

63rd Annual Running

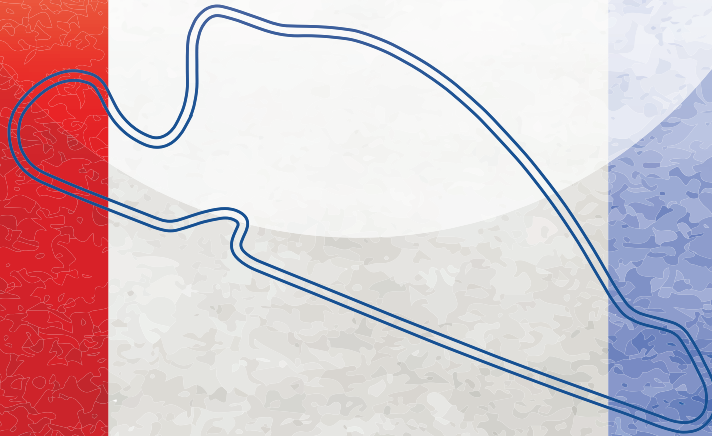
07.13.2024 - 07.14.2024



2024



2023 Rose Cup winner - Chris Evans #92



Portland International Raceway

Sanctioned by Friends of PIR, a 501(c)(3) non-profit dedicated in supporting Portland International Raceway. [Friends of PIR](http://Friendsofpir.com)





WELCOME

TO THE 2024 ROSE CUP RACES

Sixty three years ago, the Rose Cup Races program boldly welcomed fans to the "First Annual Rose Cup Sports Car Races". Not only did they call it the "First Annual" event, clearly hoping to start a new tradition, they also had a special trophy created. Jerry Grant drove a Ferrari 250TR to victory that day, hoisting the Rose Cup trophy over his head. From that day on, the Rose Cup trophy was used to celebrate annual victory. It got a little more tarnished as time went by, but the names of winners continued to be etched on the trophy each year. At some point, the trophy was lost and a replacement trophy was made. Having been crafted with only the memory of the original trophy, it wasn't exactly the same. Yet it continued to be a symbol of victory, at least for a while.

Both trophies were lost sometime in the 2000's. Nobody could remember exactly where they went. Did a victor take them home and not return them? Did they live on a trophy shelf covered in dust? Were they stolen? Or maybe they were mistakenly thrown away? Nobody knew. Recent Rose Cup winners would inquire about the trophy, hoping to have their names added to the list. So many famous names were engraved on the trophy: George Follmer, John Paul, Monte Shelton, John Greenwood, Bob Tullius, Doc Bundy, Willy T. Ribbs and many more. Today's drivers grew up with these drivers as role models. Who wouldn't want their name engraved next to these past winners?

Friends of PIR was about to commission a new replacement trophy when we started to hear rumors. Was it possible that the trophies still existed? Could they have been put in storage and forgotten? It turns out the trophies were carefully put in a Rose Festival Foundation warehouse and not seen again for almost two decades! FOPIR would like to thank Tony Hufford for taking the time to hunt down these heirlooms. We would also like to thank the Rose Festival Foundation for entrusting FOPIR to be the new custodian of the trophies. The original trophy will live in a new trophy cabinet in the Rose Cup room and will be once again hoisted over the head of the race winner each year. The old replacement trophy will go home for the victor to display for 364 days, but only if they promise to bring it back.

So join us in cheering on your favorite drivers and cars this weekend. And think about that old trophy on Sunday afternoon when it gets raised by the winning driver. Just like they did way back in 1961.



Darrell LeBlanc

President, Friends of PIR
www.friendsofpir.com
www.rosecup.com

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2024 ROSE CUP RACES



PRODUCED BY:
Friends of PIR (FOPIR)
friendsofpir.com



PUBLISHED BY:
Pamplin Media Group
Custom Publishing Division

GRAPHIC DESIGNER:
Matias Ricco

CONTRIBUTING PHOTOGRAPHERS:
Doug Berger
Bob Dunsmore
Terry Maupin
Emma Sutherland

EDITOR:
Jeff Zurschmeide

CELEBRATE PORTLAND'S RACING CULTURE at the 63rd Rose Cup Races

For over 60 years, the Rose Cup Races have represented the best in local amateur racing and big-league professional sports car racing in America. The Rose Cups are the longest-running annual race west of the Mississippi River, and this year, we're showcasing the current champions of amateur racing in the Rose City and across the Pacific Northwest

The Best of Northwest Racing

The 2024 Rose Cup Races will showcase the finest of regional amateur racing in six different race groups:

