

'79 G.I. JOE'S ROSE CUP TRANS AM

\$1.00

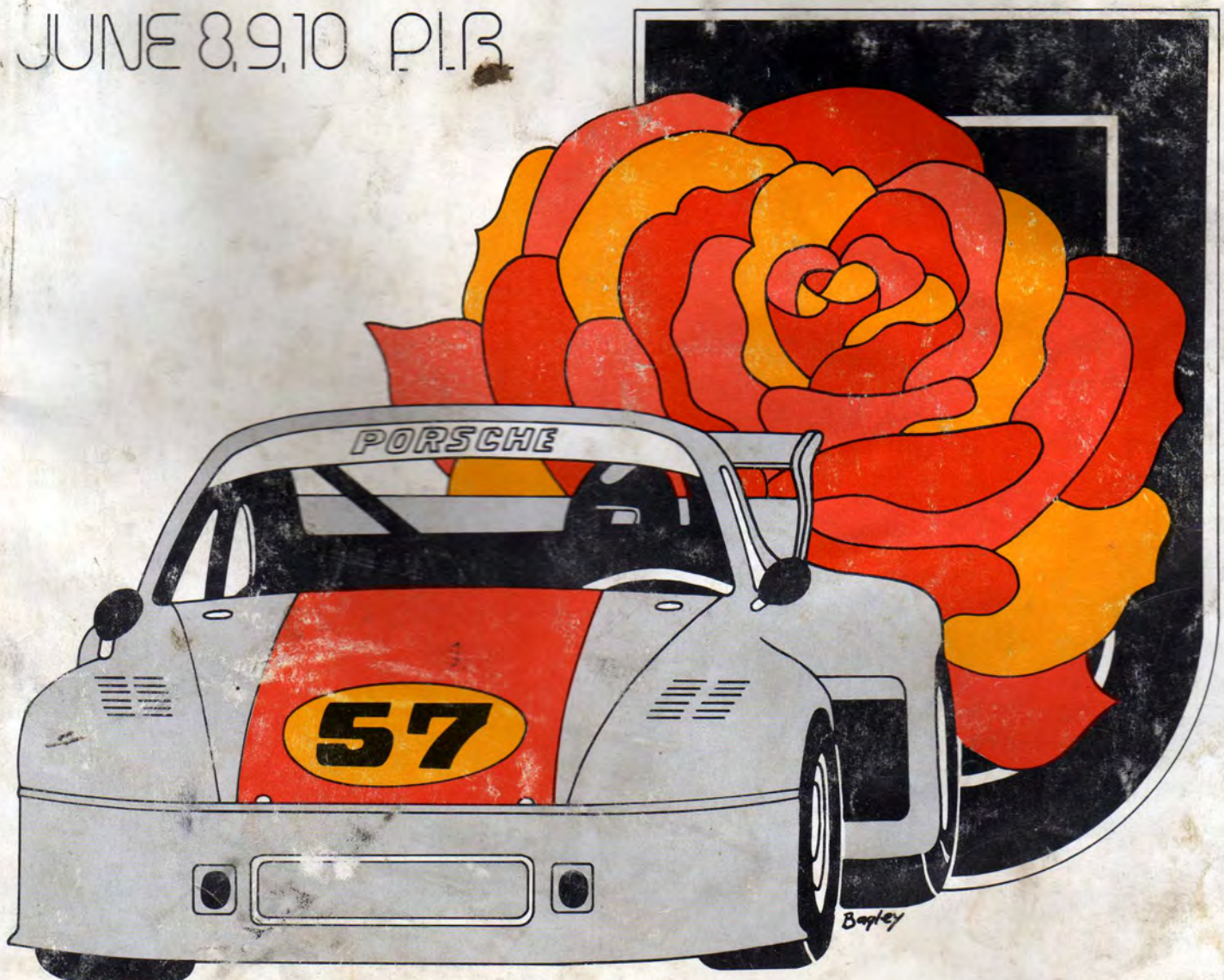
Official
Program

Sponsored
by the
Rose Festival
Association.

Sanctioned
by The Sports
Car Club of
America.
No. TA-3-79

Bill Gilham
8320 SW Ellman Lane
Durham, Oregon
97224-7617

JUNE 8,9,10 P.L.R.





The 1979 Rose Festival Court

Mmm, Mmm, Good! And one became queen. These are the thirteen Rose Festival princesses selected by the student bodies of their high schools. Some time after this picture was taken, one was chosen to rule over the 1979 Festival. And the court's chariot turned into the pace car for today's G.I. Joe's Rose Cup Trans Am. It is the fifth Trans Am under Rose Festival Association direction and the fifth at which a Trans Am has been the pace car. PRINCESSES bringing you greetings are, from left, Lynn Talton, Adams High School; Zeena Pliska, Franklin; Cathy

Leaverton, Cleveland; Mary Ferguson, St. Mary's; Kathy Corrigan, Roosevelt; Mary Smurthwaite, Madison; Soledad Grefnes, Washington-Monroe; Lorrie Grewe, Lincoln; Lori Smith, Wilson; Julene Bankston, Jackson; Margaret Walters, Grant; Rochelle Anderson, Marshall and Devi Porter, Jefferson, Chauffeur of the pace car is William Hildick, Rose Festival Association racing chairman. This Trans Am, a 10th anniversary limited edition, and other Rose Festival cars, were provided, courtesy of the GM Pontiac Division and Portland, Area Pontiac Dealers.



PORTLAND ROSE FESTIVAL ASSOCIATION

presents

1979 TRANS AM Championship
SCCA National Road Racing Championship
and ORRRC Regional Championship

G.I. JOE'S ROSE CUP SPORTS CAR RACES

June 8-10, 1979 - Portland International Raceway - West Delta Park - Portland, Oregon

(Sanction Numbers: Trans/Am - TA-3-79; National - 79-BN-31S; Regional - 79-R-60S)



RACE OFFICIALS

Trans Am Steward Bob Anderson
Trans Am Scrutineer Larry Gomes
NRRRC Bonus National Steward Bob Mead
ORRRC Steward Tom Welch
Assistant Stewards To be announced
Chairman/Observer Joe Henderson
Stewards of the Meeting To be announced

Race Operations Vickie Grimes
Race Physician Dr. George Baker
Entrant Registrar Logan Gray
Official's Registrar Joyce Erickson
Competition Director Arnstein Loyning
Starter Tom Shea, Bill Merwin
Turn Marshall Craig Hudson, Tim Dalrymple
Scrutineer Harvey Henneman/Norm Hanson
Scoring Tonya Cook
Timer Barb Pati/Mary Cole
Emergency Ray Hare, Tom Wheeler
Communications Diane Wilson, Carol Humes
Grid Marshall Dudley Redhead
Pit/Paddock Marshall Dave Enslow
Press Officer Judith Yocom
Course Marshall Skip Yocom
Race Chairman William Hildick
G.I. Joe's Rose Cup Coordinator Norm Daniels

SCHEDULE OF EVENTS

THURSDAY, June 7, 1979

9:00 - 11:30 a.m. Open Practice, PIR
11:30 - 2:00 p.m. Press Party, PIR
2:00 - 4:00 p.m. Track re-opens for practice
5:00 - 9:00 p.m. Entrant & Officials' Registration at G.I. Joe's, 8900 N. Vancouver, Portland.
5:00 - 9:00 p.m. Pre-Technical Inspection, G.I. Joe's

FRIDAY, June 8, 1979

7:30 - 3:00 p.m. Entrant Registration, Red Lion Motor Inn Jantzen, 909 N. Hayden Island Dr., Portland
7:30 - 4:00 p.m. Officials' Registration, Red Lion Motor Inn-Jantzen
8:00 - 4:00 p.m. Technical Inspection - PIR
8:15 - 8:45 a.m. Drivers' Meeting, PIR
9:00 - 9:20 a.m. Practice NRRRC Group 1
9:30 - 9:50 a.m. Practice NRRRC Group 2
10:00 - 10:20 a.m. Practice NRRRC Group 3
10:30 - 10:50 a.m. Practice NRRRC Group 4
11:00 - 11:20 a.m. Practice NRRRC Group 5
11:30 - 11:50 a.m. Practice NRRRC Group 6
12:00 - 12:20 p.m. Practice NRRRC Group 7
12:30 - 1:30 p.m. Lunch Break
1:30 - 1:50 p.m. Practice Regional Group A
2:00 - 2:20 p.m. Practice Regional Group B
2:30 - 2:50 p.m. Practice Regional Group C
3:00 - 3:20 p.m. Practice Regional Group D
3:30 - 4:30 p.m. Practice & Qualifying TRANS AM
4:40 - 4:55 p.m. Qualifying NRRRC Group 1
5:05 - 5:20 p.m. Qualifying NRRRC Group 2
5:30 - 5:45 p.m. Qualifying NRRRC Group 3
5:55 - 6:10 p.m. Qualifying NRRRC Group 4

SATURDAY, June 9, 1979

7:30 - 12:00 noon Officials' Registration, Red Lion
7:30 - 3:00 p.m. Entrant Registration, Red Lion
8:00 - 12:00 noon Technical Inspection, PIR
8:15 - 8:45 a.m. Drivers' Meeting, PIR
9:00 - 9:15 a.m. Qualifying Regional Group A
9:25 - 9:40 a.m. Qualifying Regional Group B
9:50 - 10:05 a.m. Qualifying Regional Group C
10:15 - 10:30 a.m. Qualifying Regional Group D
10:40 - 11:10 a.m. Practice & Qualifying TRANS AM
11:20 - 11:35 a.m. Qualifying NRRRC Group 5
11:45 - 12:00 noon Qualifying NRRRC Group 6
12:10 - 12:25 p.m. Qualifying NRRRC Group 7

