

**South Jersey Region
Endurance Racing Survey
Results Summary**

1. Did you participate in The Devil in the Dark 2017?

Yes 18

No 56

2. Rate your experience at this year's event from 1- 5 ... (1 is worst, 5 is best)

Average 3.74 (27 responses)

3. Have you participated in our previous 12 Hour events?

Yes 54

No 20

4. Rate your overall experience at our 12 Hour events from 1- 5 ... (1 is worst, 5 is best)

Average 4.42 (55 responses)

5. What aspect(s) of our events, if any, have you particularly appreciated?

Some of the more common responses included:

- Organization / well run event
- Format / pit stops / night racing
- Competition
- Endurance race
- People / workers

There were a total of 43 responses. All the responses are included verbatim in Appendix 1.

6. What aspect(s) of our events, if any, are not enjoyable?

Some of the more common responses included:

- No problems observed
- Race stoppages / BFA / restarts
- Time of year / weather

There were a total of 38 responses. All the responses are included verbatim in Appendix 2.

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7. What one thing can we do to improve our event?

Some of the more common responses included:

- More entrants (declining attendance)
- Avoid conflicts with other endurance events
- Improve race stoppage procedure / BFA
- Street tire option
- Scheduling / time of year

There were a total of 39 responses. All the responses are included verbatim in Appendix 3.

The Devil in the Dark and its predecessor endurance events have traditionally run for 12 hours from noon to midnight. We are interested in determining if other formats may be desirable / preferable.

8. Are the following formats acceptable? Check all that apply.

12 hour day into dark race (current format) - 58

6 - 10 hour daylight race - 25

Twin 6 hour races, same day with an hour + break - 18

Other - 23

Some of the more common 'Other' responses include:

- Shorter race
- 24 hour race
- 12 hour with different start / stop times

There were a total of 70 responses. All the 'Other' responses are included verbatim in Appendix 4.

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9. Of the acceptable formats above, which of the following would be most preferable? Check one.

Day into dark - 46

Daylight - 11

Twin - 7

Other - 6

The majority of the 'Other' responses were for a 24 hour race. All the 'Other' responses are included verbatim in Appendix 4.

10. With our long distance enduro, would it be acceptable to have shorter, concurrent race options (2 hour / 4 hour / 6 hour) to fill the field?

Yes 57

No 10

11. Would you be interested in a 24 hour race?

Yes 50

No 22

12. If you are interested, do you have the crew and resources for a 24 hour race?

Yes 45

No 22

From its inception, our event has required DOT tires (no race tires). These tires tend to be expensive and may require multiple sets during the race. There has been interest in the use of street tires (*** *****), Treadwear 200+, if they could be made competitive. One team has run several of our events using a single set of TW 200+ tires for an entire weekend.**

13. Would you be interested in our event if TW 200+ tires were required?

Yes 49

No 22

14. Would you prefer the event require TW 200+ tires?

Yes 25

No 46

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15. If both DOT R Comps and TW 200+ tires were permitted, would it be acceptable if the TW 200+ tires were given an allowance (open wheels, lower class, etc.) which might give them a competitive advantage?

Yes 44

No 26

In recent years, The Devil in the Dark has been run in the spring to avoid a conflict with the 13 Hour which ran in the fall. Without this conflict, the race conceivably could be moved to another date.

16. Which of the following scheduling options are acceptable? Check all that apply.

Spring - 25

Summer - 6

Fall - 30

Any of the above - 31

Throughout the existence of the 12 hour races, the regions have required a relatively low non-refundable deposit and imposed no minimum number of entries. In other words, the Region has accepted considerable risk.

17. The Region is considering a revised entry policy which would require a larger non-refundable deposit (\$500?) and a minimum number of cars entered (25?) at least three months before the race. If the minimum number of cars are not entered 90 days before the race date, the Region may repurpose the race weekend and fully refund all deposits. Would this policy be acceptable?