- The Rose Cup Race includes the fastest and most powerful racecars in the Pacific Northwest. Drivers give everything they've got to win this one and go down in history as one of Portland's elite champions.
- Late Model Stock Cars return to deliver a taste of America's most popular and famous racing cars to the Rose Cup event. With big V8 engines, fat tires, and huge brakes, these are some of the fastest cars of the weekend. Grab the edge of your seat, because this group is sure to put on an exciting show.
- American GT Challenge Cars come straight from the professional racing ranks to put on a show of power and technology. These are purpose-built, powerful machines designed to race on road courses like Portland International Raceway. These ultra-fast machines are making their first appearance at the Rose Cup Races, and many will also enter the Rose Cup race itself.
- Small/Mid Bore Production Cars are familiar models from modern and vintage brands like Honda, Mazda, Nissan, Ford, and Toyota, all adapted for affordable racing. These cars have loads of potential, and they've been the backbone of the Rose Cup Races for decades.
- Spec Miata is sure to be one of the best races of the weekend. Fresh from their appearance with the NASCAR Xfinity Series in June, our local Spec Miata drivers will deliver an all-out battle for the win in identically prepared Mazda Miata sports cars.
- Spec Racer Ford is SCCA's leading race group. Spec Racer Ford cars are identical, purpose-built racing machines with factory-sealed engines. It takes both talent and skill to get ahead of the pack in one of these cars.



- The Wemme Trophy Vintage Race showcases the best of yesterday's racecars. Take a trip down memory lane to see how the great Rose Cup races of the past are still racing today. One driver from the race will be awarded the Wemme Trophy, signifying the spirit of vintage racing.

All race groups will be on track several times each day, so you won't miss any of the great racing action at this year's 63rd annual Rose Cup Races.

The Rose Cup Races weekend features practice, qualifying, and racing on Saturday, July 13, and a full day of racing on Sunday, July 14. Gates open at 7:30 am daily, with cars on course by 9:00 am Saturday and 10 am Sunday, and running until 6:00 pm on Saturday, and about 4:00 pm on Sunday.

EVENT SCHEDULE

Saturday, July 13, 2024

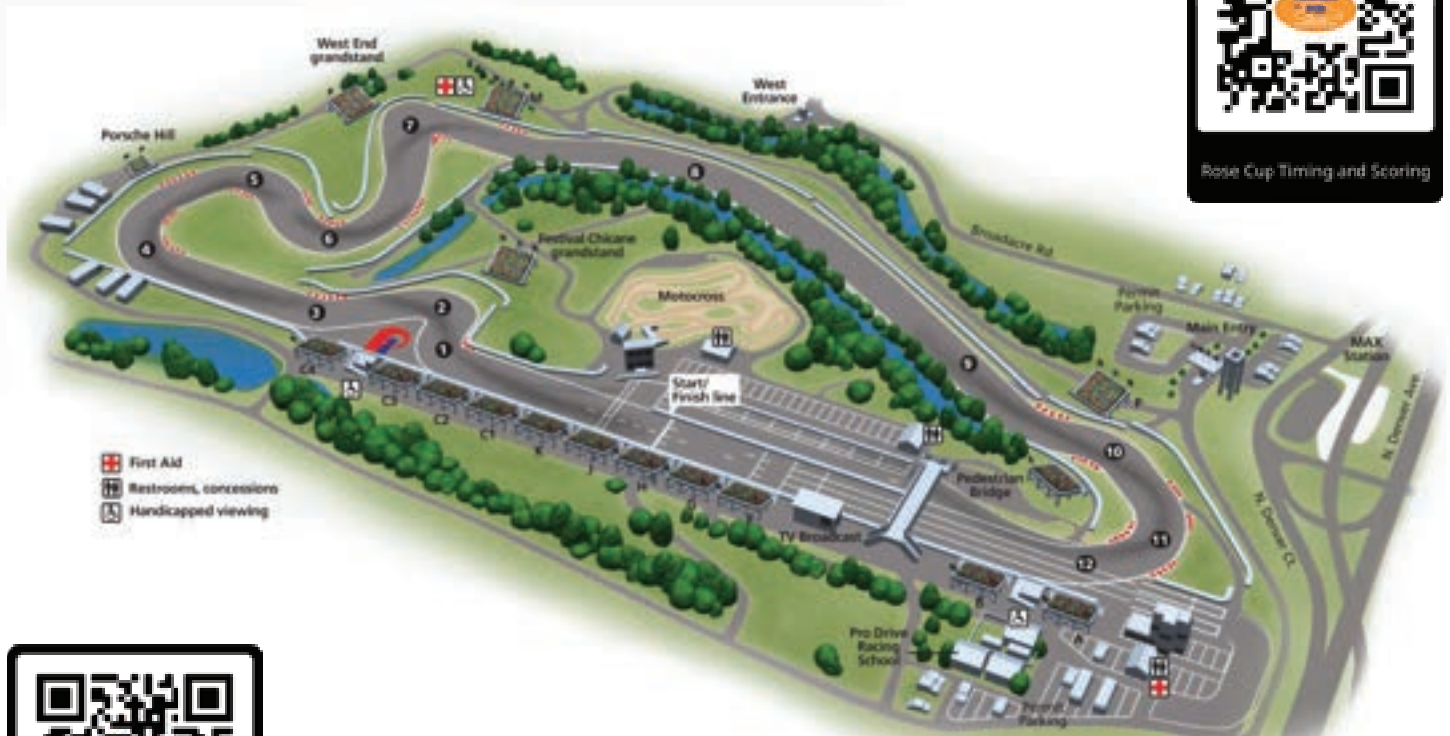
Start	Finish	time	Event
9:00 AM	9:20 AM	20	Small/Mid Bore Qualifying
9:25 AM	9:45 AM	20	Spec Racer Ford Qualifying
9:50 AM	10:10 AM	20	Rose Cup Practice
10:20 AM	10:40 AM	20	Spec Miata Qualifying
10:45 AM	11:05 AM	20	Vintage Qualifying
11:10 AM	11:30 AM	20	LMSC Qualifying
11:40 AM	12:00 PM	20	AGTC Qualifying
12:00 PM	1:00 PM	60	Lunch
1:00 PM	1:25 PM	20	Small/Mid Bore Sprint Race
1:35 PM	2:00 PM	20	Spec Racer Ford Sprint Race
2:10 PM	2:30 PM	20	Rose Cup Qualifying Group A
2:35 PM	2:55 PM	20	Rose Cup Qualifying Group B
3:00 PM	3:20 PM	20	Rose Cup Top 5 Qualifying
3:30 PM	3:55 PM	20	Spec Miata Sprint Race
4:05 PM	4:30 PM	20	Vintage Sprint Race
4:40 PM	5:15 PM	30	LMSC Feature Race
5:25 PM	6:00 PM	30	AGTC Feature Race

