

Roots

SPORTS CAR CLUB OF AMERICA AUGUST 2011
A LOOK BACK WITH SCCA CLUB HISTORIAN PETER HYLTON
PHOTO SPORTSCAR ARCHIVE



The Mazda Miata may currently be the car to beat in Solo's CSP class, but this hasn't always been the case. For many years, the car of choice was the Honda CRX. However, the driver with the most CSP National Championships drove neither a Mazda nor a Honda. Elliott Harvey, seen here during the 1987 Solo season, has laid claim to a record-setting five CSP championship titles driving a Datsun SRL311 (1987, '88, '91, '93 and '96).

10 years ago in SportsCar...

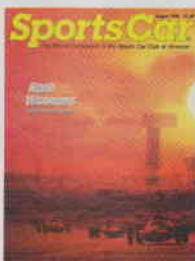


The membership department announced a new temporary/trial membership program. Ever since SCCA membership had become mandatory in order to gain access to the pits or to any potentially hazardous worker location at the track, there had been concern about how to involve potential new members in Club activities. Offering temporary membership would allow regions to offer new recruits a chance to experience working or crewing in Club Racing without paying the full expense of SCCA membership. Regions have used such memberships as rewards for workers, and as a means to let non-members try out the adrenaline rush this Club can offer.

The August 2001 issue of *SportsCar* highlighted several notable drivers who had competed in Can-Am. One of the photos was of 17-year-old Paul Tracy at his 1986 Can-Am race at Mosport.



25 years ago in SportsCar...



The SCCA Pro Racing department announced that the Canadian-American Challenge Cup series, or Can-Am, would be allowed to quietly die – for a second time. The original Can-Am had been perhaps the greatest American road racing series ever seen, beginning in the 1960s and extending into the mid-1970s. After a few years of absence, the series had been reborn in 1977. Although not allowing the unlimited technology of the original series, the second generation Can-Am had nonetheless provided some excellent racing, some interesting cars, and had been a steppingstone for many top drivers in the new generation. However, once again the series had lost momentum and had only been preserved until 1986. The final season saw only four races and the champion was Horst Kroll, who had been a loyal series driver, starting every single race of the second Can-Am series. SCCA VP of Pro Racing, Bob Anderson, indicated that the name Can-Am would be retired.



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