
4:20 p.m.
Race, Group VI — The Rose Cup
5:00 p.m.
Race, Group VII — The Rose Bud
5:45 p.m.
Trophy Presentation

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, Show-
room Stock Sports Cars

RACE OFFICIALS AND CHIEFS

CHIEF STEWARD Ted Jackson
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John Stuhldrier
SAFETY STEWARD Tom Welch
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Stan Bennett
Joe Henderson
Bob Hugill
STEWARD IN TRAINING John Barnum
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DRIVER REGISTRAR Sherri Luking
WORKER REGISTRAR Joyce Erickson
COMPETITION BOARD CHAIRMAN Tom Luking
STARTER Tom Shea
Course Marshal Ray Savage
Grid Marshal Ron Frerk
Turn Marshal Tony Wascher
Tech Inspection Gary Long
Timing/Scoring Bob Arkes
Communications Zel McFadgen
Race Physician John Emery Jr., M.D.
Race Control (Emergency) Don Jackson
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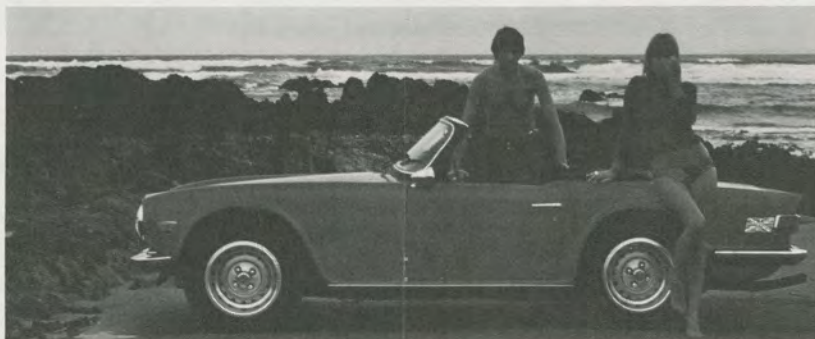
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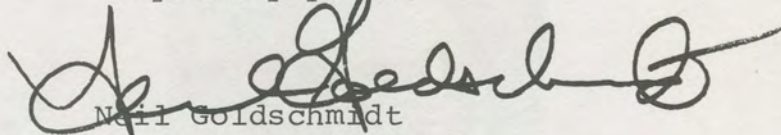
May 14, 1973

As the Mayor of Portland, I am pleased to congratulate the participants and welcome the spectators of this year's Rose Festival Races.

I am confident that the hard work of Park Bureau Personnel and sport car enthusiasts of all ages will make this the most successful and enjoyable year in the history of this event.

My sincere best wishes.

Very truly yours,



Neil Goldschmidt

NG.jc.pns

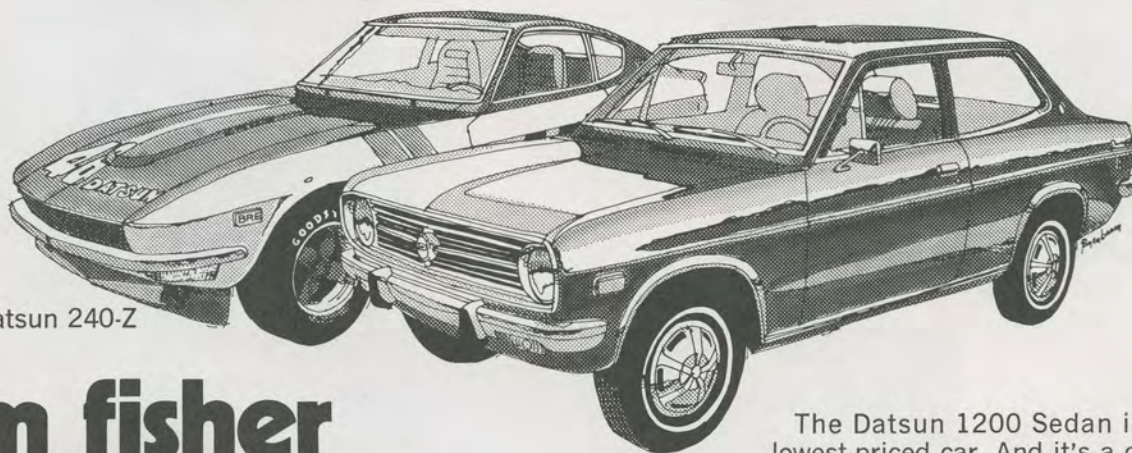




1973 Rose Festival Court

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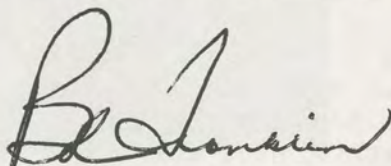
A very warm City of Roses welcome to the 1973 Portland Rose Festival Rose Cup Sports Car Races.

We are very pleased to be able to bring to Portland this great weekend of racing in concert with the Oregon Region of the Sports Car Club of America.

To the many hundreds of volunteers that have worked throughout the year on this project we offer a special thanks...as we do also to the City of Portland for their fine cooperation.

A wonderful weekend of fine racing to the drivers, crews, race officials and spectators.

Thank you for coming to the Rose Cup.



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Oregon Road Racing Started In 1905!

By Bob Mead, Regional Executive
Oregon Region, S.C.C.A.

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 worlds 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 Russelville 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 Wemme of Portland who, in 1899, became the first automobile owner of Oregon. That first horseless carriage was a Locomobile. Wemme 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 Helmus 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.



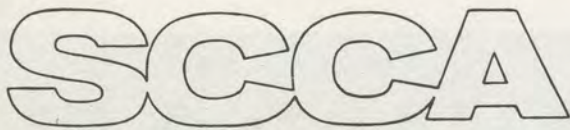
In 1910 Eugene received it's first carload of autos . . . Ramblers.

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 MGTD; Jack Scoville in an Alfa Romeo Giulietta; Harry Eyerly in a Corvette and a Crosley Special; L. C. Thomas 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.



Sports Car Club of America, Inc.



The Officers, Board of Directors and the members of the Sports Car Club of America join me in welcoming you to the Thirteenth Annual Rose Cup Races. We want to thank you for your support of road racing in Oregon; your attendance is what makes this type of event possible.

We are proud of Portland International Raceway and Michael Campbell, manager of this fine facility. Mr. Campbell has spent many hours in developing this racing plant into one of the best of its kind on the Pacific Coast. We are doubly grateful to the City of Portland and the Portland Rose Festival Association for their contribution to the sport. Each year the City of Portland has made improvements to PIR to make competition events as safe as possible for participants and for you, our enthusiastic spectators. The Portland Rose Festival Association has devoted considerable money and volunteer time in sponsoring and promoting Road Racing in Oregon. Without their support, this event would not be possible.

The Oregon Region, SCCA, is proud to present this National Championship points race, and we are honored to be staging the first in a series of six Gold Rush Series events. The Gold Rush Series is the first of its kind in the Northwest. National drivers can now compete for a pot of gold which will be distributed to high-point competitors at the end of the 1973 race season. The second Gold Rush Series event to be staged at PIR will be held July 21 and 22, 1973.

All of the work being accomplished this weekend is being done by volunteer road racing enthusiasts. Their goal is to make automobile racing the number one spectator sport in Oregon, and in the Nation. This is road racing at its best, not only because our workers and drivers are a cut above the average, but also because our followers are of the same cut. If you would like to take part in this great sport, write to the Oregon Region, SCCA P. O. Box 431, Salem, Oregon 97303. There is something for everybody in the sport of road racing.

Thank you for being with us.....and have a fine weekend.

Robert A. Mead

Robert A. Mead
Regional Executive
The Oregon Region
SCCA



SCCA RACING CAR CLASSIFICATION

All of the cars that compete in SCCA club racing events fall into four general categories. Within these categories the cars are divided into 23 separate competition classes.