Sunday, July 14, 2024

Start	Finish	time	Event
10:00 AM	10:15 AM	15	Rose Cup Warm-up
10:25 AM	10:55 AM	25	Vintage Feature Race
11:20 AM	12:00 PM	35	Small/Mid Bore Feature Race
12:25 PM	1:05 PM	35	Spec Racer Ford Feature Race
1:05 PM	2:05 PM	60	Lunch
2:05 PM	2:45 PM	35	Spec Miata Feature Race
3:10 PM	3:35 PM	25	Rose Cup Pre Race
3:35 PM	4:20 PM	40	Rose Cup Feature Race - 25 laps
4:20 PM	4:45 PM	25	Rose Cup Post Race



Rose Cup Timing and Scoring



JOIN FOPR



July 11, 12, 2024 Test Day
Register at prodrive.motorsportreg.com



The Historic Rose Cup Races

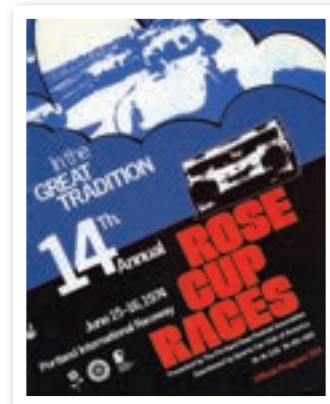
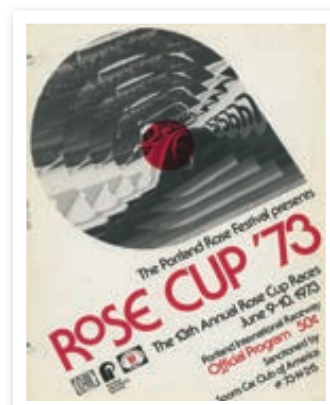
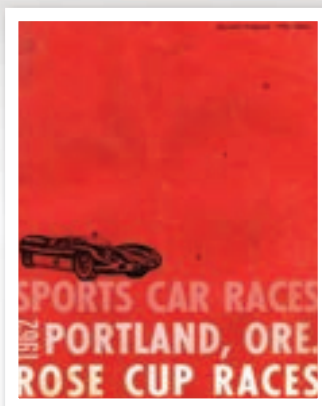
In the first months of 1961, the Portland Rose Festival Association partnered with the city's Jaycees club and Cascade Sports Car Club to launch a new sports car racing event as part of the city's annual Rose Festival civic celebration. The races were to be held on the abandoned streets of the Vanport neighborhood, a wartime shipyard worker housing development that was destroyed by a flood in 1948. Fences went up, some hay bales were placed, and the word went out throughout the western states: Come to Portland in June for a big race. When the event program was printed, the cover optimistically called the event the First Annual Rose Cup Races.

The organizers didn't really expect such an enthusiastic response from west coast racers. Drivers came from as far away as southern California to compete, and the first two Rose Cup races were won by noted Indy Car driver Jerry Grant, piloting a now-priceless Ferrari Testa Rossa. From the beginning, the Rose Cup races represented the best in amateur sports car racing.

Throughout the 1960s, the Rose Cup race was mainly contested by notable gentlemen racers running in the best sports cars of the era. But in the early 1970s, the Rose Cup was run with both open-wheel formula cars, and with the Can-Am cars that represented the apex of racing technology in that era. It was then that Portland's legendary Monte Shelton won the first of his record seven Rose Cup Race Winner trophies.