Yes 65

No 6

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The Devil in the Dark has adopted several unique features which are considered desirable by endurance racers. Please evaluate the following features:

18. Several hours of night time racing

Yes 62

No 11

19. Untimed fuel stops

Yes 58

No 15

20. Five endurance classes incorporating / equalizing a wide range of sprint classes from all major sanctioning organizations (not whether your car is competitive)

Yes 68

No 4

21. Do you have any other comments on endurance racing which you would like to share with us?

There were 37 responses to this question. Most were very lengthy and covered a wide range of aspects of the event. Because of the range, it is difficult to summarize the responses. All the responses are included verbatim in Appendix 6.

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Appendix 1 - Question 5 Responses**

5. What aspect(s) of our events, if any, have you particularly appreciated?

- Well executed and organized events. Also the huge amount of seat time that comes along with endurance racing.
- The organization , cant thank the workers enough for there time , Day to night racing sights and sounds
- Great format, great people.
- effort of the region to put on this event
- Great people, great race challenges overall super fun event must keep, need more cars
- Haven't attended, did AER at WGI instead
- Tracks at which they are run. Love VIR and NJ is a home track.
- Love the track; I live in MA so relatively easy to get to; time of year is perfect for my racing schedule; well run event; very nice people work the event; showers on site are key
- Long races. Easy track to manage for enduros.
- The amount of competition Pit stop strategy and no pit stop length Creativity in fueling faster
- Competition
- Very well run event all-around - one of the few longer duration amateur endurance events out there.
- Flexibility and willingness of region; accommodating staff.
- Well organized and run. Great facility.
- The fact that you host it. There really aren't that many events to go to of this type.
- I haven't had any issues from a sanctioning body aspect. I felt like the classifications are very fair and I like being able to run in the dark. If you can win this event, it's a real accomplishment.
- Great organization and clear communication
- In participating as both a driver and a worker, the best way to describe the event is competitive, respectful and friendly.
- Long distance, great organization.
- Flagging and control are excellent.
- There is a really friendly atmosphere at the event. Even thou the competition is very intense at times, we all feel like a group of friend who want to have fun together
- The way you combined cars and classes from various other clubs.
- Valuable time on track. Professionally run with SCCA volunteers that love racing

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Results Summary
Appendix 1 - Question 5 Responses**

5. What aspect(s) of our events, if any, have you particularly appreciated? (More)

- Similarities to other better known endurance venues.
- pretty low key, generally very minimal contact compared to the 13hr. registration and tech are pleasant, stewards have always been great during the event
- Competition and clean racing
- large mixed fields, good competition, format, facilities. Normally well officiated.
Night racing
- Day into night racing with no silly pit stop length rules. It is the closest thing to the "real" thing (rolex24, 24hr lemans, etc.)
- The teamwork concept and challenge.
- It is an event not just a race. Teamwork and logistics are key. You really have to plan. The track time makes you a better driver. You improve your racecraft.
- very organized, very professional, the hourly updates on position are great, announcer is great, just a well run event
- large number of cars.
- I enjoy the large cross section of drivers/cars that participate.
- Organization. Racing at night, no minimum times on pit stops
- Well run and large fields
- We love endurance racing. Length, fun, teamwork, friends, after parties.
- Plenty of space in paddock, good racing, challenging circuit
- I think It's a well run event and it's close proximity to me
- vey well organized.
- when there was competition
- Love the format and the people running the event. Always a top-notch event.

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Appendix 2 - Question 6 Responses**

