

7th Annual
ROSE CUP
Sports Car
Races



JUNE
10 and 11

50¢

WEST DELTA PARK
PORTLAND OREGON



SEVENTH ANNUAL ROSE CUP SPORTS CAR RACES

Sponsored by

PORTLAND ROSE FESTIVAL ASSOCIATION

Sanctioned by

INTERNATIONAL CONFERENCE OF SPORTS CAR CLUBS

Organized and Conducted by

CASCADE SPORTS CAR CLUB, INC.

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From left to right: Princess Patsy Taylor, Roosevelt; Princess Deborah Vasile, Franklin; Princess Jo-Ann Dorigan, St. Marys; Princess Linda Grabler, Washington; Princess Cheryl Tonkin, Lincoln; Princess Sandi Oveson, Marshall; Princess Trudy Swenson, Grant; Queen Ana Maria Enriquez, Jefferson; Princess Pat Swindley, Cleveland; Princess Lois Johnson, Girls Polytechnic; Princess Linda Poznanski, Wilson. Unable to attend because of Graduation ceremonies: Princess Diane Roake, Madison. Emmett Kelly, Jr. seated in car. Photograph by Hans Running. Car courtesy of Gerry Bruhl, Portland.



SCHEDULE OF EVENTS

(subject to change)

SATURDAY, June 10

9:00 am - 3:30 pm	Registration - Exposition Center, Parking lot.
10:00 - 4:30	Tech Inspection - Exposition Center, Parking lot.
10:00 - 11:00 am	Open Practice
11:00 - 11:30	Practice: DEFGH&I Prod; DEFGH Impr Prod; H Sports Racing
11:30 - 12:00 m	Practice: Sedans
12:00 m - 12:30 pm	Practice: Formula and Formula Vee
12:30 pm - 1:00	Practice: ABC Prod; ABC Impr Prod; CDEFG Sports Racing
1:00 - 1:30	Open Practice; and Novice Drivers Meeting
1:30 - 2:00	Rose Cup Race entrants practice
2:00 - 2:30	Novice Driver Practice
2:30 - 2:45	Open Practice
2:45 - 3:15	Novice Race; Senior Driver Meeting
3:15 - 3:30	Open practice
3:30 - 4:00	Team Race
4:00 - 5:30	Rose Cup Race practice and qualifying timing. Restriction to five cars on track at once.
?	Open practice when all entrants for Rose Cup Race have been timed.
5:30	Course closes

SUNDAY, June 11

8:00 am - 10:00 am	Registration - Exposition Center, Parking lot.
8:00 - 10:30	Tech Inspection - Exposition Center, Parking lot.
8:30 - 9:00	Open Practice
9:00 - 9:15	Practice: DEFGHI Prod; DEFGH Impr Prod; H Sports Racing
9:15 - 9:30	Practice: Sedans
9:30 - 9:45	Practice: Formula
9:45 - 10:00	Practice: ABC Prod; ABC Impr Prod; CDEFG Sports Racing
10:00 - 10:45	Rose Cup Race qualifying
10:45 - 11:00	Mandatory Driver's Meeting
11:00 - 11:30	Race 1: FGHI Production
11:40 - 12:10 pm	Race 2: ABCDE Production
12:20 pm - 12:50	Race 3: Sedans
1:00 - 1:30	Race 4: ABCD Improved production
1:40 - 2:10	Race 5: EFGH Improved production; H Sports Racing
2:30 - 3:00	Rose Cup Race, first heat (21 laps) (50 miles)
3:10 - 3:40	Race 6: Formula Vee
3:45 -	Arrival and presentation of Rose Festival Court; tour of the course.
4:00 - 4:30	Rose Cup Race, second heat (21 laps) (50 miles)
4:45 - 5:15	Race 7: CDEFG Sports Racing; all Formula cars exc. Vees
5:00	Rose Festival Queen presents Rose Cup Race trophies and purse

Conclusion of all racing: Presentation of remaining trophies

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THUMBNAIL SKETCHES OF ROSE CUP RACE ENTRANTS

AMICK, Bill, 41, is a driver well known to Portland racing fans. A 17-year veteran of stock car and sports car racing, he has entered a McLaren Mk. 2 with a 350 cu. in. Chevrolet engine. He placed first in an SCCA national race at Kent, Wash., in June of last year and was second in the October USRRC race at Kent. Amick was also NASCAR Pacific Coast Champion in 1965.

ANDERSON, Eric, 25, from Portland, will pilot a red Lotus 23C, powered by a 1600 cc Cosworth engine. A 4th place finisher in the 1965 Rose Cup, he was also 1964 G Mod. ICSCC champ and the 1966 F Sports Racing winner in the SCCA Northern Pacific region, when he won five of six races, and was second in the other.

BENNETT, Stan, 33, lives in Portland and will be running a green 289 Cobra. This year he has placed first in class at races at Shelton, Kent, and Newport, but crashed in April at Newport in the SCCA national races.

BRUIHL, Gerry, 30, is a Portlander by choice and a nine year veteran of racing. He started in a Fiat 1500 in ICNSCC racing and is now racing an Enduro-Special, powered by a 1973 cc., 190 hp. Coventry Climax engine. In 1965 he finished fourth in the USRRC series behind Jim Hall and Hap Sharp in Chaparalls and the champion, George Follmer. He was first overall at the Firecracker Special at Delta Park in 1965, and holds the track record at Westwood for under two-liter cars. Watch for #41, which looks like a little Chaparall.