12:30 - 1:30 p.m. Lunch Break
1:30 - 1:50 p.m. Regional Race Group D
2:00 - 2:20 p.m. Regional Race Group B
2:30 - 2:50 p.m. Regional Race Group A
3:00 - 3:20 p.m. Regional Race Group C
3:30 - 3:50 p.m. TRANS AM HEAT RACE - Cat. I
4:00 - 4:20 p.m. TRANS AM HEAT RACE - Cat. II
4:30 - 4:45 p.m. Qualifying NRRRC Group 3
4:55 - 5:10 p.m. Qualifying NRRRC Group 4
5:20 - 5:35 p.m. Qualifying NRRRC Group 5
5:45 - 6:00 p.m. Qualifying NRRRC Group 6
6:10 - 6:25 p.m. Qualifying NRRRC Group 7

SUNDAY, June 10, 1979

7:30 - 9:30 a.m. Officials' Registration, Red Lion
7:30 - 12:00 noon Entrant Registration, Red Lion
8:00 - 10:00 a.m. Technical Inspection, PIR
8:15 - 8:45 a.m. Drivers' Meeting, PIR
9:00 - 9:15 a.m. Qualifying NRRRC Group 2
9:25 - 9:45 a.m. Qualifying NRRRC Group 1
9:50 - 10:00 a.m. Practice TRANS AM
10:10 - 10:40 a.m. NRRRC Race Group 3 (22 laps)
10:50 - 11:20 a.m. NRRRC Race Group 5 (24 laps)
11:30 - 12:00 noon NRRRC Race Group 2 (21 laps)
12:10 - 1:30 p.m. Lunch Break, Marquee Club Pace laps
1:30 - 1:40 p.m. Practice TRANS AM
1:50 - 2:20 p.m. NRRRC Race Group 7 (26 laps)
2:30 - 3:00 p.m. NRRRC Race Group 4 (24 laps)
3:10 - 4:10 p.m. G.I. JOE'S ROSE CUP TRANS AM RACE (50 laps)
4:25 - 4:55 p.m. NRRRC Race Group 6 (27 laps)
5:05 - 5:35 p.m. NRRRC Race Group 1 (20 laps)

NRRRC Bonus National Race Groups

Group 1 SS/ABC, H Prod. Group 5 B Sedan, DE Prod.
Group 2 Formula Vee Group 6 Formula Continental,
Group 3 CD/SR, C Sdn, FG Prod. Formula Atlantic
Group 4 Formula Ford Group 7 A/SR, A Sdn, BC Prod.

ORRRC Regional Race Groups

Group A Formula Vee, Formula 440
Group B SS/ABC, FGH Prod., CD/SR, C Sedan
Group C Formula Ford, Form. Atlantic, Form. Cont.
Group D A/SR, AB Sedan, BCDE Prod., Sports 2000

TRACK TIMES:

ORRRC Regional	NRRRC Bonus National
20 min. Practice	20 min. Practice
15 min. Qualifying	30 min. Qualifying
20 min. Race	30 min. Race (in laps)

TRANS AM:

80 min. Practice & Qualifying	20 min. Warm Up Practice
20 min. Heat Race	50 Race Laps

FOR INFORMATION:

Driver, Crew, Entrant Registration Logan Gray (503)292-4227
Technical Inspection Harvey Henneman . . . (503) 255-3967 (eve)
Officials Registration Joyce Erickson (503) 390-2100
Regional Executive Skip Yocom . . . (503) 223-1128/636-5720 (eve)
Membership Information Tim Dalrymple (503) 244-4490 (eve)
Press Officer Judith Yocom (503) 636-5720 (eve)
Portland Rose Festival Assn. Sharon Tracy . . . (503) 227-2681
Chairman, Rose Cup Committee Bill Hildick . (503) 620-2359 (eve)

PORTLAND ROSE FESTIVAL ASSOCIATION

ROSE CUP COMMITTEE:

Bill Hildick, Chairman	Squier Smith
Roger Burpee, Vice Chrm.	Bob Webb
Doug Bridges	Fred Flegel
Charles Carter III	Stan Bennett
Ev Jones	Norm Daniels, G.I. Joe's
Ralph Scolatti	Dale LaFollette, PIR

welcome to '79 G.I. JOE'S ROSE CUP TRANS AM

JUNE 8,9,10
P.I.R.



G.I. Joe's is happy to welcome you to the 5th annual G.I. Joe's Rose Cup Trans Am races. We are proud to bring this kind of professional road racing to Portland.

I would like to personally thank all the people that help put this event together, Bill Hildick, Race Chairman, Dave LaFollett, P.I.R., Skip Yocum, S.C.C.A. and Sharon Tracy, Rose Festival. And to all the racers and crews and especially you race fans, have a great weekend.

David Orkney
David Orkney
President



The Oregon Region of the Sports Car Club of America (SCCA) welcomes you to the 19th Annual Rose Cup Race weekend. As one of 400 regional and 22,000 members of SCCA nationally, let me say we are pleased you are again sharing in the fun of our sport.

Many have combined in a unique way to make this race one of the most varied and spectacular exhibitions of motorsport in the country.

We all hope you enjoy it and invite you to ask any question you might have, particularly on how to become involved in this largely volunteer organization. It's a pleasure to have you here. Thanks for coming.

John H. Yocum
John H. Yocum
Regional Executive
— Oregon Region, SCCA



As Mayor of Portland, the City of Roses, and on behalf of the citizens of our beautiful city, it gives me great pleasure to welcome drivers and spectators to this year's Rose Cup Races at Portland's International Raceway. My best wishes for this great competition in G.I. Joe's \$25,000 TRANS-AM event for professional drivers and the Bonus National for top amateur entrants. These road-racing events are highlights of our Rose Festival Week!

Heide Schrab
MAYOR



It is a pleasure to welcome all of you, spectators, participants and sponsors, to the 1979 G.I. Joe's Rose Cup Trans Am, the fifth to be held at Portland International Raceway. The Trans Am, together with the Bonus National races, makes this an outstanding racing program.

We wish the contestants the best of luck, and know the spectators will have an enjoyable day. We hope all of you will return to the city's PIR often.

Mildred A. Schwab
MILDRED A. SCHWAB
Commissioner of Public Affairs



The Portland Rose Festival Association welcomes all participants and spectators to the 19th annual Rose Cup Races, and particularly to the fifth annual G.I. Joe's Trans Am Race.

Now a well established event, the Trans Am for professional drivers and the regional Bonus National races will make this a super Rose Cup. On behalf of the Rose Festival Association, I wish all an enjoyable weekend.

Mel C. Carpenter
Mel C. Carpenter,
President
Portland Rose Festival Assn.

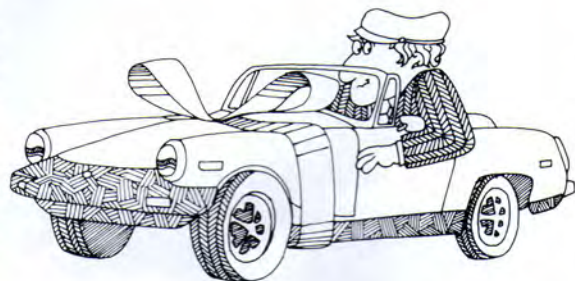


WHAT'S BETTER THAN A JUNE DAY?

ROSE CUP RACE DAY, THAT'S WHAT! Just look at you neighbor, and you'll know there's nothing like the Rose Cup races to turn on Portland area auto race fans. These pictures . . . and those on other pages . . . convey the interest and excitement the G.I. Joe's Trans Am for professional drivers and the National and Regional Group races for Sports Car Club of America's amateur drivers generate. The pictures on these pages were taken at the 1978 Rose Cup Races, which drew a record crowd that watched Tuck Thomas of Minneapolis nose out Canadian Ludwig Heimrath in the Trans Am.



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CAKE GETTING BETTER

Bonus Nationals

There's no doubt that G.I. Joe's Rose Cup Trans-Am race is the icing on the cake as far as today's Rose Festival auto racing program is concerned, but even the most dedicated fans of this professional racing series will tell you the cake itself is getting better and better.

The "cake" consists of the National and Regional Group races on the program. The Sports Car Club of America started paying more attention to the National Group races last year, and the effort continues in 1979. This attention to the National Group races rubbed off on the regional races.

In 1978 the Rose Cup Races at Portland International Raceway were tapped as one in a series of 12 racing programs, called Super Nationals, in which winners of each National Group race received 15 points and points were distributed through the first 10 places in each group.

This year the Rose Cup Races fit into a schedule of 12 racing programs dubbed BONUS NATIONALS, which may be a more descriptive term than Super Nationals.

Points for the Bonus Nationals remain the same as in 1978—15 for the winner in each group and point distribution through the first 10 finishers.

In races sponsored by SCCA that have not received the Bonus National designation, winners receive only nine points, and points are distributed through a maximum of six places, depending on the number of entries.

So what?