CATEGORY: Formula

Pure racing cars — open-wheel, single-seat machines similar to but slightly different than international formulas 1, 2 and 3.

CLASSES: A — 5-liter (305 cubic inches), production based engines as all-out 3-liter (183 c.i.) racing engines.

B — Modified 1600 cc (98 c.i.), production-based engines.

C — Modified 1100 cc (67 c.i.) engines.

Formula F — 1600 cc (98 c.i.) Ford Cortina Capri/Pinto engines only, with limited modifications.

Formula Vee — Based on VW components, VW steering, gear box, suspension and wheels. Extremely popular with competitors as they are inexpensive and closely matched.

Formula Super Vee — Based on VW 1700 cc (104) c.o. engines. Less restrictive than Formula Vee.

CATEGORY: Sedan

Mass-produced sports sedans with rear seat passenger carrying capacity that are recognized by SCCA. Cars ranging from Mustangs to Minis race in engine size classes. In classes B, C, D performance within a class is equalized by keying car weight to engine displacement so that cars with smaller engines compete at a lighter weight.

CLASSES: A — 2500 cc to 5000 cc (153 c.i. to 305 c.i.).

B — 1300 cc to 2500 cc (79 c.i. to 153 c.i.).

C — under 1300 cc (to 79 c.i.).

CATEGORY: Production

Mass-produced sports cars ranging from Sting Ray to Sprite. These cars resemble showroom cars but are permitted some modifications, largely in the interests of safety and parts life. Cars are classified by performance, not engine size, which offers more and better racing for a larger variety of models, including many out of production.

CLASSES: A through H, in descending order of performance.

CATEGORY: Sports Racing

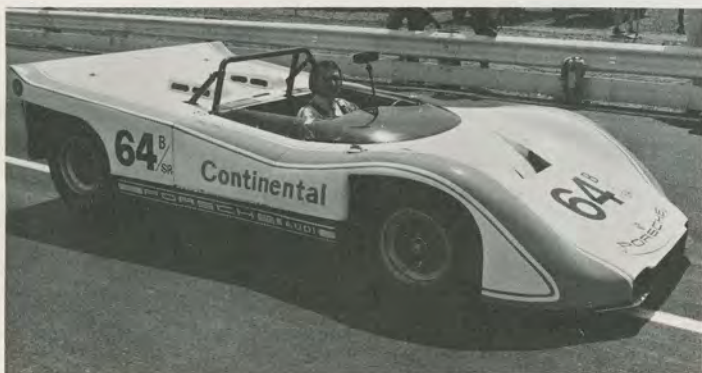
Sports cars that are nearly unlimited in design that compete according to engine size. They have two seats and four fenders but are very stark in fittings. They are also known as FIA Group 7 cars and range from V-8 powered McLarens and Lolas to one-of-a-kind home-built specials with motorcycle engines. They offer probably the best opportunity in racing for individual ingenuity in auto design.

CLASSES: A — over 2000 cc (122 c.i. up).

B — 1300 cc to 2000 cc (79 c.i. to 122 c.i.).

C — 850 cc to 1300 cc (52 c.i. to 79 c.i.).

D — up to 850 cc (52 c.i.).



NATIONAL CHAMPIONSHIP POINT STANDINGS NORTH PACIFIC DIVISION, SCCA May 23, 1973

While the June 9-10 Rose Cup National is the first championship event in the Sports Car Club of America's North Pacific Division counting toward driver points, many competitors have earned points by racing in Arizona and Southern California.

Today's races will go far toward determining the 1973 SCCA National Champions. Keep your eyes on those listed below. You'll hear from them again. And, several will emerge at season's end as national titleholders, because Oregon and the North Pacific Division have their share every year. Abbreviations: SF-San Francisco Region, NW-Northwest Region, Ore. - Oregon Region. *Indicates points earned out of driver's home region.

A PRODUCTION:

James Herlinger, Corvette, S.F.-9*
Dale Samuelsen, Corvette,
N.W.-9*
Jim Wilson, Corvette, S.F.-6*

C PRODUCTION:

Gary Rodrigues, Lotus, S.F.-12*

D PRODUCTION:

Hap Richardson, Jaguar, S.F.-6*
Robert McFarlin, Datsun, S.F.-4*
George Gettel, TR, S.F.-1*

E PRODUCTION:

Jerry Slick, MGB, S.F.-12*
Dwight Mitchell, Porsche, S.F.-9*
Lee Mueller, MGB, S.F.-9*
Terry Visger, MGB, S.F.-9*

F PRODUCTION:

Jon Woodner, MG, S.F.-18*

G PRODUCTION:

Tom Tuttle, Sprite, S.F.-18*
Jeremiah Brown, Alfa, S.F.-18*
Tom McCarthy, Spitfire, S.F.-8*
Tide Ebding, Spitfire, S.F.-6*
Paul Smith, TR, S.F.-6*
Raymond Avina, TR, S.F.-4*
Lance Bonham, TR, S.F.-3*
Terry Barnard, Spitfire, S.F.-1*

H PRODUCTION:

Todd Wheeler, Sprite, Ore.-15*
Ron Callison, Sprite, S.F.-13*
John Faull, Sprite, S.F.-9*
Ron Wipperman, Sprite, S.F.-3*
David Arken, Sprite, S.F.-2*

B SEDAN:

Jon Norman, Alfa, S.F.-9*
Dave Burns, Alfa, S.F.-6*
W. Edward O'Sullivan, Datsun,
S.F.-2*

C SEDAN:

Jim Hensel, Datsun, S.F.-18*
Fred Shockley, Austin, S.F.-10*

B SPORTS/RACING:

Harold Kirberg, Porsche, S.F.-9*
Bobby Fisher, Chevron, S.F.-9*

C SPORTS/RACING:

George Henderson, Quasar, S.F.-9*

D SPORTS/RACING:

Norman Hart, Elva, S.F.-4*

FORMULA B:

Jon Milledge, Brabham, S.F.-9*
Ernie Haze, Brabham, S.F.-9*
Robert Hall, March, S.F.-6*
Archie Snider, Brabham, S.F.-2*
Gordon Strom, Brabham, S.F.-1*

FORMULA FORD:

William Pugh, Dulon, S.F.-13*
Allan Turner, Palliser, N.W.-7*
Thomas Wiechmann, Titan, N.W.-6*
Bob Blackwood, Winkelmann, S.F.-3*

FORMULA VEE:

Bob Klingler, KWIC, S.F.-15*
Robert Cornish, Lynx, S.F.-10*
Draig Fraser, Fox REI, S.F.-4*
Stan Townes, Zink, S.F.-3*

FORMULA SUPER VEE:

Jerry Demele, Lola, S.F.-9*
John Benton, Hawke, S.F.-9*
Terry Herman, Crusader, S.F.-6*



**Portland
International
Raceway**

Michael Campbell, Manager

West Delta Park
1940 North Victory Boulevard
Portland, Oregon 97217
Telephone 503 285-6635

Racing Fans,

I would like to extend my welcome to all of you on behalf of the Portland Park Bureau and Portland International Raceway. The complex here at Delta Park has grown in scope over the years and we are extremely proud of the operation and the service that it provides to the people in the Northwest. In particular, we have seen some rapid growth in Portland International Raceway in the past few years. This is as a result of some hard work by the Rose Festival Association and the Portland Park Bureau. Their joint efforts have made Portland International Raceway one of the major racing facilities on the West Coast.

We are extremely proud of the facilities here at Portland International Raceway and we plan on making further improvements during the coming seasons.

Thank you for supporting the Raceway and the Portland Park Bureau. If you have comments regarding the park and its use, please call on us at the Raceway office.

Best of Luck to all of you in the 1973 season.