CAMPBELL, Tony, 26, is from North Surrey, B.C., will be the pilot of an A.C. Chev, powered by a 327 Chevrolet engine. He was Canadian hillclimb champion in 1964 and was first under two liter at the Bardahl Trophy Race in April.

COX, Nick, 22, from Oregon City, will be in a blue Corvette Sting Ray 327. He was 1966 ICSCC B Production champion and has finished 2nd in three of his four races this year.

DAVIS, Milt, 32, is coming down from Seattle and will campaign a Porsche 115, a 1991 cc. sedan. He has raced Porsches since 1956 and has swept this year's C production and C Improved Production classes.

DRYDEN, Jerry, 28, lives in Portland and is a machinist. He is entered in a blue 289 Cobra and makes nearly all the races in the Northwest.

EDWARDS, Lee, 31, is from Salem, where he is a funeral director. He will be running a blue 427 Sting Ray. In 1965 he was conference champion in A Production, A GT, and C Modified.

EYERLY, Mike, 29, from Salem, will drive an Elva Mark 7, powered by a 1588 cc. Ford engine. In 1965 he led the Rose Cup race in a Porsche 904 until brake problems forced his retirement.

FISHER, Mike, 24, is a student in Portland, and will drive a Porsche Carrera 906 which has a 1996 cc flat 6 engine. This is the car that set the lap record here last year. Mike is the 1964 and 1965 Formula B SCCA regional champion, and placed third in the under two litre division at the USRRC races at Kent and Elkhart Lake, Wis. last year.

FLORENCE, Lew, 45, of Yakima, Washington, is the veteran Northwest racer in the Rose Cup, and he has entered the ex-Charlie Parsons Genie Mark 10, which was driven to the 1966 USRRC crown. Starting out as a sprint car driver on the dirt tracks he has progressed to become a Northwest SCCA modified champion, and accepted a ride on the Shelby American Cobra team in 1964. He won the Shelton SCCA national race on May 28.

FOX, Tom, 26, is a local driver from Milwaukie who will run his own creation, titled Foxerati. It is basically a Triumph with new bodywork and a 2186 cc. Triumph engine. He was 1966 ICSCC D Modified champion, taking seven out of eight races. This year he has won his class at two races at Westwood, Canada.

GILBERTSON, Russ, 41, lives in Portland and came back from retirement a few years ago. He will be in a white 289 Cobra. He was first in C Modified at Newport in April and was second in A Production at Kent earlier that month.

GILL, Charles, 40, hails from Longview where he is a detective in the city police department. He will be running a black TR 3 which has a 1998 cc. Triumph engine. He has raced motorcycles and stock cars before moving to his Triumph where he has taken two first in class and two third overalls this year.

HALL, John, 28, lives in North Vancouver, B.C., and will try for his second Rose Cup victory, his first coming in 1965 when he took a Porsche RSK to victory in the rain. This year he is in a Mustang with a Ford 289 high-performance engine. Last year he won 32 of 36 sedan races, with one second and three DNFs. He hasn't changed his ways this year.

McMAHON, Dan, 37, from West Linn, Ore., is back behind the wheel of a Corvette this year, after deserting from its ranks a few years ago. He is a five time ICSCC champion, and has won over 175 first place trophies in his ten year career. Watch for his silver 327 Stingray.

NAEMURA, Joe, 47, is a Portland doctor. He will be in a white 327 Stingray, which replaces partially his championship car which was stripped to its fiberglass shell by car thieves two years ago. He still might be out for revenge.

OGILVY, Dave, 26, from New Westminister, B.C. might show up in a Cooper Formula Junior with an experimental 1100 cc. BMC engine. He has four conference championships and five British Columbia regional championships to his credit in six years of racing. His car was nearly totalled in an accident with a Cobra May 27 at Westwood with another driver at the wheel.

PENDLETON, Bill, 34, from Eugene, will run a TR4A, with a 2.2 litre engine. He has been Pacific Coast divisional champ in 1965 and 1966 in the SCCA, and was second at the national runoffs. He was chosen as a factory driver for the Triumph team at Sebring this year.

PILLAR, Dennis, 30, from Portland will be driving a TR 4. He is a three time SCCA regional champion.

SETTEMBER, Tony, 40, from Corte Madera, California, is THE professional in the race, and he will be driving a Match SR 3, with an Oldsmobile 4200 cc. engine in the rear end. Settember has driven on the Formula One circuit in 1962 and 1963, at LeMans in 1962 and for the Lotus and Cooper Formula Junior works team. He is a three time Pacific Coast Sports Car champion.

SHELTON, Monte, 33, a Portland auto dealer, will be running a Lola T-70, which has a 327 cubic inch engine. He has been tearing up the local SCCA races and set the lap record at Newport.

SHERVEY, Don, 45, from Portland will be driving his red Ferrari Testa Rosa, number 84. He is currently leading the Conference race in the C Modified class, and will be running his seventh Rose Cup.

WRIGHT, GARY, 28, Portland, is an engineering writer, and will be driving a white Porsche 911S. Gary set the lap record at Delta Park last year in the Carrera 906 being driven by Mike Fisher this year.