Well, come October at Road Atlanta at Gainesville, Ga., the 1979 winners of the United States Road Racing Championships will be decided. Drivers who are to get a shot at these amateur racing titles will be determined by the number of points they accumulated in SCCA-sponsored races throughout the country this season.

If a serious amateur driver can't get a shot at a national title without a bundle of points, you can bet the Bonus Nationals, with their extra points, loom very large in the driver's racing schedule.

Today's Rose Cup Race program at PIR and another Bonus National Race program at Gainesville, Ga., jointly are the fifth/sixth on the schedule, leaving only eight other Bonus Nationals before the Road Atlanta national championships this fall.

"We have one of the best fields of drivers and cars ever entered in the National Group races at a Northwest racing event here today for the Rose Cup Races. While the Rose Cup program has offered fans very good fields in the National Group races in the past, there is no question but that the bonus point system accounts for today's excellent field", said William Hildick, chairman of the Rose Cup race committee.

"Since drivers can count points won in only two racing events other than division races, high finishes in today's Rose Cup races—or at some other Bonus National—definitely could provide the point edge a driver will need to race for the national titles. So, Portland fans will see some cars they might not have seen otherwise, and they are certain to see some great racing in the National Groups", Hildick explained.

continued on next page

1979 SCCA TRANS-AM® CHAMPIONSHIP SCHEDULE

May 6	Mexico City	Mexico
June 3	Coquitlam	British Columbia
June 10	Portland International	Oregon
July 7	Watkins Glen	New York
August 12	Watkins Glen	New York
August 19	Mosport Park	Ontario
September 2	Trois-Rivieres	Quebec
September 9	Halifax (TENT.)	Nova Scotia
September 30	To be Announced	
October 14	Laguna Seca	California

1979 BONUS NATIONAL SCHEDULE

April 8	Charlotte	North Carolina
April 29	Texas World	Texas
May 27	Riverside	California
June 3	Road America	Wisconsin
June 10	Portland International	Oregon
	Road Atlanta	Georgia
June 24	Laguna Seca	California
July 8	Mid-Ohio	Ohio
July 15	Brainerd	Minnesota
July 29	Hallett	Oklahoma
August 5	Watkins Glen	New York
August 19	Summit Point	West Virginia
September 2	Lime Rock	Connecticut
September 9	Mid-America	Missouri

So Long, Good Luck, Art

It's the last Rose Cup Race and the last Rose Festival for Art Chenoweth.

If a race fan asks, "Art Who?", that's no surprise, for at the track and at other events of the Portland Rose Festival, Art has been more often functioning in the background than in the limelight.



For the past nine years Art has been publicity director for the Portland Rose Festival. With the conclusion of this year's event he will say goodbye to the Rose Festival and enter full time into a real estate sales career with Art Lutz & Co.

We, all of us associated with the Rose Cup Race as well as those in the press room of the Portland International Raceway, will miss Art's

cheerful readiness, steadiness and general helpfulness. For some, the memories go back to when the Rose Cup press-room was crammed into a mobile home unit instead of today's air-conditioned, fully equipped facility.

Despite a background as a top news reporter and a well-earned regard as a writer, Art's heart has long been in sales. His experience includes a highly successful period in television and radio time sales.

So, Art, the green flag is out. We wish you well and know you'll be a pace-setter in real estate sales as you were in publicity.



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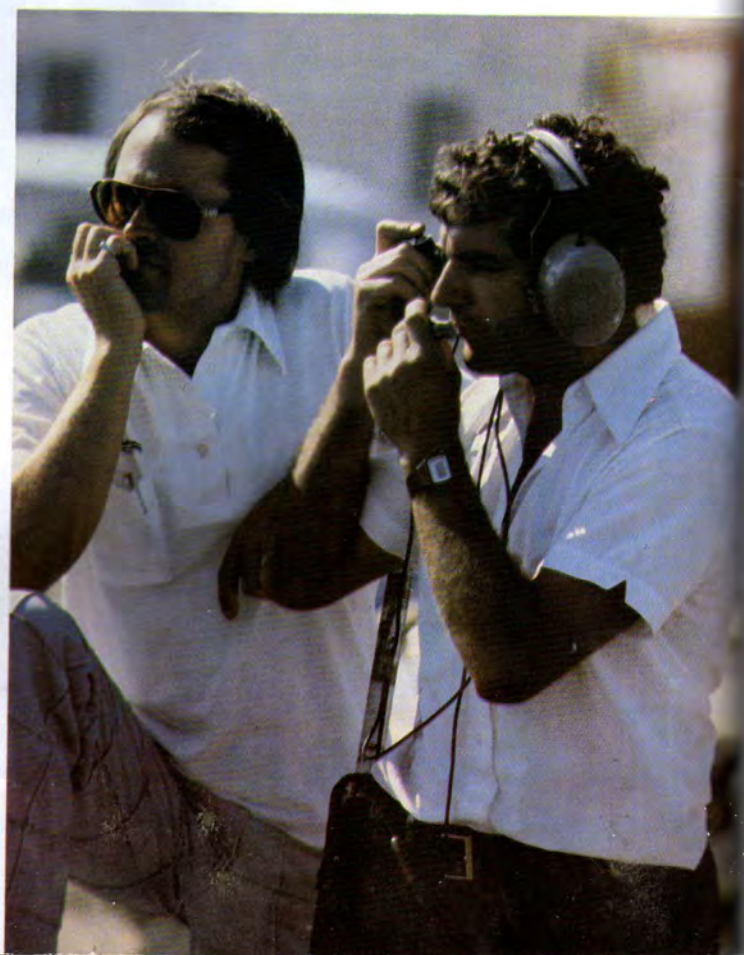
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TUCK THOMAS

Is the defending champion in this 1979 Rose Cup Trans Am. The 34 year old Minneapolis driver had no other victories in the 1978 Trans Am series, but racked up enough high place finishes to nail down second place in the 10-race composite results for Category II cars. He has been racing since 1969. Last year he drove a Monza.



LUDWIG HEIMRATH

This 45 year old Canadian is no stranger to Portland or U.S. auto racing. He drove his Porsche Turbo to a second place finish in the 1978 Rose Cup Trans Am, 25 seconds back of the winner. Heimrath campaigned well through the rest of the series and won the final race at Mexico City to nail down third place in the Category II division. The native of Munich, Germany, won the 1977 Category I Trans Am Crown.

DR. FRANK C. JOYCE

This 31 year old dentist out of Carmel Valley, Calif., was named 1978 Rookie of the Year by the Motor Sports Writers Association. He is no stranger to Portland fans, having raced here in 1978, and driven his Phantom Racing Corvette to an 11th place finish overall, and sixth in Category I. He went on to other good finishes in the series and was the third place finisher in Category I.



GREG PICKETT

Is defending Category II Trans Am Series champ. The 32 year old driver from Alamo, Calif., has such a pretty smile because he broke Porsche dominance in the Trans Am series in his Corvette. Pickett had troubles in Portland last year, finishing ninth, after having won Sears Point and taken third at Westwood. He had five firsts in 1978. Pacific Diesel Power Co. of Portland is Pickett's primary sponsor this year.

MONTE SHELTON

Barney Oldfield could be racing at PIR today and this man still would be the sentimental favorite among the fans. Monte has been racing on the Northwest circuit since 1959, and he's a young 43 years old. Last year Monte, who won the 1976 Rose Cup Trans Am, busted his buggy and finished 19th. He went on to win, co-driving with Hal Shaw, at St. Jovite and at Watkins Glenn. He finished fifth in Category II for the series.



TOM MASTERSON

As of this writing, this resident of Great Falls is Montana's only professional race driver. He is well known to Portland race fans, having competed in every Rose Cup race program since 1971. In 1972 he was the winner in the Formula 5000 class. He switched to Porsches in 1973, and for the past two years has competed in the Trans Am events. He did not race here in 1978 but competed in four other Trans Am races.



THE CARS



Showroom Stock A — Group 1



Showroom Stock B — Group 1

Race Group 1

SHOWROOM STOCK A, B, C and H PRODUCTION

The showroom stockers are permitted virtually no modifications, but are required to be fitted with a rollbar, safety harness and fire extinguisher. Designed to be the class for the beginning, low budget racer. A simple approach that makes for some close racing. Look for Saab, Audi, Opel, Honda, Renault, and Alfa as common entries.

H Production is normally all Sprite, with an occasional Fiat 850 in the field.



Showroom Stock C — Group 1

Race Group 2

FORMULA VEE

Wheel to open wheel racing at its best. A proven formula of 1200 cc series Volkswagen engines packaged into 1000 minimum pounds, including the driver. All are built on stock Volkswagen Beetle components, with no one having more than a few horsepower of an advantage. This class has proven to be one of the most competitive in amateur road racing. It's up to the drivers here.



H Production — Group 1



Formula Vee — Group 2

Race Group 3

F and G PRODUCTION; C SEDANS,
C and D SPORTS RACING



F Production — Group 3



G Production — Group 3



C Sedan — Group 3



C Sports Racing — Group 3



Formula Ford — Group 4

The F Cars are largely MG Mid-gets or Spitfire MD-III's, but don't count out the interesting Volvo P 1800's, looking more like Sedans — but really very competitive F machinery.

G Production has long been dominated by Triumph Spitfires and an occasional Alfa Spider 1300. The Datsun 1600 roadster recently moved into this class, however, and proves very strong down PIR's long straightaway.