6. What aspect(s) of our events, if any, are not enjoyable?

- None.
- Pit lane red/yellow flags
- Completely botched black flags 2 years in a row leaving drivers stranded on pit lane for extended periods of time. Capped off with blowing the grid order upon reentering the track... 2 years in a row. Leaving us a lap down when we should have led our class. Terry Hanusheck can't seem to get it together when it comes to running this event. One of the main reasons we decided not to run again. The dilution of classes is also a bit hokey. people are running different length events and therefore different races. I think having a 1/2 event and the full event it a good idea, but breaking it down farther than that is a disservice.
- escalating costs
- Nothing, region does a great job
- Organization and knowledge of the format by staff at VIR Halloween Enduro was questionable.
- Classing
- nothing
- Nothing in particular.
- Black flag mess ups at most events held over the years.
- None
- Rain and car counts... both outside of your control
- Stupid pit closure rules. Once upon a time the Summit 12 hour race did all 12 hours without a single full course yellow. And that was a year it rained all day. Then there was one or two that had to BFA because of lightning - no problem. But the past few NJ and VIR 13 hour races have been littered with foolish FCY or BFA coupled with pit closures and then on top of that not getting the grid correctly reset.
- Fuel rig rule , lack of modern tire rule, too many classes.
- No real issues here.
- Legality of some cars. Flooded pit spaces
- The track not managing the motorcycle group that starts coming in Saturday night for the event they rent the facility the next day.
- Questionable weather due to the date.
- Not much, in years past the practice sessions were not on schedule, this year it was better
- none

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Appendix 2 - Question 6 Responses**

6. What aspect(s) of our events, if any, are not enjoyable? (More)

- We have a small crew- having to watch another pit for 2 hours can be a burden on the remaining crew and drivers
- No sports racers need to include them
- perhaps a bit too early in the year.
- Same weekend as AER Watkins Glen.
- officials sometimes not always consistent on rules, or unfamiliar with penalties/procedures
- Poor organizational management of FCY's and Black flags. Significant impact on events with massive amounts of lost time... - Raymond
- Long working assignment.
- I run open cockpit. Rain and cold weather make it less enjoyable.
- The open tires and open pit stops drive costs.
- Rain. :)
- I can't honestly think of anything.
- It always seems the weekend chosen for the race is early in the season and is always the rainy time of the year at the track.
- Diminishing fields
- For some years we avoided The Devil and the VIR 13 because the cars were getting too fast and you are letting in prototype cars. This makes the event non-fun for slower IT cars.
- nearby hotels and restaurants
- I like it all.
- not applicable
- rules fluctuation year to year. entry of "crap can" cars.

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Results Summary
Appendix 3 - Question 7 Responses**

7. What one thing can we do to improve our event?

- Better enforcement of cars in the endurance classes being classed correctly and making a reasonable effort to make sure they are legal for the class they have entered the car in.
- Pit lane red/yellow flags
- Come up with a plan to handle black flags ahead of the event. Minimize the amount of different length races.
- lower costs thru rules
- I haven't race your event. I prefer 6-8 hr endurance events. The tires and support just get too expensive when you go beyond 6-8 hrs. I like evening into dark events. Driving in the dark is scary, if we can put our A driver in for the last stint, and that is the only night stint, there is much less chance of damage.
- More cars
- Don't clash with another series, easier said than done.
- Run it on the longest day
- Better classing
- Black flag and pit lane rules
- The date
- More cars, teams
- Consider moving to the fall and incorporating a shorter enduro (IE 8 hours) into a sprint race format.
- Don't have it on a weekend where there is a Chump race to compete against.
- Get rid of fuel rigs. Get rid of race tires and go the the standard 180 TW endurance tire.
- This is a great one off event, but there is a series of endurance races called AER. I had to miss The Devil this year because I was at an AER race. Their tire rule keeps the costs down for the series (not an issue for a one off race like the Devil), and they have a point system, so enduro teams are going to pick AER over this.
- Start earlier 10:30 or 11
- Nothing off-hand.
- Attempt to find a more "in season" date? I recognize this is very tricky due to "racing season"
- More participants
- More participants, but you already know that. It's a really great event
- Move it to start at 10AM and finish at 10PM

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Appendix 3 - Question 7 Responses**