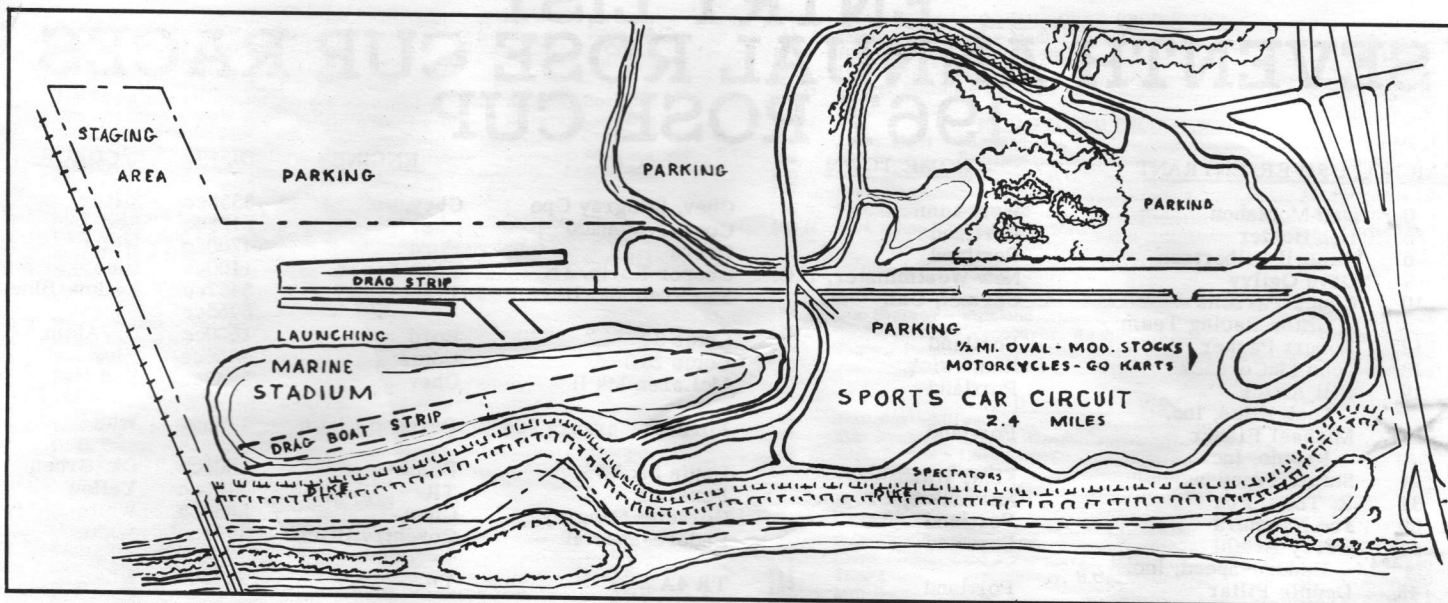
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NEW SPEED COMPLEX PLANNED FOR WEST DELTA PARK

A multi-purpose motor racing facility has been proposed for the West Delta Park area by the Oregon Racing Federation, which represents many of the racing organizations in Oregon and Southwest Washington.

The speed park, to be known as Portland International Raceways, will include a 2.4 mile sports car track, a one mile drag strip, a drag boat lagoon, and a 1/2 mile dirt-track oval, as well as facilities for go-carts, motorcycles, and autocrosses. The area will also serve as a municipal training site for fire and police officers in high-speed driving.

The new sports-car circuit will be built to the south side of the present pit straight, and will utilize the shut-down area of the drag strip for its main straightaway. The curved section of the track will be fairly close to the dike bordering the south end of the park, giving the spectator a natural vantage point, much the same as we now have overlooking the "circus". The unique feature of the circuit is that the onlooker will have an unobstructed view of the entire course.

The mile long drag strip, enabling a quarter-mile drag section and a three-quarter mile runoff, will be sixty feet wide, and built to the strictest specifications, and will be the only strip in the Northwest sanctioned for national championship events. It will take the place of the McMinnville air-

port dragstrip, which closed operations this year.

The combined facilities should rank among the best there are in the United States, and should enable Portland to draw national caliber racing events, machines, and drivers.

The Oregon Racing Federation, which is a non-profit organization, is headed by Dale Whitney of Whitney Industries, and Al Beachell of the Multnomah Hot Rod Council, who manages the Woodburn drag strip. Many organizations have expressed their desires in participating and promoting PIR, and they represent most segments of the racing world; among them are the Multnomah Hot Rod Council, Cascade Sports Car Club (I.C.S.C.C.), the American Motorcycle Association, Oregon Region SCCA, National Karting Association, Team Continental, W.O.W. Autocross Association, and NASCAR.

At present the plans, as shown in the above map, haven't been approved by the City Council, although they have been accepted as a tentative layout. The Parks Department is currently running a cost analysis, which is estimated to be in the vicinity of one million dollars. When a plan is agreed upon by the Council, they will float revenue bonds to cover the costs of construction. All profits will be plowed back into the retirement of the initial debt, as well as improvement of the facilities and setting purses.