The D sports racers tend to be rather conglomerate. A colorful lot, many handbuilt bodies and chassis, powered by just about anything that falls in an engine size of 850cc or less and weighs at least 880 pounds. These cars might be referred to as baby Can-Am racers, and they look like it. Don't be deceived by their small size, these cars are fast down the straight and quicker yet through the turns.

C Sedans are restricted to engine size of 1300cc and under and include the Honda Civic, Mini Cooper, and Alfa GTA. These cars normally put on a real show taking corners on three wheels, sometimes on two wheels, never on four.

C Sport Racing is another multiple-powered, multiple-body-designed, closed-wheel classification. Quick, exciting cars normally consisting of Lotus and Elva carriages, powered by BMC, Cosworth, and Lotus four cylinder engines.

Race Group 4

FORMULA FORD

What can we say about this racing group. Forty-two open wheel racers roaring around the 1.915 mile PIR circuit like they were tied to one continuous string, or sometimes lashed side by side.

The Formula Ford is classed as a single seat racing car, open wheel, using 1600cc crossflow Ford Cortina or Cortina Capri. With many top drivers and cars on hand for this race we class the Fords as nothing but wild.

Race Group 5

D and E PRODUCTION; B SEDANS

Wow, what a Group and what racing classes. Let's start by looking at D and E Production. These classes are largely for the sports car purist — the cars associated with sporty racing for years. In recent years D production has been dominated by Triumph, but don't count out the Datsun 2000 and last year's winner was a Chevy powered Yenko stinger.

The E cars produce great rivalry, normally among MGB's with an occasional Alfa attempting to keep the British green in check.

B Sedans must be primarily stock bodies, stock powered passenger cars capable of seating four persons by the manufacturer's intent. Past winners have been Ford Cortina, Alfa Romeo and Datsun; but look out for Mazda and Volvo 142.



D Production — Group 5



E Production — Group 5



B Sedan — Group 5

Race Group 6

FORMULA CONTINENTAL, FORMULA ATLANTIC

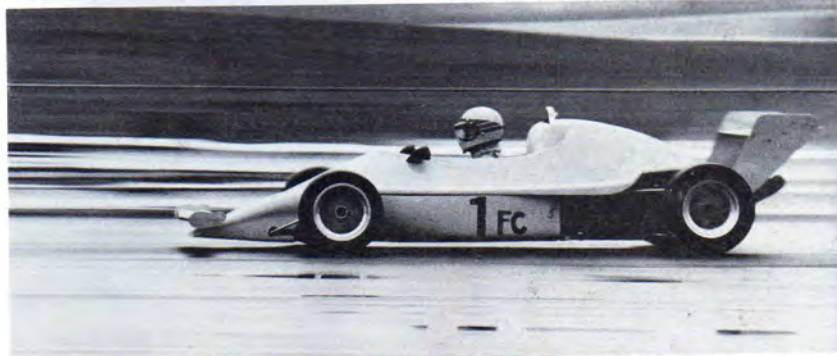
Good things come in small packages. Blinding speed and lap records all across the country mark this group as one of the most exciting of the weekend. From the races come some of the current Formula 1 Gran Prix stars. Several racers who've competed in these classes will be seen in Indy type cars this season.

Formula Continental (formerly) Formula C and Super Vee) cars are smaller and lighter than the Atlantics. They are known for extreme maneuverability and lightening like quickness in the tight turns where all others look slow. Drivers in this class really like to mix it up and always put on a dazzling show.

The Formula Atlantic cars are quite similar to Europe's Formula 2 racers which are so popular. Besides being an active amateur class, SCCA has a professional series for them. Some of those driving today hope to become highly paid hot shots. They know how to put their foot into it as you will see. You just won't believe how much they can get out of 1600cc. Look for a lap record today, and the international star of tomorrow.



Formula Atlantic — Group 6



Formula Continental — Group 6



A SPORT RACER



A SEDAN



B PRODUCTION



C PRODUCTION

Race Group 7

A SPORTS RACER, A SEDAN, B AND C PRODUCTION

A Sedan is not to be confused with what you drive to the office or what comes to your door when you call a cab. These are Mustangs, Camaros and big Plymouths which have been reworked into pure road racers. The Pony Cars. The powerful Detroit Iron on display; showy but with brawn and lots of noise.

A Sports Racer is always at the top of the popularity chart of knowledgeable race fans. They are racing machines designed for only one purpose. To go fastest. Their power plants vary, ranging from big block Chevys and Fords to Porsche and Cosworth Ford engines. The B Production cars will increase the adrenalin in almost anyone. The Corvette is the darling among competitors in this class. Although not always the swiftest through the turns, their speed blurs the vision at top end. Watch for an occasional Porsche 914-6 or Jaguar V12 out there just to keep the guys from Michigan honest in their search for fame and glory.

C Production cars run right among the more powerful classes because, though a little slower on the long PIR straight, they have the ability to catch up in the bendy parts of this circuit. Watch the amazing speed they hold through the Circus at turns 8 and 9. This, coupled with excellent acceleration, makes them truly very close to the epitome of the builder's art. The Datsun Z's have enjoyed immense success but can be beaten by the Porsche and the new Triumph TR8. All are closely matched for door handle to door handle racing.

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Porsche Parade 1980



In 1980 Oregon Region Porsche Club will host an international, weeklong convention. This event, referred to as the Porsche Parade, will be held in Portland the week of August 24-31.

The original Parade committee has undergone some changes this past year and now is in full swing going into the final months of preparation. Steve George is the new Parade chairman and has Dennis Peutz as his assistant. John Stanton is registrar, and Kim Linville is competition chairman. Linville will supervise the three competitive events —Concourse De Elegance, Auto-cross, and Rallye.

First of the events will be the Porsche-Audi Concourse De Elegance. It will be held Monday, August 25, at the Expo Center, in case of rain, or the Delta Golf Course, if the sun shines. In the 25 years of Parades this will be the first concourse chaired by a woman, but the chairperson, Mary Webb, doesn't seem too worried.

The second event of the week will be the Auto-cross, which will be headed by this year's club president, Bob Caspell. Caspell has been setting up, running and winning auto-crosses for years, so this event is in good hands. The Auto-cross probably is the most competitive of the Parade events, with both stock Porches and full race cars competing. Auto-cross days will be August 26 and 27 at P.I.R., making it an excellent audience event.

Thursday of Parade week will be a free day for the participants, and it is expected they will take advantage of it to see our beautiful Rose City and the lovely, surrounding countryside.

Last big event of the week will be on Friday, August 29, with a spectacular Rallye officiated over by John Joyce. Joyce is a notorious northwest rallyest, and has set up many rallyes in the past. Our friends from out of state will be introduced to some beautiful scenery on this Rallye.

Parade Central will be at the Jantzen Red Lion, with back up facilities at the Jantzen Thunderbird and The Quay in Vancouver. There will be many side events and activities, such as golf, tennis, boating, and picnics, available to all interested. The Parade Central will have an art room, a goodies store, and several rooms dealing with accessory and after market Porsche items. Several banquets will be held during the Parade week with the help of our hosts at the Red Lion.

The Oregon Region Porsche Club reminds fellow Porsche Pushers that the last week in August of 1980 will be a great event for the public to attend. We welcome you.

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Portland Historic Car Races Set For July 21

The only sport in which young men are proud and pleased to be old, just as long as they aren't slow and decrepit, will return to Portland International Raceway on Saturday, July 21. The event is the Portland Historic Car Races, and this will be the second annual run for the oldtimers—the cars, not the drivers—over the Delta Park course.

Without any doubt the Historic Car Races are the greatest all-family event of the PIR racing season. The kids (those under 12 are free if with a parent) turn on to the mint condition of these coddled oldtimers. At the other end of the scale, the grandpas take off on a real nostalgic kick as they admire cars that were famous when they were kids . . . and even before.

General Racing, Ltd. of Santa Barbara, CA, sponsor of the event, isn't predicting how many entries the 1979 Historic Cars Races will draw to Portland, but points with pride to the fact more than 50 of the oldtimers actually raced in 1978, the first year of the event. Oldest of the racers was a 1951 MG-TD driven by John Brookman of Saratoga, CA.

But these were the kids of the bunch. The really oldtimers sat in the paddock soaking up the sun and enjoying the fond caresses of admirers, some of whom couldn't quite believe cars existed in 1900.

And those that raced weren't just out for a Saturday afternoon spin. For example: Portland's Monte Shelton (1976 Rose Cup winner) won the first annual race for exhibition cars at an average speed of 96.899 miles per hour. Shelton, who is a Portland automobile dealer when he isn't racing cars, drove a 1972 Porsche 917-10. He had the fast lap of 1:07.55.

continued on page 37



Above: 1915 Maxwell



Below: 1915 Stutz

Photos courtesy of Oregon AAA



**2nd Annual
Portland
Historic
Automobile
Races**
July 21, 1979



Portland International Raceway

**6th Annual
Monterey
Historic
Automobile
Races**
AUGUST 18, 1979
Laguna Seca Raceway

General Racing P.O. Box 30628 Santa Barbara, CA 93105

Tracking the P.I.R. A Dream Come True

by Kathy Rude

Formula Ford SCCA Regional Driver of the Year 1978

"Well, this is it!" — might be the first thought of the relatively new Formula car driver like myself. Little would I have dreamed by watching my father on the course years ago, that I would one day have the opportunity to compete at P.I.R., at the race of the year — the Rose Cup.