Sincerely,

Francis J. Ivancie
Francis J. Ivancie
Commissioner of Public Safety
City of Portland

Bureau of Parks and Public Recreation City of Portland

Francis J. Ivancie, Commissioner of Parks

Dale R. Christiansen, Superintendent of Parks

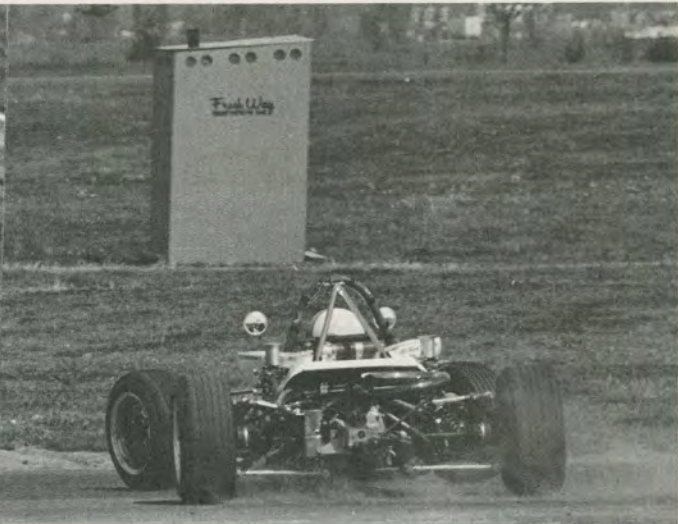


Photo by Bob Ames

HOW TO WATCH A SPORTS CAR RACE

By Tony Wascher

Sports car racing can be as confusing to the novice spectator as ice hockey or rugby. In order to enjoy it you want to know what is going on and where to watch. Once you've got the fundamentals you should be able to convince your neighbor that Mario Andretti is just another household name.

Traditionally sports car racing is referred to as "road racing." Sports cars are put into one of two racing groups: "open wheel" and "closed wheel." Simply, open wheel cars are the Indianapolis type race cars with cigar shaped, light weight bodies, without fenders over the wheels. Closed wheel cars include approved stock bodied sedans, roadsters, and special built sports racers, all with enclosed wheels. These two groups are also divided into "classes", dependent upon performance capability and results a testing of production car classes and other groupings; classes may be found elsewhere in this program. Open and closed wheel cars are never mixed together in the same race, but different classes within the same group may compete together. With a total of 23 classes recognized by the Sports Car Club of America, mixing the classes is a convenience due to the time factor.

For example, a race may include A Sedans, A, B, and C Production, and A and B Sports Racers. These cars are not all equal in horsepower, but they do offer some degree of competition against each other. Unlike most other motor racing events, road racing combines the ultimate response between driver and car and a trying road course laid out to test both. The wrong response could change the end of the race and the overall winner could be any one of the other cars. Each class will have its own winner in the same race. For that reason a C Production car may finish eighth overall, in our example, but will finish ahead of all other C Production cars in the field. The driver's efforts will still get him a checkered flag and a victory lap. The real racing goes on "back in the pack" where two cars of the same class may be "dicing" for position lap after lap. They may only finish fifth and sixth overall in the group, and third and fourth in the class, but they **were** racing. You watch to see where the race action is developing and then you pull for your favorite.

You don't want to watch a road race on the straight-aways, the test is in the corners and curves. Many a slower car with better handling has pulled it out in the corners over a faster car with poorer handling. At Portland International Raceway the best seats are at the far west end where you can see Turns 1 through 5 and the spectator bank at the east end where the cars come through the "circus" of Turns 6 & 7, then into Turn 8 and onto the straightaway.

1973 RACING SCHEDULE Portland International Raceway

June 9-10	Sports Car Club of America Rose Cup-Gold Rush Series National Championship Road Races
June 16-17	Cascade Sports Car Club Road Races
June 23	Drag Racing (NHRA)
June 24	Motocross
July 4	Cascade Sports Car Club Autocross
July 7	Drag Racing (NHRA)
July 8	Motocross
July 21-22	Sports Car Club of America Oregon Grand Prix National Championship Road Races
July 28-29	NHRA Championship Drag Racing
August 5	Motocross
August 11-12	NASCAR Sportsman Stock Car Road Races.
August 18-19	Championship Go-Kart Races
August 25-26	Sports Car Club of America Regional Championship Road Races.
August 31	Drag Racing (NHRA)
September 1	Drag Racing (NHRA)
September 2	Motorcycle Road Races
September 8	Porsche Club of America Autocross
September 9	Motocross
September 15-16	Championship Go-Kart Races
September 22-23	Cascade Sports Car Club Road Races
September 29-30	Sports Car Club of America Regional Championship Road Races.
October 4	Motocross
October 14	Motorcycle Road Races
October 21	Motocross
November 4	Motocross
November 18	Motocross

F.A. SPECIALTIES



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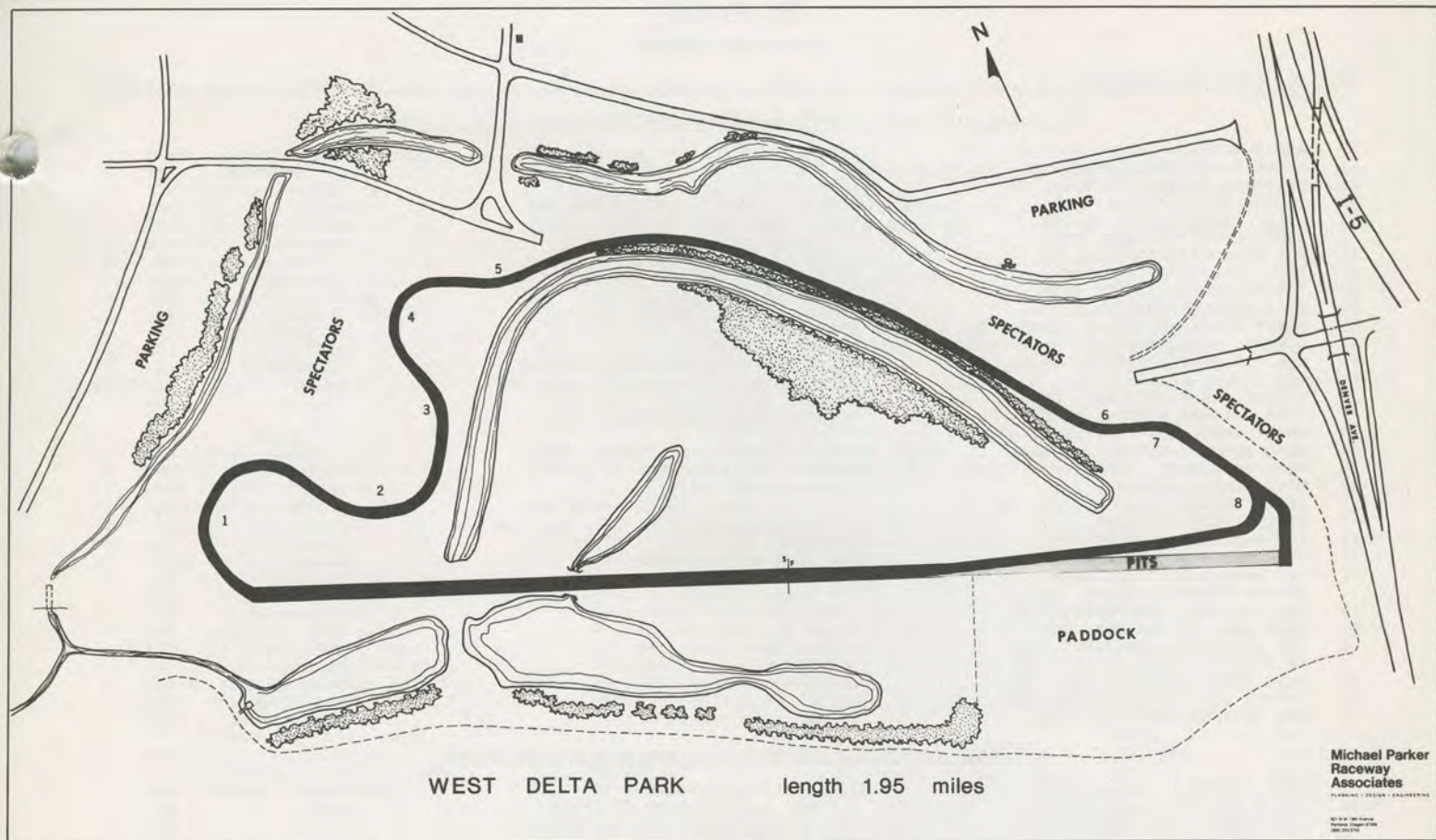
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ENTRY LIST