7. What one thing can we do to improve our event? (More)

- need to get more chump or lemons racers to attend
- I'm just not interested in NJMP. if that is the only location to choose from I will likely never attend.
- street tires to lower costs
- It is already a great event... somehow coordinate with other organizations to prevent multiple events or a partner event.
- Offer either a 1-2 hour break during the day or rotate workers throughout the event to make it more interesting. I understand that more volunteers would solve a lot of this.
- You already offer a 6 hour for those of us that do not have lights.
- Go to a 180 Treadwear tire in at least the slower classes. Or, if you don't want to make that leap (Despite the 180 Treadwear Tire Leagues drawing three or four times as many cars) at least implement a rule similar to NASA and the 25 Hours of Thunderhill limiting any given pit stop to changing only 1 tire in the lower classes. Costs are probably the main factor that teams use to determine where, when, and how often they can race. Anything you can do to lower costs and barriers to entry would help. 180 Treadwear and accept AER / ChumpCar / World Racing League licenses for this one race would go a long way to ensuring your event a prosperous future.
- Keep having it
- start at 9:00 AM
- you need really great trophies for all podium finishers. I costs teams a lot of money and time to run this event-If you end up on the podium it's nice to have something nice to take home for all the drivers.
- end of the year race.
- This last year we had a conflict with other track event at other venues and lost a lot entries. We need to be more wary of that for 2018
- Promotion. I detect a sense of "build it they will come" but I don't think that works any more. We have too much external competition and other opportunities these days.
- maintain high standards and don't fall to chump car or lemons standards. If you set the bar too low you will trip over it. For me its a lot further now, why I didn't do it this year, not sure you can do anything about that.
- Move the date as to not conflict with other endurance racing series.
- nothing - everything was great!
- get more cars

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Appendix 4 - Question 8 'Other' Responses**

8. Are the following formats acceptable? 'Other'

- Prefer no break, maybe start the race slightly earlier in the morning to lessen the amount in the dark at the end. Your offer of shorter race times this year was fine, but needs to be advertised earlier so people can prepare accordingly and sign up.
- 3-4 hr enduro
- I love the 6 hour 3pm to 9pm format.
- 24hr race!
- 10 until 10, gives people a better opportunity to get home same day
- 2 Day 9+9
- The Charge of light brigade has offered an 8 hour race (or maybe it's 6- I forget) within the 13 hours. This is good for how I race as it's only me and a co-driver and we are now getting too old to do the full 13 as 2 drivers.
- 24 hour race!
- Like racing in dark but not having to add all the lighting to the car may outweigh the night session attraction.
- 24 hr
- I like night racing
- Dual 12 hours with a break making 24 with a gap
- 10AM to 10PM
- 8 to 8 with most of the race in daylight or 2 6 to 8 hour races with a race on saturday and sunday.
- any other combination that keeps the night time racing
- Many race event costs are "fixed" so longer races amortize those costs with more seat time per dollar and allow more drivers per team effectively lowering costs. 24 Hours is the best format for allowing more drivers per team.
- it must stay at a full 12 hours
- current format is great. The cool thing is the night portion
- 12hr but start racing at 9am
- Possible 24 hour race. Which format would be preferable? Would kinda prefer 10-10 or 11-11

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Appendix 5 - Question 9 'Other' Responses**

9. Which format would be preferable? 'Other'

- 24 hours!!!
- 24 hour race!
- 24 hr .
- 8 to 8 with most of the race in daylight or 2 6 to 8 hour races with a race on Saturday and Sunday.
- 24 Hours would be preferable. Look at the success of the 25 Hours of Thunderhill as an example. 12 hours is a race. 24 or 25 is an EVEN

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Appendix 6 - Question 21 Responses**