Now is the time — the preparation is over, and I am strapping myself into the small cockpit of my Formula Ford. All unrelated thoughts are forgotten, and I can only think of that first turn with all my fellow Formula Ford drivers around me.



KATHY RUDE

Until last year, P.I.R. had a very rough road surface. Because of the surface, upon entering Turn 1 your car could shift left or right several feet in either direction. Not a very reassuring thought when you are dicing wheel to wheel inches apart with another car. However, the track is now resurfaced and all I have to think about is the 30 Formula Fords trying to get through the right-hander at the same time.

The first corner, 1-A as I call it, is fast because there is a lot of road to use, which could allow drifting out on the exit to the left of the road. But watch out, the second part sneaks up on you, and you should late apex to the right of the road for 2. A first gear turn, Turn 2, can really get uncomfortable if you turn in too soon and you are hard on the gas exiting. For, inevitably, you will be bouncing into the ruts and trying to see through the dust at the right of the track.

Blasting into 4, hard on the brakes and down to second gear, hold the corner tight. All this time, remember to turn 4 correctly, in order to be right through 5 and 6. This will make the coming straight much faster.

Turns 5 and 6 are a zig-zag-like jog in the road leading to the back straight. Shift quickly here to get that important speed, but-ever so smoothly because this road is still rough.

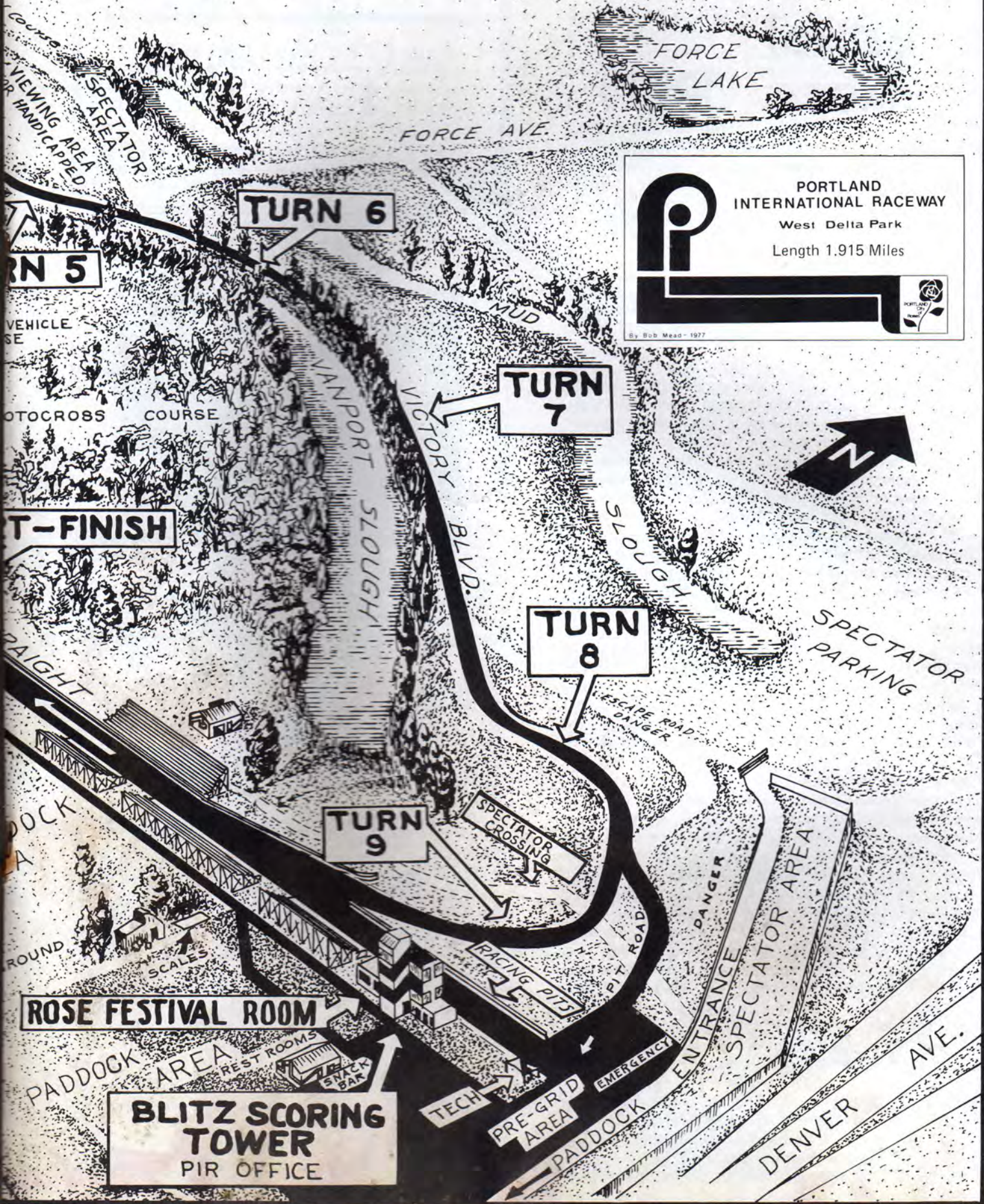
Unbalancing your car could easily mean hitting the treacherous guardrail leading onto the straight. For those more unfortunate drivers, I am told there are Divers waiting in the pond.

Portland's back straight is like a picturesque scene from the movies, LeMans or Grand Prix. You can almost imagine yourself driving a Formula One car on a Grand Prix circuit.

However, reality comes instantly to mind as you enter 7, a tight and tense-S-curve. Brake hard, shift to third and flat on the gas, if your nerves will take it, and you are quickly through 7 and 8. Assuming you have done this properly, you will end up to the left side of the road for Turn 9. Brake hard, don't turn in too soon. The guardrail on the exit might bite! Accelerate hard coming out of the corner, or you will lose that precious straightaway time.

Around Turn 9 and onto the long front straightaway, the checkered flag is in sight. Pit crews are anxious to see their cars cross the finish line; drivers are playing out their last-minute strategy, . . . and it's over. Another great Rose Cup Race at P.I.R. is history.





Rose Festival Race: 1909

*Researched and written by
Dean Newton and Dale LaFollette*

*At Right: Replica of the
1909 Race Program cover.*

It was Rose Festival time. Some of the best racing drivers in the United States were in town. And with these drivers came some of the fastest cars. The race course was in perfect shape.

Everything is set for the 1979 Rose Cup races? Well, not exactly. You see these same preliminaries occurred 70 years ago at the 1909 Portland Automobile Races. These races were held on the last day of the Rose Festival and, to some, were the "crowning feature" of the festival.

The races were organized by the Portland Automobile Club. R. Henry Wemme, president of the club, vowed no expense would be spared for this event. Weeks of preparation by the club members, although "rushed to the point of exhaustion", ensured everything was ready on race day.

The course for the races was 14.6 mile rectangular circuit of roads in east Multnomah county. The start-finish line was on Base Line road (Stark St.) at about 186th. From here racers traveled west to Russellville. They then made a turn on 96th and went south to Section Line road (Division St.). At Section Line they made Kelly Butte Corner, then continued down Section Line to the Gresham-Fairview road (Fairview Ave.). From here it was north to the Twelve Mile House and the last corner. The entire race course was covered with crushed rock and smoothed by roller. Then the track received three coats of oil to keep down the dust and dirt.

All this effort was not in vain. Every driver who had been on the track before race day claimed this was the most perfect course in the United States and probably the best in the world. The only limit to speed was the cars and drivers themselves. It was a foregone conclusion speed records would be smashed. The track was so smooth that handling at 75 mph was like "sitting on a rocking chair", said one club member.

During the extensive work on the track, spectator accommodations were looked after also. A grandstand to seat 10,000 people was erected on Base Line road by the start/finish line. Fifty special boxes, each seating six, were built near the grandstand. These were elevated from four to eight feet above the ground and covered with canopies. The boxes, at \$25 each, sold out quite rapidly to the elite of Portland.

To ensure that the crowd would not get bored, DeCaprio's band was hired to entertain both during and between events. Also, plenty of food and drink was available at seven refreshment stands located around the course.

Progress of the races was monitored continuously by a network of telephones set up around the circuit. The club went so far as to obtain permission from neighboring property owners to allow spectators into their fields for 50¢ apiece.

Special trains of streetcars from the Oregon Water Power

OFFICIAL PROGRAM

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Company were used to transport spectators from east Morrison to the race course. Fee for a round trip ticket and a grandstand pass was \$1. Running every 10 minutes, the trains could handle approximately 3,000 persons hourly. The National Guard was enlisted to patrol the course and 200 militiamen prevented any person, animal or vehicle from entering the course.

The Portland Automobile Club did more than just prepare for and organize the races. The club promoted the races as the best road race event yet in this country. The fastest automobiles and the top drivers were to compete. In fact, this race was the first road race to be officially sanctioned by the AAA (American Automobile Association).

Among the drivers entered, Bert Dingley probably was the most prominent. His fame as one of the top professional drivers in the country was well established. While driving for the Pope-Toledo team in 1905, he ran both the Gordon Bennett and Vanderbilt Cup races, the two most famous auto racing events at that time. In the Portland event Dingley was driving a Chalmers-Detroit for Keats Auto Company.