(Complete Through June 4*)

NO.	DRIVER/HOMETOWN	CAR	COLOR	REGION
<u>GROUP I - FORMULA FORD</u>				
31	BOB BLACKWOOD/SAUSALITO, CA.	WINKLEMAN	BLACK	SF
62	CHUCK SCHOFFSTOLL/PORTLAND, ORE.	NW CYCLE CO. TITAN FORD	YELLOW/BLACK	ORE
21	MARSHALL MEYER/LIVERMORE, CA.	TITAN/KENT	YELLOW	SF
23	DALE ELMER/PORTLAND, ORE.	ELMER'S PANCAKE HOUSE TITAN MK6	WHITE	ORE
34	KELLY CLARK/PORTLAND, ORE.	HAWKE DL-19	BLUE	ORE
8	JOHN BLACK/PORTLAND, ORE.	TITAN MK6	ORANGE	ORE
16	DON GARDNER/VACAVILLE, CA.	LOTUS 51	YELLOW	SF
73	BILL HILL/OLYMPIA, WASH.	RICK'S GULF SERVICE DULON	YELLOW/RED	NW
37	TOM WIESCHMANN/KENT, WASH.	TITAN MK6	BLUE	NW
58	DICK BRADLEY/SUNNYVALE, CA.	LAMONT RACING CROSSLE 16F	BLUE	SF
81	HARRY SORTEBERG/SANTA CLARA, CA.	WINKLEMAN WDF-4	YELLOW	SF
47	MICHAEL STRAWBRIDGE/N. HOLLYWOOD, CA.	MERLYN CORTINA	BLUE	CAL CLUB
91	DON PEPPERDINE/PACIFIC GROVE, CA.	H&K IMPORTED AUTO REPAIR LEGRAND	TAN/PURPLE	SF
19	BOB EARL/CLAREMONT, CA.	MARTIN WELLS VALUE SEATS ELDEN MK8	WHITE	CAL CLUB
94	GEORGE SABIN/PORTLAND, ORE.	MARQUIS ENTERPRISES TITAN MK6	YELLOW	ORE
4	MARK MATSLER/CORVALLIS, ORE.	GRIFFO IMPORT PARTS ELDEN MK10	BLUE	ORE
65	GRANT KNOWLES/SPRINGFIELD, ORE.	HAWKE CORTINA	RED/BLACK	ORE
54	ALAN WENDLER/MILWAUKIE, ORE.	CUSTOM STAMPING WINKLEMAN WDF-2	YELLOW	ORE
24	PETE DARR/GOVT. CAMP, ORE.	ELMER'S PANCAKE HOUSE TITAN MK6	WHITE	ORE
17	MIKE RENN/BEALE AFB, CA.	MERLYN FORD	BLUE	SF
22	ARNSTEIN LOYNING/PORTLAND, ORE.	ELMER'S PANCAKE HOUSE TITAN MK6	WHITE	ORE
44	BILL FITCH/LOS GATOS, CA.	U.A.L.-DONNER LAKE HOMES WINKLEMAN	WHITE	SF
75	TOM SAUERBREI/FRESNO, CA.	SAUERBREI MOTORSPORTS TITAN MK6	BURGANDY	CAL CLUB
77	JIM HEATH/CONCORD, CA.	TOM GLOY RACING SALES TITAN MK6	BLACK	SF
35	VIC MUNSEN/SEATTLE, WASH.	CALDWELL D/B	ORANGE	NW
41	DENNIS KRUEGER/EUGENE, ORE.	K&K RACING SCHOLAR	GREEN/BLUE	ORE
61	TED SPITALERI/SACRAMENTO, CA.	LOTUS 61 MKII	YELLOW	SF
87	NORM JARL/THE DALLES, ORE.	HAWKE	BLUE	ORE
6	TED VOULGARIS/LOS ALTOS, CA.	WINKLEMAN	RED	SF
1	ED STENER/CASTRO VALLEY, CA.	WINKLEMAN	GREEN	SF
66	DOUG THOMPSON/BEAVERTON, ORE.	LOTUS	BLACK/SILVER	ORE
51	THOMAS JOHNSON/PORTLAND, ORE.	LOTUS	BLACK	ORE
71	DON CRAWFORD/MOLALLA, ORE.	TITAN	BLUE	ORE

GROUP II - F,G,H PRODUCTION, C SEDAN, D SPORTS/RACING

8	DICK HAYTON,K. FALLS, ORE.	F/P AUSTIN-HEALY 100-4	AQUA	ORE
80	STEVE FROINES/ALAMO, CA.	F/P KAL AUTO TRIUMPH SPITFIRE	BLUE	SF
77	JON WOODNER/SAN RAFAEL, CA.	F/P HUFFAKER ENGINEERING MG MIDGET	BLACK	SF
7	AL JAMES/PORTLAND, ORE.	F/P DATSUN 1600	YELLOW	ORE
14	JOHN KELLY/ROCKVILLE, MD.	F/P BRITISH LEYLAND/QUAKER STATE SPITFIRE	WHITE	WASH.D.C.
79	TOM LUKING/PORTLAND, ORE.	G/P TOBI RACING SPITFIRE	YELLOW	ORE
44	BILL HARRIS/GLADSTONE, ORE.	G/P TOBI RACING/TYCO SPITFIRE	WHITE	ORE
10	PAUL SMITH/LOS GATOS, CA.	G/P PAUL'S AUTO BODY SPITFIRE	ORANGE	SF
81	TERRY BARNARD/SUNNYVALE, CA.	G/P TNT AUTOMOTIVE SPITFIRE	BLUE	SF
63	JOE HOZACK/SUNNYVALE, CA.	G/P TRIUMPH SPITFIRE	GREEN	SF
0	EVAN LEE/MARYSVILLE, CA.	G/P RUBBER CHICKEN RACING SPITFIRE	BLACK	SF
2	RAY AVINA/SAN JOSE, CA.	G/P TRIUMPH SPITFIRE	RED	SF
21	DEL HOFFMAN/RENTON, WASH.	G/P TYCO SPITFIRE	BLUE/WHITE	NW
16	H.TIDE EBING/BERKELEY, CA.	G/P MEKATRON SPITFIRE	BLUE	SF
24	STAN LASKIN/CUPERTINO, CA.	G/P TED'S OLD COUNTRY GARAGE SPITFIRE	RED/GOLD	SF
99	JERRY BROWN/OAKLAND, CA.	G/P ALFA ROMEO SPYDER	LIME	SF
11	TOM TUTTLE/BURLINGAME, CA.	G/P TEAM TURTLE WEST SPITFIRE	BLUE	SF
3	BILL WILSON/GRESHAM, ORE.	G/P PARKROSE AUTO SUPPLY SPITFIRE	WHITE	ORE
49	LARRY ALBEDI/VALLEJO, CA.	H/P BMC-VALLEJO SPRITE	GREEN	SF
5	GEORGE YELLAND/RENTON, WASH.	H/P COACHES CARRIAGE FIAT 850 SPYDER	BLUE	NW
84	H.TODD WHEELER/PORTLAND, ORE.	H/P HANNA INDUSTRIES SPRITE MK1	BLUE	ORE
55	RON CALLISON/SACRAMENTO, CA.	H/P SPECIALIZED IMPORT SERVICE SPRITE	BLUE	SF
56	LARRY RANDALL/PORTLAND, ORE.	H/P DAN HALL'S 6 POINT AUTO SPRITE	RED	ORE
43	BERNIE STORC/SAN FRANCISCO, CA.	H/P BERNIC ENTERPRISES SPRITE MK1	RED/WHITE	SF
64	JOE HAUSER/ROY, UTAH	H/P SPRITE MK1	WHITE	UTAH
58	ROB WALKER/ESCONDIDO, CA.	C/S DATSUN 1200	BROWN	SAN DIEGO
19	JIM HENSEL/REDWOOD CITY, CA.	C/S DATSUN 1200	YELLOW	SF
18	FRED SCHOCKLEY/SUNNYVALE, CA.	C/S PAUL'S AUTO BODY AUSTIN AMERICA	BLUE	SF
25	ROBERT THULANDER/NAPA, CA.	C/S VALLEY DATSUN DATSUN 1200	YELLOW	SF
4	HAL ROREN/PORTLAND, ORE.	C/S ALFA ROMEO GTA 1300 JR.	WHITE	ORE
97	DOUG BARBOUR/PORTLAND, ORE.	C/S GER. BROCK CO. DATSUN 1200	BLUE/WHITE	ORE
66	TOM BUNGAY/SACRAMENTO, CA.	H/P SPRITE	ORANGE/WHITE	SF
17	JOHN SAULL/REDWOOD CITY, CA.	H/P SPRITE	TAN	SF
72	LANCE BONHAM/SANTA CLARA, CA.	G/P TRIUMPH SPITFIRE	BLUE	SF
27	LEE LEMBKIE/TILLAMOOK, ORE.	H/P SPRITE	BLUE	ORE