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ENTRY LIST

SEVENTH ANNUAL ROSE CUP RACES

1967 ROSE CUP

CAR NO.	DRIVER/ENTRANT	HOME TOWN	CAR	ENGINE	DISPL.	COLOR
0	Dan McMahon	West Linn	Chev. Stingray Cpe	Chev.	5358cc	Silver
5	Bob Holder	Portland	Cooper-Monaco	Chev	6178cc	Red
6	Russell Gilbertson	Portland	Cobra	Ford	4700cc	White
9	Dave Ogilvy	New Westminster, B.C.	Cooper Form. Jr.	BMC Exper.	1100cc	Blue
10	Chuck Parsons	Carmel, Cal.	McLaren Mk. II	Traco-Chev	5457cc	Yellow/Blue
	Hilton Racing Team				5965cc	
12	Robert Parker	Portland	Lotus 32	Ford	1600cc	Gr/Alum.
13	John McCornack	Kennewick	Lotus 23B	Lotus	1966cc	Blue
19	Bill Amick	Portland	McLaren Mk II	Chev	5735cc	Red
	Dick Niles, Inc.					
22	Michael Fisher	Portland	Porsche Carrera 906	Porsche Flat 6	1996cc	White
	Rapido, Inc.					
24	Stuart Tracy	Kent, Wash.	Lotus Mk VI	Buick	3500cc	Dk. Green
31	R. Thos. Fox	Milwaukie, Oregon	Foxerati	TR	2186cc	Yellow
32	Joe Naemura	Portland	Corvette Stingray	Chev.	5358cc	White
41	Gerry Bruihl	Portland	Enduro-Special	Coventry Climax	1973cc	White
	Enduro-Speed, Inc.					
48	Dennis Pillar	Portland	TR 4A	TR	2200cc	Blue
	Kal Auto Center					
49	Wm. "Bill" Pendleton	Eugene	TR 4A	TR	2200cc	Blue
	Kal Auto Center					
55	Lee C. Edwards	Salem	Corvette Stingray	Chev	6997cc	Blue
56	Spencer Stoddard	Seattle	Spartan SS7B		1998cc	Blue
57	Monte Shelton	Portland	Lola T-70	Shelton spl.	5358cc	Blue
	Monte's Motors					
62	Larry Walstrand	Kent, Wash.	Horribellus Buick	Buick 215	3523cc	Maroon
64	Mike Eyerly	Salem	Elva Mk 7 (FSR)	Ford	1588cc	Red
	Eyerly Motors					
66	Russell Harness	Portland	Lotus F Jr. Mk 18	Lotus	1100cc	Gr/Yellow
69	Jerry Dryden	Portland	Cobra	Ford	4735cc	Blue
70	Nick Cox	Oregon City	Corvette	Chev.	5358cc	Red
71	C. C. Wilson	New Westminster, B.C.	Lotus 17	Alfa Romeo	1600cc	
76	Tony Settember	Corte Madera, Cal.	Matich SR3	Webster Olds	4200cc	Dk. Green
	Webster Racing Ent.					
78	Fred Roehr	Portland	Lola Mk V	Cosworth Ford Mk II	1100cc	Blue
82	John Hall	No. Vancouver, B.C.	Mustang Gr. II	Ford Hi Perf.	4700cc	Wh. & Blue
	Jamie Moore					
	Paul Woodroffe		Porsche RSK	Porsche	1600cc	Red
84	Donald Shervey	Portland	Ferrari Testa Rosa	Corvette	5358cc	Red
88	Don Lauinger	Portland	Austin Healey	A-H	2912cc	Red
91	Bob Allen	Manteca, Cal.	Cobra	Ford	4736cc	Plum
100	Bill Stevens	Portland	Cobra	Ford	4700cc	Red
	Dr. John Gorman					
141	Tony Campbell	N. Surrey, B.C.	A. C. Chev	Chev	5358cc	Plum
180	Tommy Hamilton	Campbell River, B.C.	Shelby Mustang 350	Ford	4700cc	White
211	Cam McKenzie	Squamish, B.C.	Lotus S-7	Lotus	1500cc	Yellow
344	Charles Gill	Longview, Wash.	Triumph TR3		1998cc	Black
350	Gary Wright	Portland	Porsche 911S	Porsche	1911cc	White
	Porsche Car N.W.					
407	Milt Davis	Seattle	Porsche 911-S	Porsche	1991cc	
	Metro Volkswagen					
426	Ron Householder	Portland	Lotus 20-22	Cosworth	1100cc	Red
433	Ray Gentile, Jr.	Portland	A-H 3000 Mk I		2912cc	Beige
727	Rod Turnbull	Vancouver, B.C.	Austin Cooper "S"	Cooper	1275cc	Blue/Wh.
761	Stanley Bennett	Portland	Cobra	Ford	4736cc	Green
769	Eric Anderson	Portland	Lotus 23C	Cosworth	1600cc	Candy Red
773	Gary Johnson	Modesto, Cal.	Sunbeam Tiger	Ford	4200cc	Green
	Riley Hopkins	Seattle	Forsgrini Olds	Olds 215	3523cc	Met. Blue
	L. Gil Weed	Portland	Shelby Mustang II	Ford	4736cc	R/W/B

NOVICE

227 N	Pat Mooney - Tacoma	Austin Mini	421 N	Michael Campbell - Bellevue, Wn.	Lotus 20 B
231 N	Jerry Fiorito - Seattle	TR 3	424 N	Bruce Barry - Vancouver, B.C.	Lotus Elan
311 N	David Reed - Richland	Sunbeam	428 N	Fred Corbett - Portland	VW 1500
315 N	Chuck Clemans - Vancouver, Wn.	Porsche	431 N	David Crouch - Portland	MGB
333 N	Ronald N. Frek - Portland	TR 3	491 N	Peter Werner - Vancouver, B.C.	Cooper Formula Jr
339 N	Tom Shillock - Portland	Corvair	526 N	Wally Quarry - Vancouver, B.C.	AH Sprite Mk II
344 N	Charles Gill - Longview	TR 3	599 N	James Rose - Vancouver, B.C.	Morgan
363 N	Roger Stillick - Portland	TR Spitfire	774 N	Glenn Brown - Seattle	Formula Vee
364 N	Bill Hoyer - Richland	Formcar Formula Vee	706 N	Richard Elton - Portland	Lotus 18
370 N	Dale Whitney - Portland	Corvette	717 N	Bill Erickson - West Linn	LeGrand BMW Mk I
400 N	Bob Dunsmore - Portland	Formula Vee		Tom Wheeler - Portland	Saab
408 N	Alan Russell - Seattle	TR 3	742 N	Peter Darr - Government Camp	Lotus 20