Then from 1975 to 1983, the Rose Cup event featured the SCCA Pro Racing Trans-Am series. Trans-Am returned for a one-time revival in 2009, and more recently the 2018 and 2019 Rose Cup races were contested by the professional racers of the Pirelli World Challenge and SRA GT4 Americas series.

But even when the pros come to town, the Rose Cup Races are still a venue for local racers to participate in a premier event, and show that they've got as much to offer as any professional series.



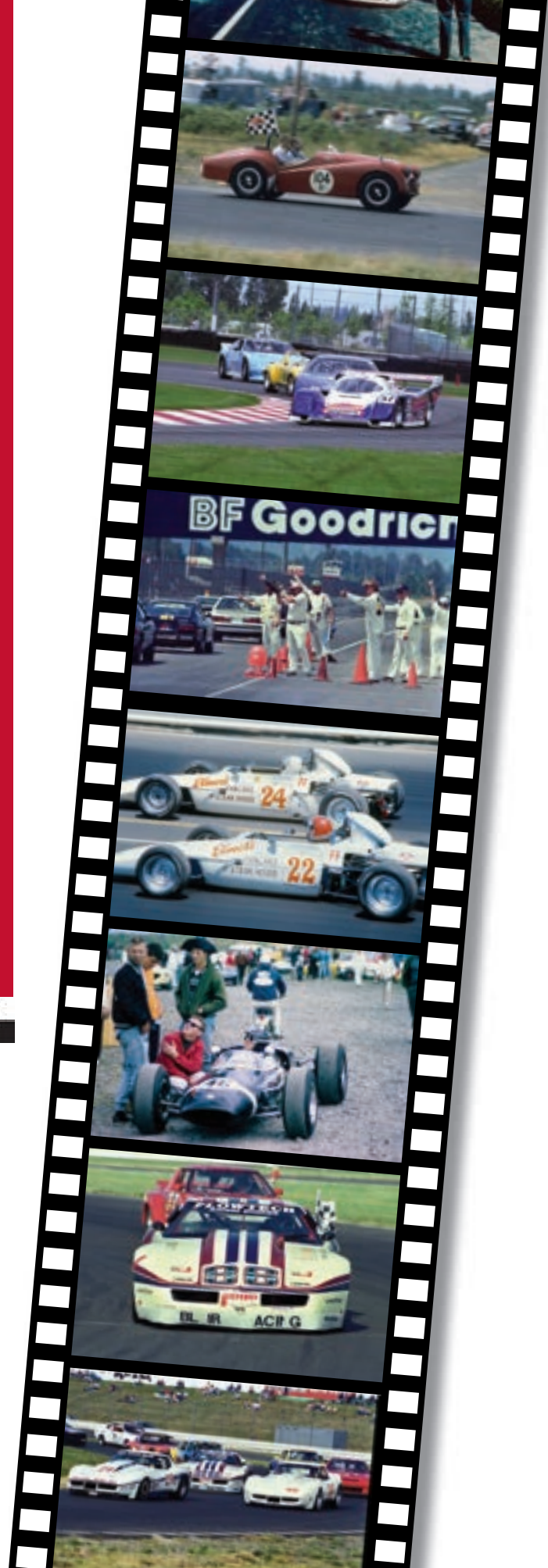
62 YEARS OF ROSE CUP WINNERS

1961	Jerry Grant	1993	Brian Richards
1962	Jerry Grant	1994	Brian Richards
1963	Bill Stephens	1995	Steve Hodge
1964	Pierre Phillips	1996	Steve Hodge
1965	John Hall	1997	Steve Hodge
1966	David Phelan	1998	Steve Hodge
1967	Bill Amick	1999	Mike Rockett
1968	Stan Burnett	2000	Frank Emmett
1969	Jon Milledge	2001	Frank Emmett
1970	Milt Minter	2002	Frank Emmett
1971	Herb Caplan	2003	Frank Emmett
1972	Monte Shelton	2004	Steve Hodge
1973	Bill Cuddy	2005	Monte Shelton
1974	Monte Shelton	2006	Steve Hodge
1975	John Greenwood	2007	Todd Harris
1976	Monte Shelton	2008	Neil Shelton
1977	George Follmer	2009	Tomy Drissi
1978	Tuck Thomas	2010	Matt Crandall
1979	John Paul	2011	Brian Richards
1980	Mark Pielsticker	2012	Matt Crandall
1981	Bob Tullius	2013	Matt Crandall
1982	Doc Bundy	2014	Steven Streimer
1983	Willy T. Ribbs	2015	John Black
1984	Monte Shelton	2016	Scotty B. White
1985	Bob Schrader	2017	Brian Richards
1986	Monte Shelton	2018	Parker Chase & Ryan Dalziel
1987	Pete Halsmer	2019	Peter Baljet
1988	Monte Shelton	2020	NO RACE
1989	Steve Petty	2021	Phil Fogg, Jr.
1990	Steve Petty	2022	Tom Burt
1991	Stuart Hayner	2023	Chris Evans
1992	Jeff Davis		

The Best of Local Racing

One Rose Cup tradition that has now endured into its seventh decade is the commitment to bringing the best amateur racers in the most popular competition classes to Portland for a showdown. This year, the 63rd Rose Cup Races are made up of several exciting racing categories, driven by your friends and neighbors.