GROUP III - C,D,E PRODUCTION, B SEDAN, C SPORTS/RACING

44	BOB TULLIUS/FALLS CHURCH, VA.	C/P BRITISH LEYLAND/QUAKER STATE TRIUMPH TR6	WHITE	WASH.D.C.
45	WALT MAAS/MOUNTAIN VIEW, CA.	C/P F.A.R. PERFORMANCE DATSUN 240Z	RED/WHITE	SF
88	GARY RODRIGUES/LOMITA, CA.	C/P JENSEN MOTORS LOTUS TWIN CAM	BLACK	CAL CLUB
49	DAVE CHIDESTER/SACRAMENTO, CA.	C/P PERFORMANCE INC. DATSUN 240Z	BLUE/WHITE	SF
47	MATT LITTLE/CARMEL, CA.	C/P PORSCHE 911S	ORANGE	SF
4	JOHN MC COMB/HUTCHINSON, KA.	D/P BRITISH LEYLAND/QUAKER STATE TR GT6	WHITE	WASH.D.C.
43	ROBERT MC FARLIN/LOS ALTOS, CA.	D/P DATSUN 2000	RED/WHITE	SF
42	JON WOODNER/SAN RAFAEL, CA.	D/P HUFFAKER ENG. JENSEN-HEALEY 2000	BLACK	SF
4	RAY KAEHLER/CORVALLIS, ORE.	D/P JACK SCOVILLE LTD. DATSUN 2000	WHITE	ORE
39	RICHARD DA PONT/APTOS, CA.	D/P THE ENGINE ROOM LOTUS SUPER 7	BROWN	SF
59	ROBERT DICKOFF/TIGARD, ORE.	D/P D.A.R.E. AUTOMOTIVE TRIUMPH T/R 4	WHITE	ORE
14	BRIAN FUERSTENAU/FALLS CHURCH, VA.	E/P BRITISH LEYLAND/QUAKER STATE MGB 1800	WHITE	WASH.D.C.
41	HARDY PRENTICE/SAN FRANCISCO, CA.	E/P SUPER MODIFICATIONS TRIUMPH TR3B	WHITE	SF
11	LEE MUELLER/SAN RAFAEL, CA.	E/P HUFFAKER ENG. MGB 1800	BLACK	SF
18	GARY SMALL/PORTLAND, ORE.	E/P IMPORT SERVICE CENTER VOLVO P1800	RED/WHITE/BLUE	ORE
30	DWIGHT MITCHELL/SARATOGA, CA.	E/P NORCAL PORSCHE-AUDI DEALERS PORSCHE 914	YELLOW/ORANGE	SF
71	JOHN LORINI/PALO ALTO, CA.	B/SED TUSCAN RACING ALFA ROMEO 1600GTV	RED	SF
6	JACK QUINLIN/PORTLAND, ORE.	B/SED ALFA ROMEO 1600GTV	OCHRE	ORE
79	RICHARD GORDON/PORTLAND, ORE.	B/SED IMPORT PARTS DISTRIBUTING VOLVO B20	GREY	ORE

ENTRY LIST

(Complete Through June 4*)

NO.	DRIVER/HOMETOWN	CAR	COLOR	REGION
<u>GROUP III - C,D,E PRODUCTION, B SEDAN, C SPORTS/RACING (CONTINUED)</u>				
5	MIKE ROCKETT/EDMONDS, WASH.	B/SED TYCO TRIUMPH VITESSE	WHITE/BLUE	NW
98	GERALD MURCH/PORTLAND, ORE.	B/SED HEINRICH DATSUN GER. BROCK ENT.DATSUN1800	BLUE/WHITE	ORE
99	BILL NEV/SAN BRUNO, CA.	B/SED JFR RACING PINTO 2000	YELLOW	SF
9	DAVE BURNS/REDWOOD CITY, CA.	B/SED TURN 1 SPORTS CAR ALFA ROMEO GTV	RED	SF
3	EDMUND HAMBURGER/MALIBU, CA.	C S/R SPARTAN FARMS QUASER HRE FORD	SILVER	SF
76	JOHN BLAKE/PT. RICHMOND, CA.	C S/R FIREMASTER EXT. ELVA MK7 FORD	RED	SF
2	JOHN HOUSTON/MT. VIEW, CA.	C S/R LOTUS FORD	WHITE	SF
68	CHARLIE KULMANN/FULLERTON, CA.	C S/R DRAGON ENGINEERING LOTUS 23	YELLOW	CAL CLUB
80	MARK KELLER/MT. VERNON, WASH.	D/P DATSUN 2000	RED/BLUE	NW
90	BILL RUFF/LYNNWOOD, WASH.	C/P DATSUN 240Z	RED/WHITE/BLUE	NW
28	JERRY SLICK/MILL VALLEY, CA.	E/P MGB 1800	BLACK	SF
92	BOB BENTLER/SEATTLE, WASH.	C S/R LOTUS 23	RED/SILVER	NW
39	LOREN ST.LAWRENCE/SALEM, ORE.	B/S VEY'S REALTY BMW 2002	RED/WHITE/BLUE	ORE
87	L.E.LUNDBERG/PORTLAND, ORE.	D/P AUSTIN-HEALY 3000	SILVER/BLUE	ORE