A PRODUCTION
 55 Lee Edwards - Salem Stingray
 761 Stan Bennett - Portland Cobra

B PRODUCTION
 5 Jim Newman - Milwaukie Stingray Corvette
 0 Dan McMahon - West Linn Stingray Corvette
 70 Nick Cox - Oregon City Corvette
 413 Ray Jourdain - Burnaby, B.C. Mustang
 704 William K. Cupp - Seattle Jaguar 4-2

C PRODUCTION
 20 M. J. Schoof - Boise Lotus Super 7
 211 Cam MacKenzie - Squamish, B.C. Lotus Super 7
 407 Milt Davis - Seattle Porsche 911
 424 N Bruce Barry - Vancouver, B.C. Lotus Elan

D PRODUCTION
 88 Don Lauinger - Portland AH 3000
 99 Ernie Ledgerwood - Vancouver, B.C. Morgan
 433 Ray Gentile, Jr. - Tigard AH 3000
 517 Dale R. Woods - Everett AH 3000

E PRODUCTION
 3 Bob Daly - Portland Porsche
 4 G. B. Sterne - Burnaby, B.C. Morgan
 118 Jack Bowman - Seattle Porsche

F PRODUCTION
 2 Bill Postles - Portland Morgan
 15 Norm Matovich - Burnaby, B.C. Datsun 311
 64 Richard Evans - Burnaby, B.C. MGB
 83 Eric Greenwell - Richland TR 4
 431 David Crouch - Portland MGB
 Bruce Nelson - Portland TR 3
 231 N Jerry Fiorito - Seattle TR 3
 311 N David Reed - Richland Sunbeam
 344 N Chuck Gill - Longview TR 3

G PRODUCTION
 30 Ole Hoff - Oregon City Porsche
 120 Orren Finley, Jr. - Portland Datsun
 204 Horst Katins - Vancouver, B.C. Porsche

H PRODUCTION
 92 Mike Whitters - W. Vancouver, B.C. MGA
 113 Bill Hill - Olympia MGA
 174 John Schuberg - Vancouver, B.C. AH Sprite Mk I
 224 Kaye Viggars - Vancouver, B.C. MG Midget
 254 Bill Rudberg - Vancouver, Wash. MG Midget
 255 Don Rudberg - Vancouver, Wash. AH Sprite
 411 Don Thomas - Bellevue, Wash. MGA 1600 Mk I
 449 Harold Dick - Portland MGA

I PRODUCTION
 18 Jerry Wand - Portland AH Sprite Mk II
 25 Tony Labbe - Portland MG Midget
 74 Ted Rodgers - Seattle AH Sprite Mk I
 105 Dale Spink - Seattle MG Midget
 171 Roger Catto - Seattle MG Midget
 Tom Wheeler - Portland Saab

A IMPROVED PRODUCTION
 55 Lee Edwards - Salem Stingray

B IMPROVED PRODUCTION
 39 Joe Naemura - Portland Stingray
 91 Bob Allen - Manteca, Calif. Cobra
 180 Tommy Hamilton - Campbell River, B.C. Shelby Mustang 350
 282 Terry Sweet - Seattle Mustang 350 GT
 399 Terry Humes - Mountlake Terr. Wash. Mustang 350 GT
 761 Stan Bennett - Portland Cobra
 737 Bob Hogan - Portland Lotus S-7

C IMPROVED PRODUCTION
 20 M. J. Schoof - Boise Lotus Super 7
 107 Jim Cleland - Seattle Porsche 911
 211 Cam MacKenzie - Squamish, B.C. Lotus Super 7
 424 Bruce Barry - Vancouver, B.C. Lotus Elan
 773 Gary Johnson - Modesto, Calif. Sunbeam Tiger
 356 Gary Wright - Beaverton Porsche 911 S
 599 N James Rose - Vancouver, B.C. Morgan

D IMPROVED PRODUCTION
 29 Bob Maloney - Portland TR 4
 67 Ernie Mills - Portland TR 4
 83 Eric Greenwell - Richland TR 4
 88 Don Lauinger - Portland AH 3000
 517 Dale R. Woods - Everett AH 3000
 707 Dan Entwistle - Portland TR 4
 739 Gary Blodgett - Portland TR 4

E IMPROVED PRODUCTION
 4 G. B. Sterne - Burnaby, B.C. Morgan
 14 Paul Woodroffe - Salem Porsche
 45 Bob Rinde - Portland Alfa Romeo
 64 Richard Evans - Burnaby, B.C. MGB
 85 Scott Taylor - Bellevue, Wash. Porsche
 104 Mac Russell - Seattle Porsche 911
 141 Tony Campbell - N. Surrey, B.C. Porsche 590
 159 L. J. Rockie - Lake Oswego TR 3
 713 John Jacobs - Portland Alfa Romeo