The drivers and cars that make up Cascade Sports Car Club, Oregon Region Sports Car Club of America, and the Society of Vintage Racing Enthusiasts (SOVREN) are coming together to make the Rose Cup Races the most inclusive racing event of the year. Now in its seventh decade, the Rose Cup Races are still a showcase of local talent in mostly affordable cars.





FEEL THE THUNDER OF LATE MODEL STOCK CARS

If you loved the NASCAR Xfinity Series race here at PIR in May, you'll want to find the best seats at the track for the Rose Cup Races' Late Model Stock Cars. This race is open to all late models using standard bodywork and 15-inch wheels. All the cars will be powered by a carbureted pushrod V8 engine, with a manual shift transmission. Most of the cars in the Late Models race will be laying down about 500 horsepower at the rear wheels, but a few in the Unlimited class may be making quite a bit more.

To deliver the best possible show, every Stock Car in this group is also invited into the headline Rose Cup race to compete for the roses and a place in the history books. A fast Late Model stands a pretty good chance of placing high up in the Rose Cup.

It all adds up to some more great racing here at the Rose Cup Races. Be sure to catch the Late Model Stock Cars when they qualify and race on Saturday. Many of the stock cars will race again during the Rose Cup race on Sunday.



The Gary Bockman Pole Award

Beginning in 2022, the pole position award given to the fastest Rose Cup Qualifier was named in honor of Gary Bockman. For those who have been involved in racing at PIR over the last 50 years, there is no person more beloved and honored for devoting his life to the sport of racing and the preservation of our racing facility.

Gary Bockman was a true champion, winning countless races in a variety of cars. He was among the best drivers Portland has ever produced, and he taught the same skills to anyone willing to learn. "This track is my home," he would often say, and that was more than just a metaphor.

Bockman also devoted thousands of hours and no one knows how much of his own money to developing this racing facility. He personally built the structures that the turn workers use to flag the races, and often fixed anything that needed repairs. He led the team that refurbished the bridge over the front straight. As you enjoy this year's Rose Cup Races, you're looking at Gary's life's work.

When PIR's future was questioned by Mayor Tom Potter in 2005, Bockman led the formation of Friends of PIR, a non-profit support organization created to benefit the facility. Gary rallied civic and business leaders, along with thousands of Portlanders, to support the track's mission. He then served as the group's president several times over the organization's 15-year history.

Bockman built a distinguished racing career over almost 50 years. Together with his friend Chuck Shafer, Gary set a world speed record in 2000 at the Silver State Classic. On a closed-off stretch of Nevada highway, the duo clocked an average speed of 207.780 MPH. At the time, that was the highest average speed ever achieved on a public highway. Bockman also drove to a third-place finish in the 2008 Alcan 5000 Winter Rally, traveling hundreds of miles north of the Arctic Circle and onto the ice of the Arctic Ocean. Gary is also a past podium finisher in the Rose Cup Race.

Throughout his life, Gary Bockman demonstrated his dedication to this sport and Portland's racing community. That's why we honor his memory every year at the Rose Cup Races.





With their brightly colored paint jobs, Spec Miata race cars are often jokingly known as Skittles, named after the candy. But don't be fooled by the size or the colors, because Spec Miata is always one of the closest and most exciting races on any schedule.

Spec Miatas are based on Mazda's popular and affordable MX-5 Miata sports cars. The Spec Miata formula is simple – take an ordinary Miata and put some racing safety gear into it. Engines, transmissions, brakes, suspensions and exhausts are all built to a specification to help keep costs under control and to keep the racing as close as possible.

A racer's class

Spec Miata is famous for tight battles and finishes that are just inches apart. The competition is all the more intense because no one has much more power than anyone else. The difference between cars is mostly in the driver's ability to hustle around the track.

Because of the low cost of the cars and the incredible opportunity for competition, Spec Miata is one of the most popular classes in the Pacific Northwest. Both Cascade Sports Car Club and Oregon Region Sports Car Club of America offer races for Spec Miatas, and Northwest drivers perform very well at national competition events.

Qualifying for Spec Miata happens at 10:20 am Saturday. You can catch the intense wheel-to-wheel racing in Spec Miata at 3:30 PM on Saturday and again at 1:40 PM on Sunday.



Miata



YOU CAN GO RACING WITH **SPEC RACER FORD**

One of the most popular amateur racing series in America is the Sports Car Club of America's Spec Racer Ford. With more than 900 cars built over more than 35 years, the Spec Racer Ford offers an affordable way to race a vehicle that was designed from a clean sheet of paper to be a racecar.