GROUP IV - FORMULA VEE

77	FRED EGAN/TACOMA, WASH.	NW ENGINE SERVICE REICHMARK SERIES II	SILVER	NW
36	JUAN SPAMPINATO/BERKELEY, CA.	TONY & JOHN'S FOREIGN CARS E.V.A. TYPE 113		SF
15	GARY KELLER/SPARKS, NEV.	KELLER'S GARAGE CRUSADER	BLUE/BLACK	SF
68	JOHN BAKER/EPRHATA, WASH.	FORMCAR	BLACK/WHITE	NW
31	JERRY ANDERSON/ASTORIA, ORE.	BAY CITY TRADING CO. ZINK	BLUE/WHITE	ORE
34	LARRY WILSON/SACRAMENTO, CA.	ZINK	RED/WHITE/BLACK	SF
37	ROGER ESPIN/SUNNYVALE, CA.	EL GAUCHO CAFE T.A.G.	ORANGE/BLUE	SF
60	STAN TOWNES/SANTA CLARA, CA.	ANDERSON/BETHEL ZINK	GOLD	SF
74	DICK CORNISH/REDWOOD CITY, CA.	LYNX B	WHITE	SF
98	CRAIG FRASER/SAN JOSE, CA.	AQUA MONDO WATERBEDS FOX RE2	WHITE	SF
4	JIM GEIGER/SEATTLE, WASH.	RIVIERA MOTORS ZINK	WHITE	ORE
77	JOHN DUTTERA/FREMONT, CA.	NUT BOWL ARCO AUTODYNAMICS	BLUE/WHITE	SF
23	PHILLIP RENDAHL/REDDING, CA.	BOUSFIELD VALVE TOOLS KWIC	BLUE	SF
7	BOB KLINGER/LIVERMORE, CA.	WILD ENTERPRISES KWIC	YELLOW/SILVER	SF
9	STEVE GRISWOLD/BERKELEY, CA.	GRISWOLD TVI AM 29	BLACK	SF
11	DICK ZILBERT/TIBURON, CA.	ZETA RACING LOLA	RED	SF
21	DICK RENARD/SAN JOSE, CA.	FOX	WHITE	SF
65	RON JONES/LONG BEACH, CA.	KELLISON	WHITE/RED	CAL CLUB
2	ERIC GREENWELL/RICHLAND, WASH.	NEDERLAND	YELLOW	NW
3	DON BARNHART/KENT, WASH.	REICHMARK	BLUE	NW

GROUP V - FORMULA A,B,C AND SUPER VEE

14	DON INFERRERA/OAKLAND, CA.	F/A DSA RACING LOLA T 142	BLUE	SF
86	JOHN MASTERSON/GREAT FALLS, MONT.	F/A COOPER CHEVROLET	RED/WHITE/BLUE	NW
19	BOB ALLEN/RIPON, CA.	F/A MANTECA FORD EAGLE CHEVROLET	RED	SR
99	JOHN RANSOME/PORTLAND, ORE.	F/A REAR EXIT TAVERN LOLA T192	WHITE	ORE
6	RON HOUSEHOLDER/PORTLAND, ORE.	F/B AUTO RACING ENT. BRABHAM BT29	RED	ORE
7	GERRY BRUIHL/SAUSALITO, CA.	F/B WINKLEMAN B2	YELLOW	SF
26	LARRY WALTERS/TACOMA, WASH.	F/B BRABHAM LJ SPECIAL	BLUE	NW
5	KEN THOMSEN/ALOHA, ORE.	F/B BRABHAM FORD	YELLOW	ORE
1	MICHAEL FISHER/PORTLAND, ORE.	F/B HANNA INDUSTRIES MARCH 722	BLACK	ORE
98	BOB NEWTON/LA SELVA BCH., CA.	F/B BAY-NEWTON RACING LOTUS 71	GREEN/WHITE	SF
30	MIKE GILBERT/REDMOND, WASH.	F/C LOTUS 41	BLUE	NW
9	MITCH CONLEY/PORTLAND, ORE.	F/C COOPER T76	ORANGE	ORE
67	DIETER KUNZ/COOS BAY, ORE.	F/C DIETER'S CAR SERVICE BMC 1100	SILVER	ORE
3	PIERRE PHILLIPS/PORTLAND, ORE.	FS/VEE PIERRE'S MOTORS RACING LOLA TYPE 4	BLACK	ORE
27	GORDON HOOK/PORTLAND, ORE.	FS/VEE RIVIERA MOTORS HAWKE DL5	WHITE	ORE
4	GEORGE JUNE/LAKE OSWEGO, ORE.	FS/VEE JUNECO RACING ROYALE RP14	BLACK	ORE
10	TOM GLOY/WALNUT CREEK, CA.	FS/VEE GLOY RACING LOLA	WHITE	SF
97	RICHARD ELDER/EUGENE, ORE.	FS/VEE AIRCOOLED ENGINE SPECIALTIES ROYALD RP9	GREEN	ORE
26	TERRY HERMAN/TAHOE CITY, CA.	FS/VEE TAHOE MUSIC CENTER WEDGE	BLACK	SF
39	ROGER LANG/PORTLAND, ORE.	F/C BRABHAM	BLUE	ORE
88	FRANK FITCH/PORTLAND, ORE.	F/B BRABHAM	ORANGE	ORE
32	GARY SHAFFER/MEDFORD, ORE.	F/C LOTUS	BLUE	ORE
0	ROBERT BOYD/CANBY, ORE.	FS/VEE CHECK POINT MOTORS LOLA	YELLOW	ORE
84	MERLE BRENNAN/RENO, NEV.	F/A MC LAREN	YELLOW	RENO

GROUP VI - "THE ROSE CUP" - A,B PRODUCTION, A SEDAN, A,B SPORTS/RACING

17	RICK STARK/BELLEVUE, WASH.	A/P CORVETTE	BLUE/WHITE	NW
9	DICK WORKMAN/SAN FRANCISCO, CA.	A/P SUPER AUTO BODY COBRA	WHITE	SF
35	TED MATHEY/PORTLAND, ORE.	A/P TED'S CORVETTE SHOP CORVETTE	RED/WHITE/BLUE	ORE
84	DON SHERVEY/PORTLAND, ORE.	B/P CORVETTE	WHITE	ORE
27	RICH SLOMA/CUPERTINO, CA.	B/P AUTOMOTIVE ENTERPRISES CORVETTE	GREEN	SF
26	TOM HENDRICKSON/PORTLAND, ORE.	B/P SHELBY GT 350	LIME/WHITE	ORE
65	JIM MULLINS/EUGENE, ORE.	B/P KENDALL OIL CORVETTE	BLACK	ORE
76	JOE CHAMBERLAIN/TIGARD, ORE.	A/SED ARROW HEATING COMPANY CAMARO	WHITE	ORE
11	FRANK LEARY/SAN JOSE, CA.	A/SED SAN JOSE CRANE MUSTANG BOSS 302	WHITE	SF
3	BILL CUDDY/HIDDEN HILLS, CA.	AS/R CUDDY RACING MC LAREN MK8E	YELLOW	CAL CLUB
24	GARY WRIGHT/LOS ANGELES, CA.	AS/R VASEK POLAK PORSCHE 910/8-3 LITRE	SILVER	CAL CLUB
57	MORTE SHELTON/PORTLAND, ORE.	AS/R HANNA INDUSTRIES LOLA MK163/65	WHITE	ORE
0	DON JENSEN/SEATTLE, WASH.	AS/R BURNETT CHEVROLET	POPPY	NW
91	HAROLD KIRBERG/MILL VALLEY, CA.	BS/R KIRBERT MOTORS PORSCHE 910	YELLOW	SF
64	MIKE EYERLY/SALEM, ORE.	BS/R CONTINENTAL PORSCHE-AUDI PORSCHE 910	WHITE/BLUE	ORE
9	BOBBY FISHER/LAFAYETTE, CA.	BS/R MOTOR RACING EQUIPMENT MRE CHEVRON	YELLOW	SF
57	MORTE SHELTON/PORTLAND, ORE.	BS/R HANNA INDUSTRIES PORSCHE 910/8	BLUE	ORE
73	KEN LEGG/SEATTLE, WASH.	BS/R LOTUS 23B	PINK	NW
29	LES HUDDLESTON/PORTLAND, ORE.	A/S FORD MUSTANG	YELLOW	ORE
7	BUZZ DYER/CORTE MADERA, CA.	A/S JAVELIN	RED/WHITE/BLUE	SF
18	KEN DECKMAN/AUBURN, WASH.	A/S CAMERO	BLUE	NW
97	LEON ROBERTSON/SACRAMENTO, CA.	BS/R LOTUS	BLUE	SF

* LATE ENTRIES WILL BE ANNOUNCED BY PUBLIC ADDRESS ANNOUNCER

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NEW "GOLD RUSH SERIES" PULLS COMPETITORS FROM AFAR

By Mac Townsend

There was a time, when the mere mention of SCCA racing and money in the same breath drew shocked stares and one was obliged to quickly change the subject. Not so anymore, although there are still a few who have yet to accept the fact that money is coming for the so-called amateur racers and that along with it is coming better racing.