F IMPROVED PRODUCTION
 2 Bill Postles - Portland Morgan
 92 Mike Whitters - W. Vancouver, B.C. MGA
 95 Dean Beckley - Portland Lotus 7A
 116 Larry Roberts - Portland Lotus 7A
 437 Don Bennie - Vancouver, B.C. Datsun Special 311
 231 N Jerry Fiorito - Seattle TR 3
 311 N David Reed - Richland Sunbeam

G IMPROVED PRODUCTION
 51 Duane Williamson - Medina, Wash. Lotus II
 114 Bill Gellatly - Portland MG Midget
 818 John Toran - Portland TR Spitfire
 363 N Rodger Stillick - Portland TR Spitfire

H IMPROVED PRODUCTION
 18 Jerry Wand - Portland AH Sprite Mk II
 32 Bob Hasson - Portland AH Sprite Mk I
 105 Dale Spink - Vancouver, B.C. MG Midget
 788 Harv Henneman - Portland AH Sprite Mk III
 796 John Griffin - Portland AH Sprite Mk I
 402 N Jack Aiken - Vancouver, Wash. AH Sprite Mk I

C SPORTS RACING
 84 Don Shervey - Portland Ferrari Testa Rosa
 126 Curtis Meade - Vancouver, Wash. Dodge Special
 180 Tommy Hamilton - Campbell River, B.C. Shelby Mustang 350
 239 Paul Johnston - Portland Stingray

D SPORTS RACING
 31 Tom Fox - Milwaukie Foxerati
 104 Mac Russell - Seattle TR 3
 159 L. J. Rockie - Lake Oswego TR 3
 705 Jim Brown - Seattle TR
 707 Dan Entwistle - Portland TR 4

E SPORTS RACING
 41 Gerry Bruhl - Portland Enduro Special
 99 Ernie Ledgerwood - Vancouver, B.C. Morgan
 141 Tony Campbell - N. Surrey, B.C. Porsche 590
 407 Milt Davis - Seattle Porsche 911

F SPORTS RACING
 71 C. C. Wilson - New Westminster, B.C. Lotus 17
 151 Ron Sitner - Milwaukie Alfa Romeo

G SPORTS RACING
 195 Bob Wilkinson - Lake Oswego Lotus 7A
 320 Larry Walters - Tacoma Forsgrini Gordini
 818 John Toran - Portland TR Spitfire

H SPORTS RACING
 75 Chris Curtin - Portland Spec. H. Mod.
 127 Mel Joneson - Bothell, Wash. L-M Special
 146 Lyle Forsgren - Seattle Forsgrini
 148 Dale Forsgren - Houghton, Wash. Forsgrini
 232 Tony Schaff - Seattle Forsgrini
 392 Milt Benschoff - Seattle Bendel Mk IV

FORMULA LIBRE
 8 Bob Boyd - Lake Oswego Bobsy
 35 Dewey Harless - Portland Brabham
 71 C. C. Wilson - New Westminster, B.C. Lotus 17

FORMULA JUNIOR
 9 Dave Ogilvy - New Westminster, B.C. Cooper
 34 Win Casey - Portland Brabham
 78 Fred Roehr - Portland Lola
 421 Mike Campbell - Bellevue, Wash. Lotus 20B
 426 Ron Householder - Portland Lotus 20-22
 706 Richard Elton - Portland Lotus 18
 742 Peter Darr - Government Camp Lotus 20

FORMULA VEE
 1 Cal Watson - Lake Grove Viper
 8 Bob Boyd - Lake Oswego Bobsy
 13 R. J. Michael - Richland Autodynamics
 33 Dennis Nolder - Milwaukie Autodynamics
 68 John Baker - Ephrata, Wash. Formcar
 96 John Winkelman - Beaverton Autodynamics
 489 William H. Evans - Renton, Wash. Formcar
 714 Ralph Likins - Seattle Formcar
 600 Neil Hansen - Portland Viper
 700 Harriet Gittings - Fremont, Cal. Crusader
 702 David Acker - Pleasant Hill, Cal. Crusader
 703 Don Reich - Issaquah, Wash. Autodynamics
 715 Hawley Mills - Seattle Formcar
 718 Robert Dixon - Everett Formcar
 783 Fritz Dueminer - Walnut Creek, Cal. Vee Special
 364 N Bill Hoyer - Richland Formcar
 400 N C. R. Dunsmore - Portland Autodynamics
 Bob Ames - Tigard Formcar

A SEDANS
 228 Laurie Craig - New Westminster, B.C. Camaro
 413 Ray Jourdain - Burnaby, B.C. Mustang

B SEDANS
 28 Rob Lesson - Nanaimo, B.C. Cortina
 65 John Lisac - Tigard Riley
 66 Russ Harness - Portland Volvo 544
 274 Ted Megert - Portland Volvo 544
 701 Bob Kaleta - Portland Alfa Romeo GTA

C SEDANS
 17 Dave Pease - Portland Volkswagen 113
 34 Win Casey - Portland Volkswagen
 134 Bob Beuchemin - N. Kamloops, B.C. Austin Cooper S
 182 Karen Hall - N. Vancouver, B.C. Cortina

D SEDANS
 186 Klaus Rehbein - Vancouver, B.C. NSU
 227 Pat Mooney - Tacoma Austin Mini
 Tom Wheeler - Portland Saab



A

NOVICES:
All beginning drivers must compete in 3 novice events before he will receive his senior competition license and be allowed to compete in the championship events.