Other professional drivers were entered, each with his own claim to fame. Frank Seifert had driven in many races throughout the country but did most of his racing in California, where he held many hill-climb records and the road record between Los Angeles and Santa Barbara. He was driving a Stoddard-Dayton entered by A.A. Bennett. Also driving a Stoddard-

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Dayton was Harry Bell. Bell, driving for the Studebaker factory, won the 1908 Wemme cup.

The Franklin factory was serious about the race and engaged two drivers, R.C. Hamlin and L.G. Meclem to pilot their cars. Hamlin was a racer and promoter from California who held numerous speed records. For Meclem, however, this was his first road race in some time. A "parachute and balloon artist", he was now turning his attention back to auto racing. From his driving adventures he claimed that he "owned all of the northwest but Portland, which belonged to Barney Oldfield."

Just because these nationally famous drivers were going to race did not mean the local boys were going to sit back and watch. Howard Covey, winner of the 50 mile event in 1908, was back again with a Cadillac and confident of a win. Fred Dundee, who started racing at the 1908 event, went on to tour for the White Steamer Company and was driving for them. Known as a pacesetter, Silas Christopherson posed a serious threat to the big names in the Stoddard-Dayton of F.A. Bennett.

Another local driver of note was "Lucky" Jack Peterson. Although Peterson had never track-raced before, he was considered a threat because of his fearless driving antics and his big Locomobile. His reputation as the "most reckless driver in Portland" came from being involved in a large number of accidents. He was "Lucky" because he always miraculously escaped injury, even when he ran into a streetcar and knocked it off of the track. Besides his driving skills, "Lucky" Jack was also a gambler and was said to have a "wad to bet" that he would win.

To remind the drivers racing was serious business there was an accident during the practice session. The driver was Roy C. Wilson, a local Tourist and Locomobile dealer. Wilson and his "machinist" were traveling rapidly along a stretch between Base Line and Section Line roads. At this point the road made a sharp S turn, and "whether the accident was due to the sharpness of the turn or a mistake in judgment, neither of the occupants was able to explain", according to accounts.

In any event, the car first struck a fence and, while sliding along the fence, a rear wheel caught on a telegraph pole. The vehicle came to an immediate standstill, "tossing Wilson and his assistant out with great force". Luckily for these two, "Lucky" Jack Peterson and M.C. Dickinson were following close behind and stopped to help. A couch was obtained from the nearby Al Cleveland farm, and was used to transport Wilson to the hospital. The mechanic escaped injury, but Wilson suffered a badly fractured leg.

The 1909 program consisted of three automobile races and one motorcycle race. The three car races included two 50-mile events, Class B and Class C and the 100-mile Class A race. The Class B and Class C entrants were classified by car value. Class B was for autos costing less than \$3,000 and Class C for those less than \$1,650. The Class A event for the Wemme Cup was open to all. The motorcycle race was a 1-lap affair with three classes (twin cylinder, 3½ hp and 2 3/4 hp) competing at once.

In the Class C Race, W.A. Gill (Buick) led the way from the line followed by six other racers including Howard Covey in his Cadillac, Bert Dingley (Chalmers "30"), Louis Cohen (Auburn), Harry Bell (Stoddard-Dayton), R.S. Wilson (Tourist) and Silas Christopherson (Mitchell).

The race was a runaway victory for Covey and the Little Cadillac '30', making the three laps in 47 minutes, 8 seconds. Dingley was second, finishing in 50 minutes, 5 seconds, and Louis Cohen was the third and last finisher. Harry Bell made

two fast laps before the Stoddard-Dayton broke down, as did the automobiles of the other entrants.

An interesting sidelight to Covey's victory was a clever idea that gave him an advantage over the other drivers. Despite the extensive road work, dust and flying rock proved hazardous to the drivers. Realizing this, Covey sewed canvas cloth to his cap, around his goggles and to his coat collar, creating an effective face shield. So, while other drivers were either slowing down or stopping to get relief from the flying debris, Covey was able to maintain an even pace.

The Class B event included most of the drivers from the first race. Winner was Charles Arnold driving a Pope-Hartford, taking only 45 minutes 53 seconds for the three laps. Dingley was again second, this time in a Chalmers "40". Christopherson was third in a Stoddard-Dayton. That Arnold took his racing seriously must have been obvious for it was said, "never a smile crossed his face in all the times he passed the grandstand". After the race, however, he fairly beamed and nodded affectionately at the dust begrimed and smoke blackened car and said "It was the car, not me."

Next the motorcycle racers lined up for their chance to try the road course. There were at least 20 entered, and it was expected that they would go as fast as the cars for many had done 60 mph in practice. And, although it was only one lap, the spectators were treated to a good show with J.J. Pittenger (Indian) winning overall as well as the twin cylinder class in a

continued on next page

RACE COMMITTEE IN CHARGE.

E. H. Wemme, President. Walter F. Beebe, Secretary. M. C. Dickinson, Chairman.
R. D. Inman. R. E. Blodgett. Will F. Lipman. Elliott Corbett. Gay Lombard.

LIST OF OFFICERS FOR RACES JUNE 12, 1909.

REFEREE—Hon. George R. Rodgers, Salem, Ore.

TIMERS—Julius Meier, Dr. A. E. Mackay, Ben Trenkman, J. C. Ainsworth, W. H. Warrens.

JUDGES—W. O. Van Schuyver, Robt. Inman, Will Lipman.

STARTER—J. B. Yeon.

OFFICIAL ANNOUNCER—C. J. Cook.

TECHNICAL COMMITTEE—Dr. C. B. Brown, Chairman; C. B. Miners, J. B. Yeon.

CLERK OF THE COURSE—Dr. C. B. Brown, L. Therkelsen, Jr.

OFFICIAL PHYSICIANS—Dr. H. F. Mackay, Dr. Hegele, Dr. A. E. Rockey, Dr. Sanford Whiting.

OFFICIAL FLAGMEN—Walter Beebe, Grelle, Section Line Road; W. H. DeVarney, Base Line Road.

UMPIRES AND OFFICIAL FLAGMEN—W. M. Killingsworth, P. L. Cherry, Wm. Mathiesen, Chas. F. Fisher, John McPherson, Phil Metschan, Jr., P. G. McPherson, H. D. Elsmann.

SCORER—George W. Kleiser.

Replica of advertisement in the 1909 Race Program.

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Produced by the latest devices known to the art of brewing a
HIGH CLASS BEER. Phone us a trial order.

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MAIN 72

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continued from previous page

time of 18 minutes 56 seconds. F. Trainer (Reading-Standard) and Vern Maskell (Indian) were second and third respectively in the twin class. The 3½ hp class went to Charles Dyde on an Indian finishing in 24 minutes 31 seconds while the 2 3/4 hp class went to Otto Schneider, also on an Indian.

Finally, the main event was at hand. Starting numbers had been drawn the previous day and "Cannonball" Murray would be starting first with his Auburn followed by Murray Page (Locomobile). The racers started at 30 second intervals, and 17 automobiles took to the track. Only the Stoddard-Dayton of Frank Seifert was scratched.

From the beginning it was obvious the Wemme Cup race was to be as exciting as predicted. The eventual winner, Bert Dingley, had the fastest time for the first lap and led for most of the 102.2 miles.

But this is not to say that the race was dull. Several accidents and a close finish kept the spectators on their feet. Gus Seyfred, driving a White Steamer, went off the course and slammed into a tree, receiving slight injuries. A more spectacular accident involved the Auburn of Cuthbert and the Studebaker of R. Veiguth. While racing down the backstretch the two cars "brushed wheels". As a result one of the Auburn's front wheels was torn off. Fortunately there were no injuries, and the Studebaker kept running.

Another two car accident led to the demise of the other Auburn. In a collision with Wallace's Pope-Hartford, Cohen's Auburn was nearly demolished. There were no injuries, and Wallace finished the race.

One of the favorites, Murray Page, made good time for the first two laps. Engine trouble on the backstretch, however, let the Chalmers-Detroit of Dingley take the lead. Close behind were Christopherson (Stoddard-Dayton) and Dingley's team-

mate, Arnold (Pope-Hartford). These two passed each other several times, much to the delight of the spectators. Christopherson's overtaking of Arnold by the grandstand was a "particular piece of work that gave the spectators a touch of excitement they will never forget", reports said.

It was obvious the spectators were overwhelmed by the speed and inherent danger of the action.

"Christopherson's car was bobbing from side to side . . . one time dangerously near the wheel of his competitor and the next breath almost hitting the crowd that pressed eagerly near to get a glimpse of the most exciting moment of the whole race", it was reported.

But the race was not over yet. On the sixth lap Christopherson led Dingley's time by 10 seconds. Dingley, obviously aware his lead was slipping, stepped up his pace with the "Chalmers-Detroit responding nobly". Dingley's efforts paid off as his time for the last lap was 14 minutes 18 seconds, fastest of the day. Christopherson's time for the same lap was 14 minutes 40 seconds.

So Dingley won by only 10 seconds after racing 102.2 miles. Christopherson finished second with Page third.

But there was more to come. Christopherson entered a protest, disputing his lap times. He was certain he had beaten Dingley's time on the last lap. Page also filed a protest, his claim being that Arnold "boxed him on the turns several times and that once he had been forced to drive into the ditch in order to avoid collision . . ."