This weekend's racing here at Portland International Raceway is the initial event in a new 6 race series that is an important first step in this direction - the **Gold Rush Series**.

SCCA rules do not permit paying purses for National Championship races. Last year a measure was approved that would have allowed this in 1973 but at the last minute it was rescinded. The question is being rehashed and will likely be approved for 1974 but in the meantime the Gold Rush, as currently designed, has a points fund instead of a purse.

A points fund differs from a purse in that distribution is based on cumulative performance throughout a series rather than in one specific event.

The points fund won't be all that large this year — perhaps \$10,000 will be distributed next fall, but it will encompass all 21 National classes with the per class allocation depending on how many cars in that class run the series.

The third event in the Gold Rush Series will be held here at PIR in July.

The series is attracting interest from a large area. A glance at the hometowns on the entry list will give you an idea of how far the drivers have come to run this weekend. San Francisco is a tow of about 12-14 hours, LA requires about 20 hours towing, and Phoenix is about 26 hours away at legal towing speeds. From this you can gauge the expected intensity of the competition.

One extremely fast car out of San Francisco is the Yellow Chevron B23 class B Sports Racer owned and driven by Bob Fisher. Fisher has set track records every time out this year in this car, which was, by

the way, the car that won a major international series in Africa last winter. Monte Shelton has recently bought one of the last Porsche 910 coupes and should go extremely fast. Mike Eyerly of Salem in a similar car will be among the leaders in this group, which involves the big-bore production cars, sedans and sports racers. They'll go in race 6, The Rose Cup.

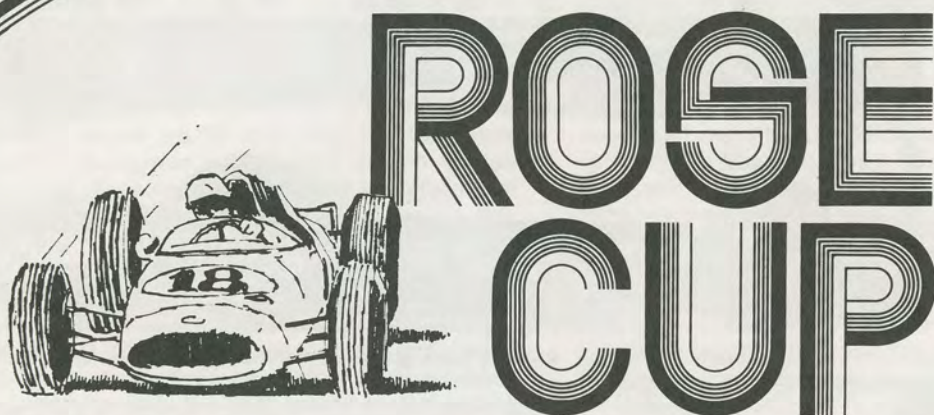
In A Production there should be a good field of big 454 cubic inch Corvettes including such experienced drivers as Seattle's Rick Stark, San Francisco's Jim Herlinger and Jim Barber, and Portland's Ted Mathey. In the smaller engined Corvettes, class B Production, you'll see a good race between Earl Bennett and Rich Sloma.

Class C Production will be a goodie too, with two very fast 2407 Datsuns driven by Walt Maas (San Francisco) and Jack Scoville (Corvallis) Scoville had some bad breaks last year and Walt took all the cookies but if things work out right Scoville might prove unbeatable on what is essentially his home track.

On the other end of the production spectrum look for some fast action in the H-G-F Production classes, especially in G which is a class that cars from the Northwestern area dominated at the American Road Race of Champions for the last two years. The front runners include the Spitfires of, Portland's Tom Luking and John Harris, and Lance Bonham with an extremely powerful and fast challenger in the person of Tom ("The Turtle") Tuttle's MG Midget.

If the open wheel formula machinery is your kind of excitement you can be assured that Formula Ford will take care of the thrills for the weekend. Many of the really fast cars and drivers from last year have moved to other classes and so it's anybody's ball game. Not at all unusual is to see the car that is in second place on the last lap and going into the last turn pull the slingshot act and lead at the flag. Formula Vee is another class where the practice of drafting, driving very closely behind the car in front in order to gain a bit of a tow, has been raised to an exacting science. Again, this race could go to any one of a dozen cars.

So, go get a cool drink, sit back and relax. You are going to see some real racing!



RADIO BROADCASTS

SAT., NOON TO 5PM

SUN., NOON TO 5PM

**KLIQ's 12 man sportscasting crew will bring you every minute
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PERFORMANCE FENDER FLARES enable you to fit wider wheel rims and tires than are possible with stock fender contours. Installation requires some time and effort, but you can do it yourself. Flares are available for the Datsun 240Z, 510, 610, 1200, Toyota Celica, Mazda RX2, Capri, and BMW 1600/2002.

FRONT SPOOKS AND REAR SPOILERS improve the aerodynamics of any car, resulting in greater stability in crosswinds and at high speeds. **PERFORMANCE** has Spooks and spoilers for Datsun 240Z, 510, 610, 1200, Toyota Celica, Pinto, Vega, and Capri.

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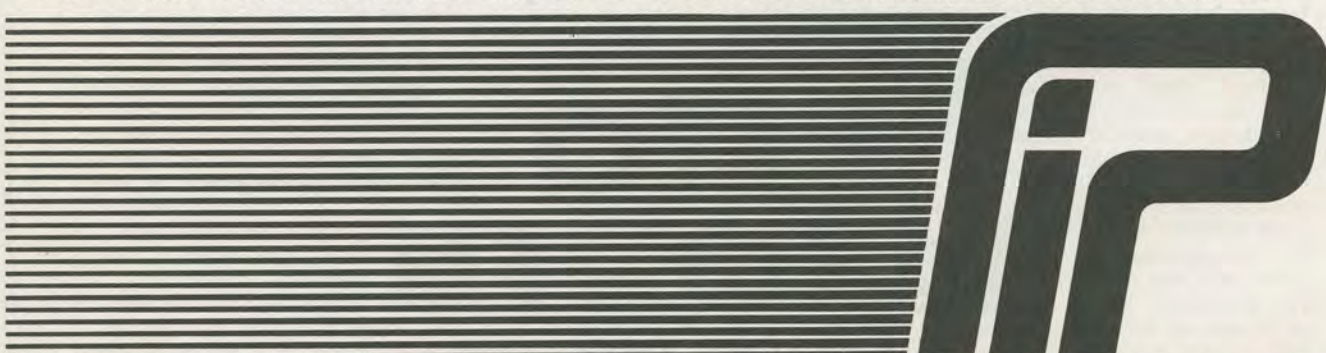
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THE ROSE CUP RACES and PORTLAND INTERNATIONAL RACEWAY

By Bob Ames

Last year's program outlined something of the history of the Rose Cup Races and the track here at Delta Park. Much has happened in a year's time. Last September saw the first fully sanctioned professional race, a 2.5 Trans-Am and Professional Super-Vee event sponsored by the Portland Rose Festival Association.