WINNER: 2nd: 3rd:

1

PRODUCTION CLASSES F, G, H, and I
Consist of mass-produced cars off the showroom floor. Very few modifications are allowed. You will see MGs, MG Midgets, Austin Healey Sprites, Triumph Spitfires, Volkswagens, Datsuns, Porsche, Alfa, etc.

WINNER: 2nd: 3rd:



2

PRODUCTION CLASSES A, B, C, D, and E
Again, mass-produced cars, that allowed a few modifications. Look for Cobras, Stingrays, Jaguar XK-Es, Lotus Elan, Austin Healey 3000, Sunbeam Tigers, Porsche, MGAs, Triumph TR-4s, and others.

WINNER: 2nd: 3rd:

3

SEDANS:
Sedans are subdivided into 4 classes: Based on cubic centimeter displacement: A - Over 3000 cc; B - 1501 cc to 3000 cc; C - 1001 cc to 1500 cc; and D - 0 to 1000 cc. Cars cannot be "guttled" as allowed in stock car racing.

WINNER: 2nd: 3rd:



4

IMPROVED PRODUCTION A, B, C, and D
Many modifications are allowed in these classes of mass produced cars. A specific car is usually placed in a class one grade higher than in the Production Classification.

WINNER: 2nd: 3rd:

5

IMPR. PRODUCTION E, F, G and H, and H SPORTS RACING
Comparable cars as in Race 1, but with more modifications allowed. An H-Sports Racing cars are the smallest engined cars built primarily for racing. Engines are limited to under 851 cc. See Race 7 for more data.

WINNER: 2nd: 3rd:

DRIVERS' SKETCHES - ICSCC Championship Point Races

Dean Beckley will be running his Lotus 7A in the F-Improved Production race, keeping up his string of racing in every Rose Cup. He was conference champion in 1959 and runnerup in 1960 and 1962. He showed that ICSCC racing is on a competitive level with other regions, taking two firsts and a second in class at SCCA races in Texas and Arkansas.

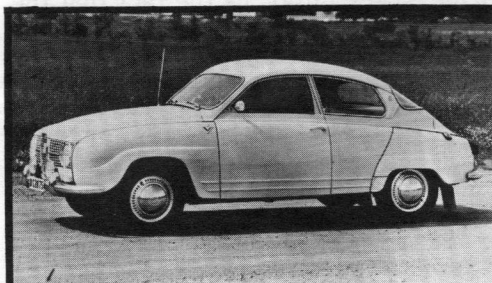
Dale Forsgren will race his Forsgrini in the H Sports Racing event. Hailing from Houghton, Washington, he is the reigning champion in his class, and placed third in that class with his special in '61, '63, and '65.

In his second year of racing, Bill Gellatly, of Portland, is currently leading the G Improved Production class in points. He also races his green MG Midget in the H Production race where he has two seconds to his credit at Westwood.

Dr. William Postles will combine his duties as course physician with driving a Morgan 4x4 in the F Production and Improved Production races. This car will replace his Alfa Veloce coupe which he raced for the past six years, including all Rose Cup races.

In the thick of the E Improved Production battle you will probably notice a yellow Porsche speedster. The driver is Scott Taylor of Bellvue, Washington, and he is the defending champion in the ICNSCC E I/P division.

International flavor has been added to the weekend's racing with receipt of an entry from German del Fierro, a Chilean. German holds an FIA competition license and has been involved in racing for 11 years although he is only 25. In the last two years he has participated in Grand Prix racing in Argentina, Peru and Chile. In the second event of the day he will be driving a blue TR-4, and competing in E-Production.



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LAP SPEEDS

West Delta Park Road Racing Circuit - 2.34 Miles

Time in minutes and seconds

Time	MPH	Time	MPH	Time	MPH
2:10	64.71	1:53	74.45	1:38	85.84
:09	65.21	:52	75.11	:37	86.72
:08	65.72	:51	75.79	:36	87.63
:07	66.24	:50	76.48	:35	88.55
:06	66.76	:49	77.18	:34	89.49
:05	67.30	:48	77.89	:33	90.45
:04	67.84	:47	78.63	:32	91.44
:03	68.39	:46	79.36	:31	92.44
:02	68.95	:45	80.12	:30	93.47
:01	69.52	:44	80.89	:29	94.65
:00	70.10	:43	81.67	:28	95.73
1:59	70.69	:42	82.47	:27	96.83
:58	71.29	:41	83.29	:26	97.95
:57	71.90	:40	84.12	:25	99.11
:56	72.52	:39	84.97	:24	100.29
:55	73.15			:23	101.49
:54	73.79	*1:38.4	85.61*	:22	102.73

* Lap record set June 12, 1966 by Gary Wright driving a Porsche Carrera 6. →

One would think the lap speeds should be higher because of the high percentage of straight-aways; however, the tight corners reduce the overall average significantly. A car enters a corner at about a 25% greater speed than it leaves a corner, while most of the straight-aways are used in attaining maximum speed. The overall average speed is, therefore, reduced.

CAUTION!

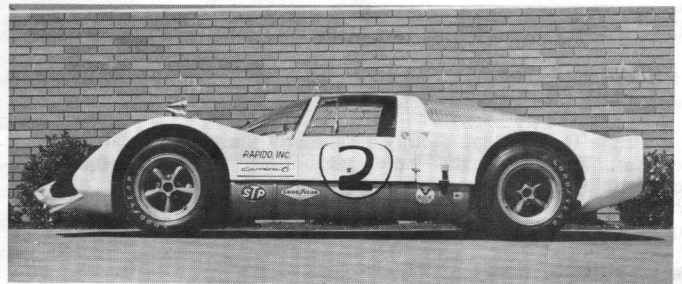
Undeniably, motor racing is dangerous. Despite this, racing as you will see it this week end has an enviable safety record. A good portion of this is due to the natural good sense of the American public. We'll need their help again this week end.

