

ROSE CUP RACES



July 12th – 13th, 2025



PORTLAND
International Raceway



WELCOME

TO THE 2025 ROSE CUP RACES



When the first Rose Cup Races were held in 1961, the founders optimistically declared it to be "The First Annual Rose Cup Races." They would be proud to know that the race is still going strong well into the next century. Over the years, printed race programs educated and informed spectators about the racing that was about to unfold in front of them during the weekend ahead. Old race programs have become collector items that are time capsules to bygone times. Friends of PIR has uploaded many of these old Rose Cup Races programs and cover art to our newly refreshed rosecup.com website. We hope you not only enjoy this year's digital race program, but also the old race programs as well. Who knows? Maybe future generations will look back on this year's digital race program 64 years from now with fond memories of how things "used to be" in 2025.



Darrell LeBlanc

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

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2025 ROSE CUP RACES



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Celebrate Portland's Racing Culture at the **64TH ROSE CUP RACES**

For 64 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 as always, we're showcasing the finest of Northwest regional amateur racing in five 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.
- **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.
- **Spec Miata** is sure to be one of the best races of the weekend. Spec Miata drivers will deliver an all-out battle for the win in identically prepared Mazda Miata sports cars.
- **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. 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.



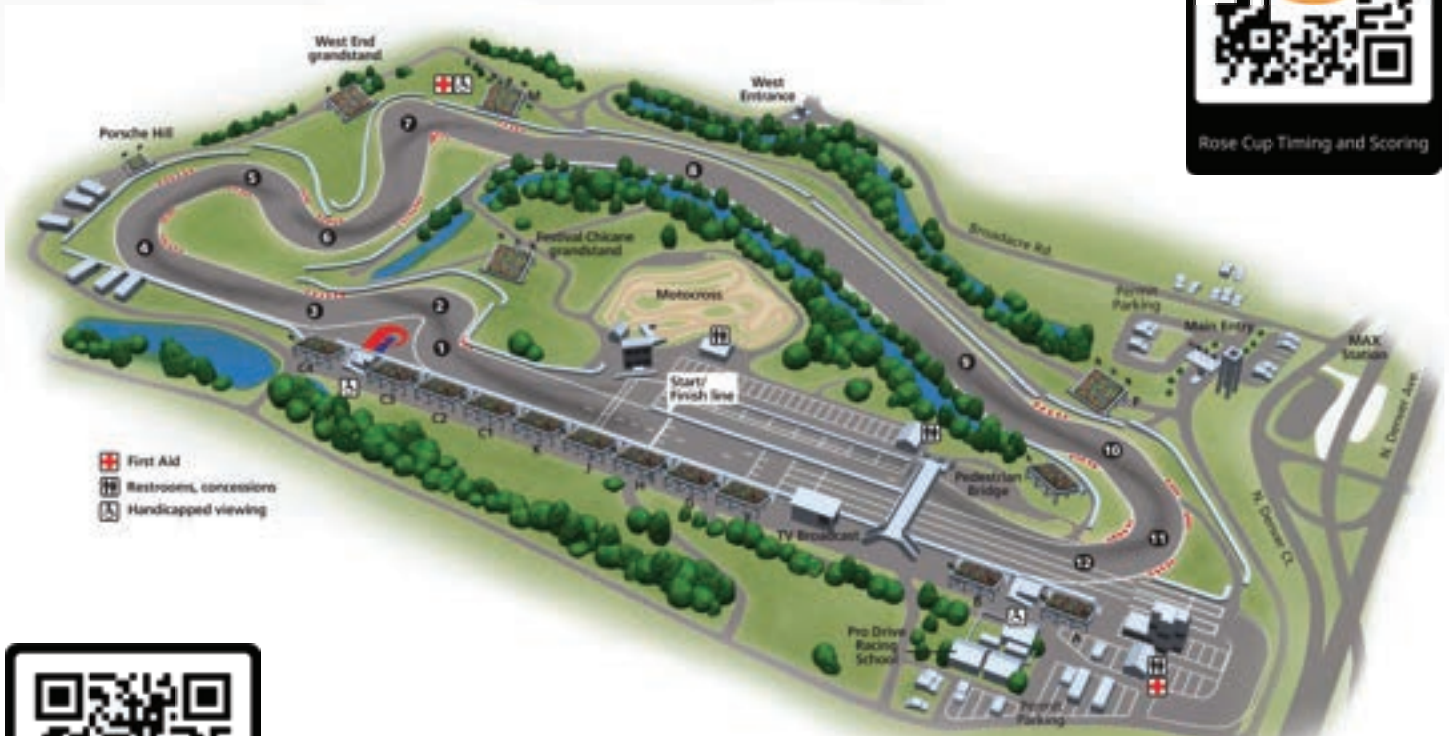
EVENT SCHEDULE

Saturday, July 12

Practice and Qualifying.....	9:00-11:30
Small/Mid Bore Sprint Race 1	11:35-12:00
Spec Racer Ford Sprint Race 1	12:10-12:35
Lunch	12:35-1:35
Spec Miata Sprint Race 1	1:35-2:00
Vintage Sprint Race 1	2:10-2:35
Rose Cup Qualifying A	2:45-3:05
Rose Cup Qualifying B.....	3:05-3:25
Rose Cup Top 5 Qualifying.....	3:25-3:45
Small/Mid Bore Sprint Race 2	3:55-4:20
Spec Racer Ford Sprint Race 2.....	4:30-4:55
Spec Miata Sprint Race 2	5:05-5:30
Vintage Sprint Race 2	5:40-6:05

