



#### REMEMBER WHEN

Trans Am has been a part of SCCA's rich history since the 1960s (BELOW). And while the series may have changed into the 1970s (LEFT) and beyond, the racing has remained just as amazing. Many of the Trans Am logs and homologation reports from back in those days still exist, with some residing in the SCCA Archives.



## REMEMBER THAT?

SCCA Archives: A Lasting Record of Trans Am History

WORDS Jeff Jacobs, Vice Chairman, SCCA Foundation | IMAGES SCCA Archives

A significant part of the SCCA's 75-year history includes the glory days of SCCA Pro Racing's Trans Am Series. Much of that important history is recorded in the collection of the SCCA Archives at the International Motor Racing Research Center (IMRRC) in Watkins Glen. With funding provided by the SCCA Foundation, the staff at the IMRRC has sorted, catalogued, and properly stored a wide variety of historical materials about the Trans Am Series. The collection documents Trans Am from the beginning with the Pony Car era of 1966-'74, through the expansion of the rules to include GT cars in 1973, the later tube frames, and into the new millennium.

The collection includes photographs, race programs, correspondence, press releases, newspaper clippings, lapel pins, decals, and homologation papers. "We have digitized Trans Am

homologation papers for Camaro '67 and '69; Camaro production '70; AMC Javelin '68, '69 and '71; and Pontiac Firebird '68, '69 and '70," reports IMRRC head archivist Jenny Ambrose. These homologation papers provide detailed specifications on each of the cars with illustrations and pictures - an invaluable potential resource for someone wanting to restore a historic racecar.

The Trans Am records provide far more insight into the series than just official results and driver lists. SCCA Archives technician Joe Cali found that correspondence and related homologation papers document some of the lengths teams and officials went to in the pursuit of competition. Records reflect that one team "acid dipped their cars so often it caused the roofs to buckle and crack, so they added vinyl tops to cover it up," Cali noted. He also

discovered confirmation of the racing community rumor that SCCA permitted Pontiac Firebirds to compete with Z/28 302 Chevy motors. "Early on, Pontiac did not have an engine small enough to meet the 5-liter size limit," Cali explains. "The manufacturer claimed that the Firebirds were sold with the Chevy motors in Canada to satisfy the SCCA rules regarding 1,000 production units - a story the SCCA accommodated to let the Firebirds race."

Many of the race programs and press releases document those who participated in the series, including photos of their car liveries. A program for the 1991 SCCA Liquid Tide Trans Am Tour features photos of drivers like Steve Saleen, Greg Pickett, and Deborah Gregg. Another program highlights the past champions who were returning to compete in the 1994

SCCA Trans Am Series. They included notable names like Jack Baldwin in his Mattel Hot Wheels Camaro, Tom Kendall in his Roush Racing Mustang Cobra, Dorsey Schroeder in his Raybestos Mustang Cobra, and Scott Pruett in his Royal Oak Charcoal Camaro.

While there is a lot of terrific history in the Trans Am materials, the SCCA Foundation encourages members and fans to submit additional original materials they might have tucked away at home in a box or an attic. "We would welcome additional photographs from series," says Ambrose. "While the race results were published, we have very few original race results for the Trans Am Series." Anyone wanting to donate materials to the SCCA Archives should contact the SCCA Foundation by e-mail at [info@sccafoundation.org](mailto:info@sccafoundation.org) or by contacting the IMRRC in Watkins Glen via [www.racingarchives.org](http://www.racingarchives.org). 📍