In the end, both protests were thrown out and the Wemme Cup went to Dingley.

His time for the seven laps was 1 hour 44 minutes and 18 seconds, an average of 58 mph. The victory probably didn't surprise Dingley for "whenever he passed the stands he waved his hand cheerfully indicating that he was always confident of victory."

The Rose Festival road races were a big success. Most of the entrants finished their races, and there was plenty of excitement for the spectators. Financially, the race was a success, too, which in those days was a rarity for road races. The Portland Automobile Club realized a profit of \$400 and had \$400 in materials left over.

Also helping to make the race a success was its importance as a national event. Not only was it the first AAA sponsored road race but it was also Bert Dingley's first victory in a series of successes that culminated in his winning the 1909 AAA national driving title. The importance of the Portland Road Races was again highlighted when Dingley was admitted to the Automotive Racing Hall of Fame. When the Hall of Fame was opened in 1966 Dingley was among the first eight inductees. The selection panel saw his Portland victory as the high point of his career.

As successful as the road races seemed to be they were not to be held again until 1961. By 1910 the Portland Automobile Club was fully engrossed in a "better roads" program. It was all the club could do to keep its road programs abreast of the growth in automobiling, much less promote auto races. The county, too, found it financially impossible to grade and oil the roads for the races, while maintaining the rest of the road system.

Another factor in the demise of the road races was that by 1910 auto racing over country roads was giving way to various forms of circle track racing. So it was not until 1961 when a plan to use the roads at the old Vanport site, now West Delta Park, for a racing circuit was accepted, and automobile road racing was once again part of the Rose Festival celebration.

102 ⁸/₁₀ MILES RACE—CLASS "A"

COURSE IS 14 ⁸/₁₀ MILES—7 LAPS TO RACE

CLASS	MAKE	NO.	DRIVER	ENTERED BY
A	Auburn	1	Murray	Idanha Motor Car Co.
A	Locomobile	2	Murray Page	R. S. Wilson
A	Stoddard-Dayton "K"	3	Frank Seifert	F. A. Bennett
A	Franklin	4	L. G. Meclem	J. Archie Hess
A	White	5	F. A. Dundee	J. B. Kelly
A	Chalmers-Detroit "40"	6	Bert Dingley	Keats Auto Co.
A	Studebaker "30"	7	C. Parker	Studebaker Bros.
A	Auburn	8	Cohen	Idanha Motor Car Co.
A	Pope-Hartford	9	W. D. Wallace	Keats Auto Co.
A	Chalmers-Detroit "30"	10	C. G. Arnold	Keats Auto Co.
A	Oldsmobile	11	H. O. Horrison	Crowe Auto Co.
A	Locomobile	12	Jack Peterson	Jack Peterson
A	Franklin	13	R. C. Hamlin	J. Archie Hess
A	Stoddard-Dayton "K"	14	S. Christofferson	F. A. Bennett
A	Cadillac "30"	15	H. M. Covey	Covey Motor Car Co.
A	Studebaker "40"	16	B. Veiguth	Studebaker Bros.
A	Buick "10"	17	W. A. Gill	Keats Auto Co.
A	White	18	Gus Seyfred	J. B. Kelly

Replica of advertisement in the 1909 Race Program.

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PORTLAND, OREGON

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Tuck Thomas: G.I. Joe's 1978 Rose Cup Winner



TUCK THOMAS didn't have enough hands and arms to collect all the goodies that went to the winner of the 1978 G.I. Joe's Rose Cup Trans Am, so he had some help. Bill Hildick, left, chairman of the Rose Festival Association's racing committee, presented the perpetual Rose Cup trophy, and a replica Thomas took back to his home in Minneapolis. Since he already had the checkered flag tucked under one arm, Thomas needed help from Miss Rose Cup, Bonnie White of Portland, in holding the big trophy. David Orkney, right, president of G.I. Joe's, sponsor of the \$20,000 race, also gets help from Miss Rose Cup as he displays the oversized sponsor's check. Thomas toured the 50 laps at Portland International Raceway at an average speed of better than 95 miles per hour to finish 24.79 seconds ahead of Ludwig Heimrath of Scarborough, Ont., the second place finisher.

'79 Rose Cup Trans-Am Best by Far

All ingredients needed to make G.I. Joe's 1979 Rose Cup Trans Am race by far the best in the five year history of the event are present... like \$5,000 more prize money, making the event worth \$25,000 and the opportunity for drivers to earn the ever important points toward the overall Trans Am Category I and II championships and the \$100,000 pot that is divided up among the top finishers.

Today's Rose Cup is the third on what is expected to be a ten-race Trans Am schedule that will end October 14 at Laguna Seca Raceway at Monterey, California. Trans Am races already run were at Mexico City on May 6 and at British Columbia's Westwood Motorsports Park last weekend. (Standings following these races are in the program insert.)

The 1978 Trans Am series produced some ready surprises, particularly in the super-car Category II class where Gregg Pickett of Alamo, California, ended the two-year dominance of Porsches. Driving a Pickett Racing Corvette 427, he won four of the series' 10 races and finished second in the final race at Mexico City to cinch the 1978 Category II title with 132.5 points and winning \$36,597. Pickett helped his cause significantly by winning three of the final four races. He also won the first Race at Sears Point, setting a new Trans Am qualifying speed record in the process.



This is the Corvette that will be driven by Dave Mock, Danville, Calif., in Category I of the 1979 Rose Cup Trans Am. This is the class of cars racing in that category in the Trans Am series. At PIR last year, Dave was 8th overall and 4th in Category I.

Another surprise came out of the Category I competition where Bob Tullius, of Herndon, Virginia, driving a Jaguar XJS 326, won the last seven races to tie a series record set in 1968 by Mark Donohue. This string of victories gave him 189 first place points and \$38,797 in awards.

(For the uninitiated, here are oversimplified definitions of Categories I and II — I. Production based automobiles with a minimum of modification allowed, II. Cars virtually unlimited as to modifications allowed.)

To finish the ancient history, Tuck Thomas, the Minneapolis driver who won the 1978 Rose Cup Trans Am, finished second to Pickett in his Lancer Stores Monza 350 for the Category II series, thereby humiliating the Porsches even more. Ludwig Heimrath of Scarborough, Ontario, who was third at Portland last year, drove his Porsche Turbo 935 to third place in the Category II series standings.

Monte Shelton of Portland, who will be the sentimental

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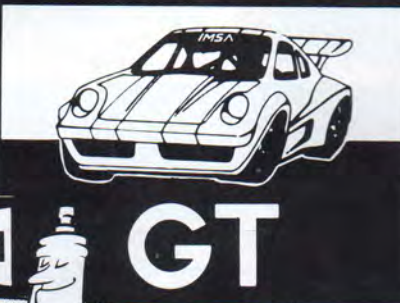
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Champion Spark Plug Challenge

Plus...

Full S.C.C.A. Regional Event

Over \$60,000 in prize money!

**Advance Discount Tickets available
after July 1 at all G.I. Joe's Box Offices
All locations - Portland & Salem**



continued from previous page

favorite in today's race, won two of the seven Trans Am races in which he competed in 1978 and finished fifth in the Category II standings.

Janet Guthrie, the racing lady physicist, drove one race and finished fourth to wind up ninth in the standings.

Finishing behind Tullius, who had a third place finish in Portland last year, were Babe Headley, a Pennsylvania driver who finished fifth at PIR last year, and Frank Joyce, a Californian who was sixth here in 1978.

What about the field for this year's Rose Cup?

William Hildick, chairman of the Rose Cup Race committee, put it this way:

"We believe our Portland area fans will see an outstanding field of cars, both Category I and II. With the increased prize money for the Rose Cup and the \$100,000 for the series, I would predict a record entry list, from the standpoint of both numbers and quality of car and driver."

Pickett, the 1978 Category II champ, was one of a number of names Hildick rattled off as "sure entries", noting that Pickett's primary sponsor this year will be Portlander Roger Burpee's Pacific Diesel Power Company.

But, Hildick pointed out, Pickett will have to look out for his laurels because a formidable list of Category II challengers will be on hand, including Monte Shelton the 1976 Trans Am winner in Portland and a three-time Rose Cup victor.

In addition to Shelton, 1978 winner Tuck Thomas, Heimrath, Hal Shaw, Bruce Leven and Rich Sloma are considered "sure" entries. That would mean Portland race fans may watch seven of the first ten 1978 Trans Am series finishers in Category II.

Although it appeared, at this writing, that Bob Tullius will not compete in the G.I. Joe's Rose Cup today, Hildick predicted that half of the top ten series finishers in Category I might be on hand. Among names he mentioned were Gene Bothello, Frank Joyce, Bill Adam and Rich Stark, the 1978 second place finisher in Portland.

To help you enjoy today's Rose Cup race, here's the order of finish in the 1978 edition and the list of top finishers in each category of the 1978 Trans Am series:

ORDER OF FINISH 1978 ROSE CUP (Top ten)

1. Tuck Thomas, Monza (Cat. II); 2. Ludwig Heimrath, Porsche Turbo 935 (Cat. II); 3. Bill Hanel, Porsche RSR (Cat. II); 4. Bruce Leven, Porsche Turbo 934 (Cat. II); 5. Bob Matkovich, Corvette (Cat. I); 6. Rick Stark, Corvette (Cat. I); 7. Bob Tullius, Jaguar XJS (Cat. I); 8. Dave Mock, Corvette (Cat. I); 9. Tom Frank, Porsche RSR (Cat. II); 10. Babe Headley, Corvette (Cat. I).