Those in attendance at that event will agree the races were very much worth watching. On the other hand, while the event was a technical delight it was nearly a financial disaster! Right up until the afternoon of the race we thought we had a real winner on our hands. Everyone cooperated, the weather was beautiful, the entry outstanding and the publicity as good as hoped for. Unfortunately, the 2.5 Trans-Am Series had been decided prior to Portland, with Datsun the winner. In addition, it was late in the season and whenever you're running races in September you face the possibility of conflicting with vacation plans and students returning to school. There are also those that regard this "small bore" racing as unexciting. Well if that kept them away from Portland International Raceway last September, they made a mistake! While Datsun ran away with this race as well as others during the year, there was a lot of extremely close racing back in the pack and our only chance to see a long distance event with the fueling stops and exciting pit action here in Portland.

While we lost money on racing for the PRFA last year because of the September event, we're back again in '73 as enthusiastic as ever. This ought to tell you something about our feelings toward the sport.

As you can see looking around today, a lot has happened at PIR in the last nine months. The city has added new highrise bleachers on the south side of the drag strip, the restroom facilities we promised you last year are now well under way, and we've even got

around to paving some of the pit area. You might also notice that we have a permanent office at the facility where Mike Campbell, since last July 1 the track manager, holds forth.

Mike Campbell has done an absolutely fantastic job for Portland International Raceway during the last year. The facility is in operation nearly every weekend of the year, not just five months out of twelve. As a result, our income has come up substantially and our debt reduced even faster. Mike has also been solely responsible for the sale of signs on the new fencing along the dike. With an office at the track and a full-time staff we are able to do a lot of things. The track is open at least one day a week for testing and for recreational motorcycle riding in the winter when no other events are planned.

There is also a new drag strip operator at Delta Park, Bill Doner, whose headquarters are in Seattle. Doner is probably the most successful drag race promoter in this part of the country, operating strips throughout Washington and in California at the famous Irwindale facility.

As a result of all this increase in activity the Rose Festival Association's loan, which was incurred two years ago to make necessary improvements at the park, is down from \$100,000 to \$40,000. At this rate we should pay the remaining balance from our 15% of gross receipts within just a few months. A portion of every dollar you spend at Delta Park goes toward helping reduce the debt load and ultimately build better facilities.

The Rose Cup Races which you will be seeing this weekend are nearly unique in this country. They are without doubt the best National races to be seen west of the Mississippi. Indeed they are among the only profitable amateur road racing events seen anywhere. It is only with your continued support that this event has existed for 13 successive years and has become the "biggest" name National in the western U. S. We only hope you will have as much fun this weekend as we will.



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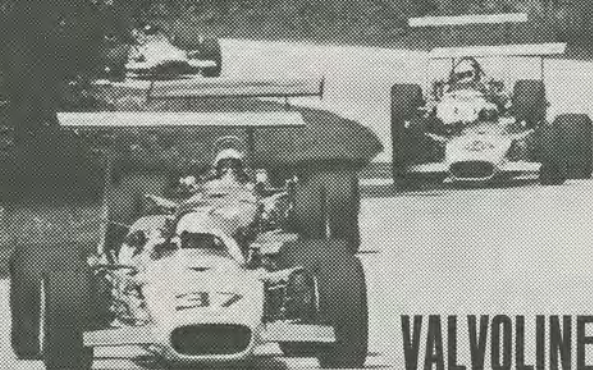
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PORTLAND

PORTLAND INTERNATIONAL RACEWAY

West Delta Park - Portland, Oregon

LAP TIME vs SPEED*

LAP TIME CHART

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

OFFICIAL TIME CHART FOR CALCULATING MILES PER HOUR.

Shows the conversion of time required to complete one lap of the Portland International Raceway 1.915 mile course into miles per hour. Start your stopwatch as a car passes a point in front of you. Check the time required for it to return to that point. If, for example, it requires 1 minute 20 seconds to complete one lap, the car has averaged 86.2 mph.

ACKNOWLEDGEMENTS

AA Ambulance Service
Bill Gerlock Towing
Georgia Pacific Corporation
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Riviera Motors
Karl Cornell Oil & Supply Co.
Cascade Sports Car Club
Portland International Raceway
Portland Rose Festival Association
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1973 PRODUCTION CAR SPECIFICATIONS

CLASS A

Abarth Simca 2000
Corvette Sting Ray 35 Roadster & Coupe 1970-1971
Corvette Sting Ray 396 Roadster & Coupe thru 1973
Corvette Sting Ray 427 Roadster & Coupe thru 1973
Corvette Sting Ray 454 Roadster & Coupe thru 1973
Ford Boss 429 Mustang 1969, 1970
Griffith 200
Porsche GTS 904
De Tomaso Pantera 351 — 1972-1973

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 thru 1973
Corvette Sting Ray 350 Roadster & Coupe thru 1973
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 GT-350 thru 1966
Shelby GT-350 1-4V, 1967
Shelby Cobra GT-350 Coupe 1969

CLASS C

Alfa Romeo TZ
Datsun SRL 311-U (Mikuni)
Datsun 240 Z Sports thru 1973
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
Porsche 911, 911L, 911T, 911S (Coupe) thru 1968
Porsche 911T Coupe/Targa Cabriolet 1969
Porsche 911T, 911E, 911S Coupes/Targa Cabriolet '72
Porsche 914/6 thru 1972
Sunbeam Tiger 260
Triumph TR-250
Triumph TR-5
Triumph TR-6 (SU) thru 1972
Triumph TR-6 (F.I.) thru 1972

CLASS D

Alfa Romeo Duetto 1750 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
Jensen Healy
Porsche 914S
Lotus Super 7
Lotus Europa Mark 46, 54, 65
Triumph GT6, GT6+
Triumph GT6 MK III
Triumph TR-4, TR-4A
Triumph TR-4A, IRS
TVR MK III 1800
Yenko Stinger

CLASS E

Alfa Romeo Giulia Spider Veloce
Alfa Romeo Giulia Sprint GT & GTZ
Alfa Romeo Duetto 1600
Austin Healy BN4, BN6, (100-6)
Elva Courier MK I, II, III (1622)
Elva Courier MK IV (1622)
Fiat 124 Sport Spider 1600 (2 carb.)
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 914/4 thru 1973
Saab Sonnett 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, 1800ES thru 1973

CLASS F

Alfa Romeo Giulietta Super Sprint & Spider
Alfa Romeo Giulietta Sprint Special
Alfa Romeo Spider 1300 Junior
Alfa Romeo Junior Z
Alfa Romeo Giulia Sprint & Spider
Alpine A-110, 1100
Austin Healy Sprite MK IV (1275)
Austin Healy BN1, BN2 (100-4, 100M)
Datsun SPL-311 & SPL 311U
Fiat 124 Spider thru 1970, 1600 (1 carb.) 1971-73
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 thru 1970
Triumph Spitfire MK IV thru 1972
Volvo P-1800, 1800S

CLASS G

Alfa Romeo Giulietta Sprint & Spider
Austin Healy 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 Healy Sprite MKI & MKII (948)
Fiat 850 Spider, Racer thru 1973
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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 1964—Pierre Phillips, Portland, Lotus 27
 1965—John Hall, Vancouver, B.C., Porsche RSK
 1966—David Phelan, Portland, Ford Cobra
 1967—Bill Amick, Portland, McLaren Mark II
 1968—Stan Burnett, Seattle, Burnett Mark II - Chev
 1969—Jon Milledge, Mountain View, Cal., Racesales
 Brabham-Ford Formula II
 1970—Milt Minter, Los Angeles, Cal., Porsche
 1971—Herb Caplan, Los Angeles, Cal., Corvette
 1972—Monte Shelton, Portland, Portland, Shelton
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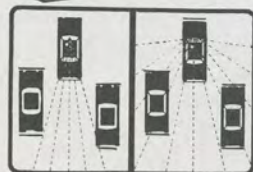
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