Sunday, July 13

Rose Cup Warm-Up.....	10:00-10:20
Small/Mid-Bore Feature Race	10:25-11:05
Spec Racer Ford Feature Race	11:25-12:05
Wemme Trophy Vintage Race	12:25-12:55
Lunch.....	12:55-1:55
Spec Miata Feature Race.....	1:55-2:35
Rose Cup Pre-Race Activities.....	2:55-3:20
Rose Cup Feature Race.....	3:20-4:05
Rose Cup Post-Race Activities	4:05-4:30



Register at prodrive.motorsportreg.com



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 Rose Cup race.

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.





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.

Bockman also devoted thousands of hours and his own money to developing this racing facility. He personally built the structures that the turn workers use to flag the races. 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.

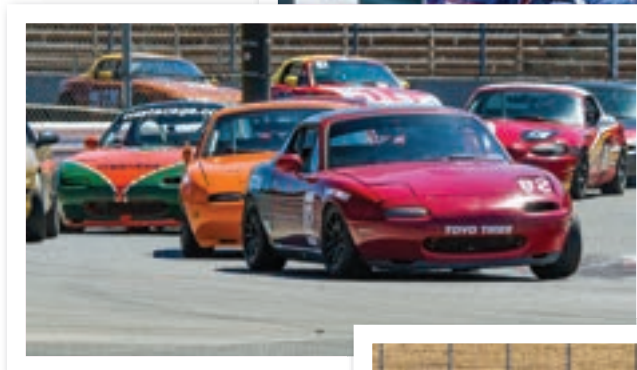


THRILLING SPEC MIATA RACING

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.

Spec Miata is famous for tight battles and finishes that are just inches apart. The competition is intense because no one has 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.



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, the Spec Racer Ford is an affordable purpose-built racecar. Even more important, every Spec Racer Ford is identical to all the others. The 1.6-liter Ford engine and six-speed sequential shift manual transmission is sealed at the factory to maintain absolute parity.

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.

"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.

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





THE 64TH RACE FOR THE ROSE CUP

The 2025 Rose Cup Race showcases the fastest production-based cars in amateur racing. You can expect to see Corvettes, Vipers, Camaros, Mustangs, Ferraris, Audis, Cobras, and Porsches in this race.

Within the Rose Cup race, cars are scored in one of three performance classes, defined by performance based on each car's potential lap times. This system offers recognition to cars not fast enough to run at the front of the pack, but which put on great races.

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 race will be 40 minutes long. 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!





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. To celebrate the 100th anniversary of that historic race, the Friends of PIR established the modern Wemme Trophy 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, Curt Kallberg, and Robert Macherione.

The Wemme Trophy will be awarded in Victory Circle at the conclusion of Sunday's Vintage feature race.



FRIENDS OF PIR ROSE CUP RACES



Ken Sutherland

Ken Sutherland raced at Portland International Raceway for well over 20 years before becoming the 2024 Rose Cup winner. Starting in Spec Miata and establishing himself as one of the leading drivers in that group, Sutherland branched out into vintage and big bore driving in recent years, setting himself up to join the legendary ranks of Rose Cup champions.

"Rose Cup was the biggest win of my racing career," Ken says. "I want to thank the car owners Curt & Patty Kallberg of Kallberg Racing, my crew chief Pat McFall, the car builder Chris Evans, Hall of Famer Jeff Jefferson, and Emma Cora Photo."

Sutherland, from nearby Sherwood, Oregon, plans to race the same car again at this year's Rose Cup to defend his championship. With past winner Scotty B. White and strong contenders like Tim Adolphson lining up as well, this year's race will be no easy victory.



PADDOCK PROFILE - FLAT OUT RACING

Walk around the Rose Cup Paddock and you're sure to notice the Flat Out Racing operation. Supporting the popular SRF3 class, Flat Out provides full support for busy racers as well as rentable racing cars. Flat Out drivers can arrange for their racing machines to be repaired and maintained offsite between racing weekends, ensuring that the setup and preparation is always perfect. In addition to Portland, the team is available to travel and support their clients at any track in America.

"We're located in Vancouver, about 5 minutes away from PIR," says Flat Out's manager Vic Mistry. "We provide full arrive-and-drive service. They show up, we have their cars ready to go, wheels torqued, tire pressure set, car warmed up. We also provide a place for them to change clothes, get snacks, food, all that stuff. Drivers just have to get dressed and get in their car. Then if there are any issues, we deal with it."

If you're interested in learning more about Flat Out Racing, you can find them on Facebook at www.facebook.com/FlatOutRacingLtd



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 has been the host track for all 64 Rose Cup races.

Friends of PIR is a non-profit support group designed to preserve and promote Portland International Raceway, and anyone may join.

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.friendsofpir.com.