ORDER OF FINISH IN 1978 TRANS AM SERIES

CATEGORY II

1. Greg Pickett, Corvette 427, 132.5 points; 2. Tuck Thomas, Monza 350, 114.5 points; 3. Ludwig Heimrath, Porsche Turbo 935, 102 points; 4. Hal Shaw Jr., Porsche Turbo 935, 73 points; 5. Monte Shelton, Porsche 935, 71 points.

CATEGORY I

1. Bob Tullius, Jaguar XJS 326, 189 points; 2. Babe Headley, Corvette 427, 98.5 points; 3. Frank Joyce, Corvette 427, 72 points; 4. Brian Fuerstenau, Jaguar XJS, 45 points; 5. John Huber, Corvette 427, 44.5 points.

Former Rose Cup Winners

1978: Tuck Thomas of Minneapolis weaved through a 35-car starting grid to capture Category II and top overall honors in his Chevy Monza, while Bob Matkovich of Cupertino, CA, won Category I in his Corvette. Among the unlucky 18 who did not finish the race were fast qualifier Greg Pickett in his Corvette, who led the first 25 laps but left with a blown engine; and Monte Shelton, who led for 13 laps in his Porsche Turbo 935 before retiring with turbocharger problems. This was the fourth year G.I. Joe's has sponsored the Trans-Am race, providing the \$20,000 purse.

1977: A record crowd of 15,500 sunbaked race fans saw George Follmer of Hermosa Beach, Calif., the defending SCCA Trans-Am series champion, gather up the Rose Cup trophy and first place finish in the \$20,000 purse Trans-Am. Follmer, driving a turbo-charged Porsche 934, started the race on the pole alongside Monte Shelton, who finished 14.65 seconds behind Follmer and the only other car on the same lap.

1976: Portland's Monte Shelton, driving a Porsche RSR, captured his third Rose Cup victory in the second annual Trans-Am with a purse of \$15,000. Shelton outlasted the Turbo-Porsches driven by Hurley Haywood and George Follmer, both of which retired on the 13th lap. Joe Chamberlain finished second overall and first in Category I in his Camaro.

1975: John Greenwood of Troy, Mich., won the \$10,000 Trans-Am in his Corvette, after starting 18th on the grid. Ted Mathey and Joe Chamberlain each led the race at one time, but second place went to Rick Stark of Bellevue.

1974: Monte Shelton drove his McLaren M8F to an easy win, and his second Rose Cup victory. Shelton took a 12-car length lead over Bill Cuddy after the first lap, and won by a full 27.5 seconds after 18 laps.

1973: Bill Cuddy from Hidden Hills, Calif., won in an ex-Team McLaren M8E Can-Am car. Monte Shelton took the lead at the start but was forced off track in the 7th lap and could not continue. Salem's Mike Eyerly finished a close second.

1972: Monte Shelton posted his first Rose Cup victory after rebuilding his Lola, which suffered heavy damage in a practice test three days before. Monte started at the back of the pack, overtaking leader Mike Eyerly halfway through the race.

1971: Herb Caplan, Los Angeles, Calif., in a Corvette, passed Portland's Ted Mathey on the last turn when Mathey spun out and Caplan zipped by to the finish line, and victory on the newly-designed track.

1970: Milt Minter, Los Angeles, Calif., driving a modified Porsche Carrera, finished first with an assist from a broken fuel cell on the McLaren Special of Monte Shelton. First year Rose Cup races were sanctioned by Sports Car Club of America.

1969: Jon Milledge of Mountain View, Calif., won the Rose Cup Grand Prix and \$1,000. in a Brabham Ford Formula II, after earlier leaders Charles Lucas of London, England, and Salem's Mike Eyerly retired with mechanical failures.



1968: Seattle's Stan Burnett finished first in both heats to take the 1968 edition, but it wasn't easy. Tony Settember, driving a Lola, was nipping at the heels of the Burnett Mark II, until Stan ran away in the first heat with a 1:28.5 clocking. In the second trip Burnett overtook Settember after three laps, and put it away with a 1:27.1 circuit (96.72 mph).

1967: The feature race drew a starting field of 33 cars, urged on by a \$3,000 purse, with \$1,000 going to the winner. The event consisted of two 50 mile heats. A newcomer to sports car racing, but a familiar name on the oval circuits won — Bill Amick — in a McLaren Mark II, shattering the lap record with a blistering 1:29.2 in defeating Tony Settember's challenge with a Match Group 7 car.

1966: David Phelan of Portland completed the Rose Cup race of the 1966 2-day stand ahead of Mike Eyerly of Salem. Dave's Ford Cobra won the two-litre class and Mike took the honors in the Under 2-litre division. A new lap record was set by Beaverton's Gary Wright, but his Porsche Carrera 6 didn't make the big race because of engine trouble.

1965: Vancouver BC driver John Hall slithered past the big boys as his Under 2-litre Porsche RSK took the checkered flag in the only wet Rose Cup. John Antons of Portland was the top over 2-litre finisher while Gerry Bruihl, Portland, set a new lap record of 1:39.0.

1964: The first Portland winner of the Rose Cup Race received the plaudits of the spectators for his performance. Pierre Phillips, driving his Lotus 27 took the checkered flag in front of Bob McLean who competed this year in a Lotus 23B. Pierre set a new track record of 1:40.7 during the day.

1963: A 3-in-1 Rose Cup feature race was held with drivers competing in Over 2-litre, Under 2-litre, and Formula car classifications. The Rose Cup trophy was won by Bill Stephens of Vancouver, B.C., driving a Lister Corvette (in the over 2-litre class). He posted an average speed of 83.5 MPH for the event. Bob McLean of Vancouver, BC was second overall and first in Formula class in his Cooper Formula Junior, and Mike Proctor of Vancouver, BC was first in the Under 2-litre class.

1962: Jerry Grant, now of Kent, Washington, was again the winner of the feature race — a 90 minute, 49 lap event which carried the first professional purse in the area. Jerry averaged 78.92 MPH during the race in a Ferrari Testa Rosa.

1961: Jerry Grant, Yakima, driving a 3-litre Ferrari owned by Dick Hahn of Yakima. Jerry's best lap time was 1:50 (a speed of 76.48 MPH). The initial course record for the new track was 1:45.3 set by Pete Lovely in his Formula I Ferrari. Grant's Ferrari previously won the 1958 Sebring Race under the hands of Phil Hill. An estimated 12,000 spectators attended the event.



GIRLS



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HISTORIC CAR RACES SET — *continued from page 21*

Other Northwesterners who did well included Pete Lovely of Tacoma, WA who finished third in his 1968 Lotus 498 with a fast lap of 1:09.47. Bob Ames, the Portland banker who sheds his woes on the race track, was eighth in his 1967 Porsche 910 with a fast lap of 1:25.02, and another Portlander, Tom Black, finished tenth in his 1966 Lola T-70 Coupe and had a fast lap of 1:13.91.

"The results of this race for exhibition cars reads like a 'who's who' in the annals of West coast racing. The cars have been improved for this year's races here and in California, where as many as 200 cars participate. The serious racing enthusiast will be impressed by the lap times run by these beautifully restored vehicles. I certainly can recommend these vintage car races for a good day of family fun", Bill Hildick, chairman of the 1978 and '79 Rose Cup Trans Am races, said.

Hildick and Ames are among Portland racing enthusiasts serving on the organizing committee of the Portland Historic Automobile Races.

Hildick said persons owning vintage cars can enter for \$75, including the fee for the mandatory driving class.

But for those who just want to watch and touch the old-timers and talk to their proud owners, the fee is \$10. That includes paddock privileges. Remember, kids under 12 are free if with an adult.

Tickets for the PIR Vintage Car Races, scheduled July 21, are on sale now at G.I. Joe's Stores.

Results of the 1978 race for exhibition cars follows:

HISTORIC AUTOMOBILE RACES

PIR . . . JULY 22, 1978

EXHIBITION CARS

Elapsed Time . 5:55.74 Laps . 5 Miles . 9.575 *Ave. Speed . 96.899MPH

O.A.

POS.	DRIVER	MAKE OF CAR	HOME TOWN	FAST LAP
1	*Monte Shelton	1972 Porsche 917-10	Portland, OR	1:07.55
2	Rick Knoop	1972 McLaren M20	Atherton, CA	1:10.95
3	Pete Lovely	1968 Lotus 49B	Tacoma, WA	1:109.47
4	Bud Romak	1967 Lola T-160 Cp	Moraga, CA	1:15.00
5	Dick Smith	1966 Cobra 427	Fresno, CA	1:21.83
6	Les Lindley	1965 Ford GT-40	Buena Park, CA	1:24.26
7	John Klug	1969 Porsche 908/2	Newport Beach, CA	1:23.04
8	Bob Ames	1967 Porsche 910	Portland, OR	1:25.02
9	Tom Hart	1968 Alfa-Romeo T33/2	Hillsborough, CA	1:29.06
10	Tom Black	1966 Lola T-20 Cp	Portland, OR	1:13.91



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