Even more important, every Spec Racer Ford is identical to all the others. All cars carry the same engine, transmission, suspension, brakes, and tires. The 1.6-liter naturally aspirated Ford engines and six-speed sequential shift manual transmissions are sealed at the factory to maintain absolute parity.

Although the engines produce only 135 horsepower, the lightweight aerodynamic design is built for speed and handling. Spec Racers provide all the thrill of a much more powerful vehicle while running on ordinary regular unleaded fuel, just like a street car. The result has been magic, making the SRF the most popular racing class in SCCA history.

A Contest of Drivers

Spec Racer Ford offers some of the closest racing you can see this weekend. Look for the drivers to put their cars nose-to-tail to get advantage of an aerodynamic draft, and then pop out to make a pass under braking. That happens most often at Turn 11-12 at the east end of the track, and at the entrance to Turn 1 in the Festival Curves, but you will see close racing at every point around the track.

Another reason to find a good seat for Spec Racer Ford is the fact that great racing happens throughout the field, not just at the front. Because the cars are all equal, everyone has someone to race against.

Building the SRF Class

Because of the car's excellent driving dynamics, good safety record, and general economy, Todd Harris of Pro Drive Racing School at PIR uses the Spec Racer Ford as the vehicle to teach racing to aspiring drivers. As the 2016 SCCA national champion in Spec Racer Ford, Harris knows a thing or two about driving these cars.

Harris has collected several of his best students and formed the Pro Drive Racing Team. This team is the backbone of Spec Racer Ford strength in the Pacific Northwest. Many of the top drivers in the nation got their training right here in Portland.

Put Yourself in Next Year's Race

Great racing is not the only thing you should see in this year's SRF race: you can also picture yourself as part of next year's race.

"If you sign up for a Pro Drive racing school, we can get you into the exact same cars you're watching on track this weekend, and you can be driving a Spec Racer Ford in a matter of weeks," Harris says.

To recognize the cars on the Pro Drive Racing Team, look for the red and white Pro Drive stickers on the nose of the car. You'll find team cars throughout the race group, many of them rented for the weekend, and most running at the front.

The Spec Racer Fords will race on Saturday at 1:00 PM and on Sunday at 12:10 pm.

Find out more about Spec Racer Ford racing at www.prodrive.net.



THE 63RD RACE FOR THE ROSE CUP

The 2024 Rose Cup Race is limited to the fastest production-based cars in amateur racing. This race is open to regular production vehicles and tube-framed "silhouette" cars that resemble production sedans and coupes. You can expect to see Corvettes, Vipers, Camaros, Mustangs, Ferraris, Audis, Cobras, and Porsches in this race.

Within the Rose Cup race, cars will be scored in one of three performance classes. The three classes are defined by performance parameters, based on each car's potential lap times. In keeping with tradition, the Rose Cup will be awarded to the overall winner of the race, as it has been since its inception. The Rose Cup Classes are:

- RC1 – This class includes cars in the SCCA GT-1, Trans-Am TA1, and Super Production Over (SPO) classes. These cars are typically powered by turbocharged or supercharged V8 or V6 engines, and are often the fastest cars in the race. Look for your overall Rose Cup winner to come from this group.
- The RC2 class also has a shot at the overall win, with the Trans-Am TA2, SCCA GT-2, and Super Production Medium classes making up this competition group.

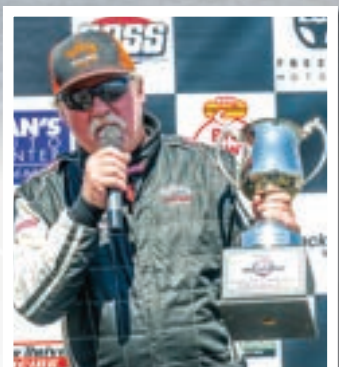
These cars make up for lower horsepower by being lighter and more agile than the bigger RC1 cars.

- The RC3 class comprises the SCCA GT-3 and American Sedan cars, but don't count them out. There are some great drivers in this group who can work their way to the front of the pack.

The purpose of the three-class system is to offer recognition to those cars not necessarily fast enough to run at the front of the pack, but which put on great races throughout the field.

The Rose Cup race group will have practice and several periods of qualifying on Saturday and a morning warm-up on Sunday. The 63rd Rose Cup race happens at 2:55 pm on Sunday, with pre-race activities starting at 2:10 pm. The Rose Cup race will be 40 minutes long, unless adjusted by the race officials. The race will begin with a parade lap, and then a pace lap before the green flag flies.

After the race, the Rose Cup will be awarded at Victory Circle, adjacent to the PIR tower in the south paddock. Be sure to be there, and remember to bring your autograph pen!



HONORING RACING HISTORY IN THE WEMME TROPHY VINTAGE RACE

If you had been at the third annual Portland Rose Festival in 1909, you would have had a chance to witness an important piece of motorsports history. One of the first national championship automobile races took place right here in Portland.