Just because you were fleet afoot as a child, don't think you can outrun one of these short fused bombs traveling better than 100 mph. There's not anyone who can. So take the following rules to heart, they are designed for your safety.

STAY BEHIND THE FENCE OR PERMANENT LINE! It was put there to keep you in safe areas and away from potential danger areas.

DON'T SCATTER REFUSE AROUND THE AREA. The wind may blow it onto the course, momentarily blinding one of the competitors.

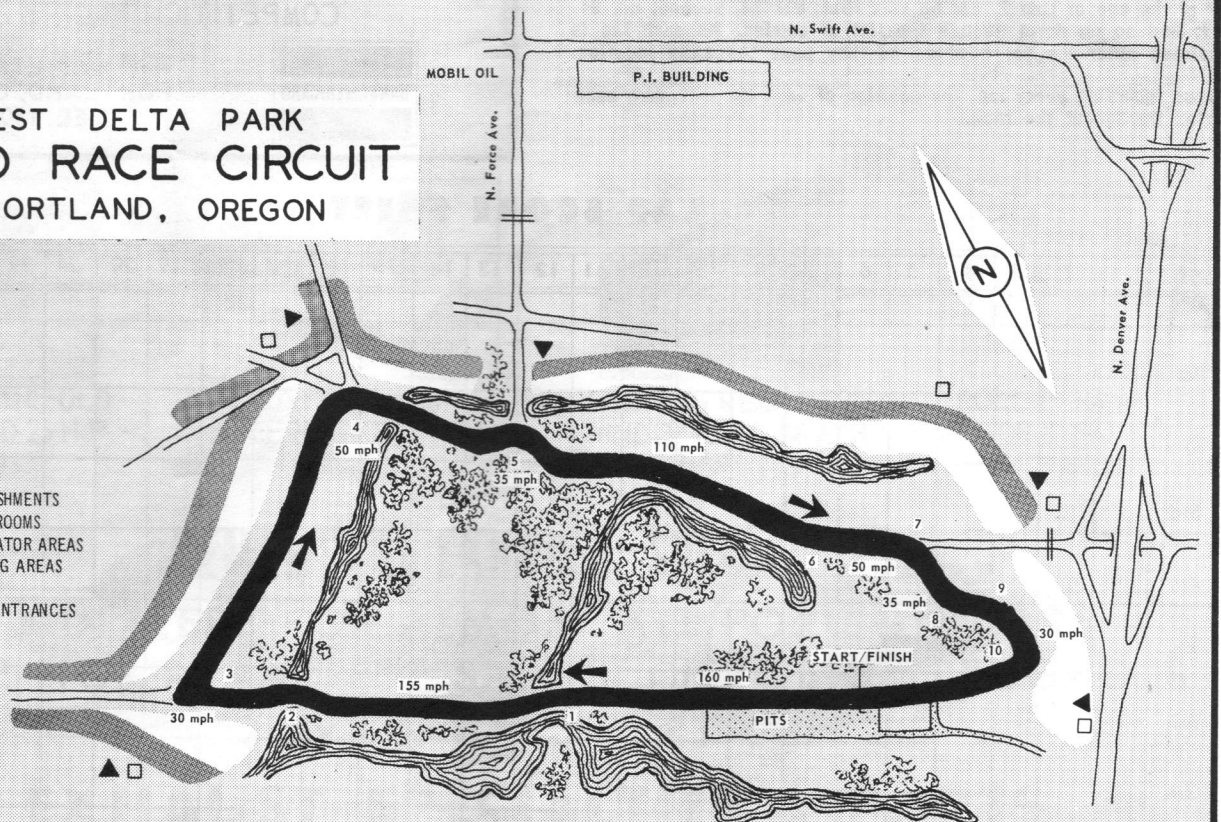
PLEASE COMPLY WITH ALL INSTRUCTIONS FROM OFFICIALS. They have a reason for their requests and their reasons are based on experience.



WEST DELTA PARK ROAD RACE CIRCUIT PORTLAND, OREGON

LEGEND

- ▲ REFRESHMENTS
- REST ROOMS
- ▭ SPECTATOR AREAS
- ▨ PARKING AREAS
- ⊕ WATER
- # PARK ENTRANCES



LAP SCORE SHEET

LAP	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
PLACE																									
1st																									
2nd																									
3rd																									
4th																									
5th																									
6th																									
7th																									
8th																									

HOW TO USE A LAP SCORE SHEET

The most interesting method of recording a sports car race is by the use of a Lap Chart.

Very simple to use, they portray graphically the gains registered by each car. They show the individual battles which so frequently occur within a race, not necessarily among the leaders but among cars of identical make, where driving skill and knowledge of the car may be the winning factors.

Starting with the first lap, list the competitors' numbers in order of position below the Lap 1 heading. The chart will show, for example, that at the end of Lap 1, car 68 was first; car 24, second; car 88, third; and so on down through the list of entries. As each lap is completed enter the car numbers as they pass the same location.

By thus recording every lap, the position of each car will have been charted throughout the race.

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LAP SCORE SHEET

LAP	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
PLACE																									
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