The original Wemme Trophy race ran east on Division Street from Portland to Gresham, and then back into Portland on Stark Street. With seven laps covering 105 miles, it was a serious challenge for both the men and machines of the day. Bert Dilley won the race driving a Chalmers-Detroit model 40 at an average speed of about 58 MPH.

To celebrate the 100th anniversary of that historic race, the Friends of PIR established the modern Wemme Trophy. It's pronounced Wemm-ee, by the way, and it's named for Portland businessman E. Henry Wemme, who funded the original race. The modern Wemme Trophy was designed to celebrate the people who have had a consistent positive impact on Portland's vintage sports car racing community.

The modern Wemme Trophy has been awarded to Renny Watt, Norm Daniels, Greg Baldwin, John Zupan, Tim Scott, Monte Shelton, Paul Ingram, Bob Ames, David Franks, Arnie Loyning, Erik Dolson, Jess Heitman, Mike Smith, and Curt Kallberg.

Kallberg was awarded the trophy for his consistent

support of Vintage racing at the Rose Cup Races, and his consistently high level of both car preparation and driving. Kallberg has generously (and usually anonymously) funded worker lunches and done other services to the racing community for years.

The next Wemme Trophy recipient will be named at the conclusion of Sunday's Vintage Feature race.

Vintage racing is unique in motorsports because the older racing cars are not developed to modern performance standards. Instead, they are maintained and raced in the same configuration they had when they were new. The important exception is that vintage drivers all use the latest in modern safety gear.

But don't think for a moment that these cars don't have what it takes to race – or that these drivers lack the courage and skill to take these old machines right to the limit. Vintage racing is based on the simple idea that racecars were built to race – not to gather dust in a museum somewhere.

The Wemme Trophy Vintage Race group will qualify at 10:45 am and have a sprint race at 4:05 pm Saturday. On Sunday, the Wemme Trophy Vintage Feature Race happens at 10:25 am. The Wemme Trophy will be awarded in Victory Circle at the conclusion of Sunday's Vintage race.

The Story of Vanport, Oregon

The land under Portland International Raceway has a hidden history as one of Oregon's most important communities during the Second World War. When America entered the war in December of 1941, The Portland/Vancouver area was identified as a strategic shipbuilding location. The Kaiser Shipbuilding Company needed workers, and the low-lying area immediately to the south of the shipyards was designated for worker housing.

Because the Vanport area was dotted with muddy sloughs, little effort had been made to develop the land. Starting in August of 1942, a temporary city was constructed. In addition to apartments and houses, there were schools and day care centers, shopping, a post office, medical center, movie theater, and a recreation center.

Workers arrived in Portland from all over America, including more than 13,000 African-American shipbuilders who had previously been barred from Oregon by racial exclusion laws. Wartime priorities meant that legal segregation was abandoned, although in practice Vanport's neighborhoods remained largely segregated.

Kaiser's facility employed men and women who worked around the clock to produce ships for the war effort. By the fall of 1942, a Liberty ship could be built in as little as 10 days at the Oregon Shipbuilding Yard. By the end of the war, a total of 455 ships were built by Vanport residents, making a valuable contribution to Allied victory.

After the war, Vanport quickly fell into neglect. The buildings had been hastily constructed and did not hold up well. On May 30, 1948, after tremendous rainstorms, about 200 feet of levee collapsed and the swollen Columbia River flooded the community. Vanport was utterly destroyed and 15 people were killed in the deluge.

When the waters receded, all 18,500 Vanport residents were left homeless. Many moved south into Portland or north to Vancouver. The bones of the city, including concrete foundations and city streets, were left behind. In the years that followed, the land was donated to the City of Portland for parks use, and the bare streets eventually became Portland International Raceway.



The Heart of Amateur Racing - Small-Mid Bore Sports Cars



At this weekend's Rose Cup Races, there's one group of cars that represents the heart and soul of amateur racing, and the deep history of the Rose Cup.

The Small-Mid Bore race group comprises street cars of the 1970s, 80s, 90s and newer, lightly modified to improve performance and handling. These are the cars that have sustained local sports car racing for decades. Small-bore and mid-bore refers to the engine displacement of these cars, in contrast to the big-bore V8-powered cars in the Late Model Stock Cars and the Rose Cup group.

In contrast to a tightly specified class like Spec Miata, these racers have more latitude to be creative and develop the performance potential of their cars. Small and mid bore racers use this freedom to try to innovate and come up with a better, faster car, within the bounds of the rules.

The cars you'll find on track with the will include Datsun 240Z sports cars, BMW 3-series sedans, newer Nissan, Mazda, and Honda products and a variety of other import

and domestic models. Each of these cars has been taken from street-legal trim and converted into a dedicated racing machine. The hard work and expense to do that conversion all comes from the owner/driver.

As you watch this race group, there are several classes racing in the same group, with class divisions based on the performance potential of the cars. The group is divided into SB1, SB2, SB3, and SB4 classes. So multiple winners will be crowned after the race.

These drivers come from all over the Pacific Northwest, and they are passionate about their cars. Take some time and stop in to ask them about their cars, and you'll be amazed at the dedication and longevity of these hard-working sports cars.

The Small-Mid Bore group qualifies at 9:00 am and races at 1:35 PM on Saturday, and has a feature race at 11:15 AM on Sunday.



2023 Rose Cup Champion: **Chris Evans**

Portland's own Chris Evans won the 62nd Rose Cup Race last year, driving a car of his own design. Evans is the owner of Chris Evans Race Cars, located on Swan Island, where he builds chassis for competition in the SCCA Trans-Am professional racing series.

"THE CAR FELT GOOD, AND REALLY CAME ALIVE," EVANS SAID.

Evans had qualified in fifth position in his No. 92 Ford Mustang. Pole position for the race went to Michael McAleenan of Tacoma, who won the Gary Bockman Pole Award for the weekend. However, Evans is a veteran stock car driver, and he usually performs better in an actual race than in qualifying. Once the green flag flew, McAleenan opened an early lead, and Evans got to work chasing him down.

The pass for the lead came in PIR's Shelton Chicane. Turns 1 through 3 at PIR are named for seven-time Rose Cup winner Monte Shelton. Evans made a bold late-braking move and got around McAleenan in the short, sharp corners of the chicane.

"I HAD A LITTLE BIT OF A RAGGED TURN GOING INTO TURN 1," EVANS ADMITTED, "BUT I GOT HIM, WE NEVER TOUCHED. IT WAS A LITTLE CREEPY, AND I'M NOT TOO PROUD OF THAT. AFTER THAT WE JUST ROLLED AWAY."

Evans won the 40-minute race with a margin of 0.661 seconds over McAleenan. Evans also set the fast lap of the race at 1:13.853 at an average speed of 96.370 mph. Cooper Becklin of West Linn finished third in his No. 19 Porsche 911 GT3.



"I WANT TO THANK CENTRAL WELDING SUPPLY, AND I'D LIKE TO GIVE AN HONORABLE MENTION TO JOE'S RACE CAR PRODUCTS," EVANS SAID.

Evans will be back this year to defend his championship in the Rose Cup race group at 2:55 pm on Sunday.



TECHNOLOGY MEETS SPEED IN AMERICAN GT CHALLENGE

Americans have been racing "pony cars" since the category was invented in the 1960s. This class traditionally includes the Ford Mustang, Dodge Challenger, and the Chevrolet Camaro. In the popular Trans Am series, these models have been racing side-by-side for nearly 60 years.

In a reflection of the ongoing muscle car battle for supremacy in showrooms and in garages across America, the modern versions of these American icons now race in the American GT Challenge class. This class combines the prowess of a purpose-built racing platform, tailored to the grueling conditions of sprint format racing, with relevant manufacturer power plants and the unmistakable silhouettes of today's muscle cars.

Every AGTC-eligible racecar is a purpose-built racing machine. Designed, built, and tuned with only one thing in mind—performance. With engines restricted to just 530 horsepower, longevity is promoted while not sacrificing performance. The AGTC racecar is built on a cost-effective platform, but it still produces speeds that are more than capable of raising eyebrows.

This weekend, the AGTC drivers are making the trip from all over the western states to deliver their thrilling racing action at the Rose Cup Races. AGTC cars will qualify before noon on Saturday and have their feature race later in the day. Then, many of the AGTC cars will also appear in Sunday afternoon's Rose Cup Race. Be sure to get to your seats in time to watch these thrilling cars.



FRIENDS OF PIR

PORTLAND
INTERNATIONAL RACEWAY

SUPPORT THE FRIENDS OF Portland International Raceway



Portland International Raceway (PIR) is unique among North American racing facilities because the entire facility is a city park. As a public resource, PIR is affordable for users and is available to numerous groups not connected with motorsports, such as runners, bicyclists, swap meets, and the winter light show. PIR is also used as a training facility for law enforcement agencies and for vehicle research by Fortune 500 companies. PIR has been the host track for all 62 Rose Cup races.

2024 marks the eighth time that the Rose Cup Races have been produced by the Friends of PIR. This non-profit support group is designed to preserve and promote Portland International Raceway, and anyone may join.

Since 1961, revenues from the Rose Cup races have funded

major capital improvements to Portland International Raceway. No tax money is used to maintain PIR, while the larger economic benefits of racing events at PIR help bring jobs and prosperity to hundreds of our North Portland neighbors. Portland's rich automotive history places it among the greatest racing cities in America, and each year of the Rose Cup Races adds a page to the book.

With over 5,000 members, Friends of PIR is one of the largest 501(c)3 non-profit organizations in Oregon. You are invited to join Friends of PIR. Membership is free. Also, please feel free to forward any of our information to your friends or organizations. If you are interested in becoming a Friend of PIR, visit us online at www.friendsopir.com.