21. Do you have any other comments on endurance racing which you would like to share with us?

- Possibly add shorter 4 or 6 hour races to traditional regional events, maybe going early into the evening on Saturday.
- Be mindful of AER events for conflict .25 hr of Thunder Hill is in the fall. If you do run it in the fall make it "last call" for the season Thank you Terry
- Not too many years ago, its was abut fun. guys got together spent minimal amounts of money and competed using the equipment they had available. Today, its about he who spends the most money, wins. Teams with Fueling rigs, enough tires to change at every stop, special guns to remove wheels, hired pit crews and more..... This drove the fun guys away..... 12 hour races are a whole season of racing, on a car, in one event. best to do these at the end of the season.
- As a 15 year SCCA member (Raced for 10 years), I want SCCA and every SCCA region to succeed. I also ran a few 12 and 24 hour SCCA enduros at Nelson Ledges in the mid 2000s. Since I stopped racing SCCA (SM) in 2010, I have run nearly 20 endurance races with ChumpCar as an "arrive and drive" driver. Whatever they are doing is apparently working. They just had 100 cars at VIR last weekends for a 24 hour race. Copy that model and classing system, and run the tracks that people want to run, on the dates and lengths (# of hours) they want to run, and there is no reason your event won't survive and flourish. I wish you the best!
- In a modern world, anything over 110 minutes, (one tank) is an endurance race. I really like the 6-8 hr format, going from evening into night. The club runs sprint races all day, then a 6 hr enduro starts at 3pm. Not too expensive on the tires and you don't have to worry about your C driver running at night. I hate the street tire approach to keep costs down.
- How about a 3 races series at the same track. E.g. 6 hour, 12 hour and 24hr
- Tough position to compete with multiple other series doing a very similar thing, AER, WRL, Chump. Keeping costs down makes the event more attractive to the masses without removing competition, timed pit stops and 200TW are ideal points to start. Possibly combine with another series to make a premier endurance event as I don't believe there is enough market to support multiple series in one neighborhood. A 24hr at NJMP with AER could be worth a discussion. A twin 6 or a 4+8 could work with an hour break during the day could work. Make the break a parc-ferme and have a nice catered BBQ lunch included in the entry fee, people come to these events for fun and doing this makes for a more relaxed environment without removing the competition.
- Only allow production based cars
- Honestly; you run an excellent weekend but are the victim of things outside your control. Consider moving dates and trying to avoid scheduling conflicts with the AER folks... it is those "budget guys" that we need back to fill the grids. I'm also a fan of less rules, less classes but penalizing those that don't respect... as you've done in the past. Don't give up on endurance racing!

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21. Do you have any other comments on endurance racing which you would like to share with us? (More)

- Make the fuel stops a minimum time, that way you can't gain an advantage by having a giant crew. Also during stops allow driver change to happen while fueling, every other organization allows it. Street tires brings the cost from 17k to \$3k for the event. Also street tires would attract multiple people to the event from other series. Do not make it on the same day as other AER, Chump or Lemons events, reach out to them and see what weekends they don't have. The only reason we haven't come in the past years is because of conflicting events.
- I know nothing about the 200+ tires, but would be game to race them
- While I used to do a fair amount of endurance racing, I have concentrated my efforts on Majors the last couple of years due to the Run-offs being close by.
- Just be careful with the 5 classes, very easy to have a wringer. Take a good look at the ND Miatas at the last VIR 13 hour, pretty sure they were not classed right considering their speed and finishing position. I could be wrong, but IIRC, they looked out of place. Same was true for the ITR cars for a while due to their newness, there were not many track records to compare against. Similarly, pay attention to how the NASA/SCCA rules don't always line up, SM cars in NASA not using a restrictor whereas the SCCA version has to. Make the fast cars pay by lap time? Enter the 500hp E0 car, you get to pay more than the ITC car because A- the team can afford it, B- faster car should get more laps, C- faster cars scare away the smaller cars.
- SCCA has an uphill battle with image. I doubt that it can change the minds of the millennials soon enough for them to gain interest in the SCCA endurance races. If you put up some cash prizes with sufficient advertising you would have plenty of racers. Lemons and Chump got quick started that way. Thanks for your time.
- I don't know if there is a way for unlicensed drivers to participate, but if so that would be good. LeChump doesn't require licensure, we shouldn't either. Can the event be run under a CRE sanction?
- This race, along with the now-defunct VIR 13-hour, has the perception of being more expensive than AER, LeMons, Chump, etc. From personal experience, that is not the case. However, running a cheap car creates a situation that has soured me on doing any more enduros is the speed differential between classes. Mirror driving is no fun, not with a 50mph speed differential on straights, which is what is present between E1 and E5 cars.
- AER, Chump, and Lemons are your competition. The focus has to be good racing with a higher level of driver - but not necessarily more expensive (or in a runaway manner). Good drivers that know how to race, but not new slicks every stop and a big budget to win. I like the 200 TW for longevity of your race - the budget is the primary factory that drives people to other events.
- I really like this event. I'm hoping to do more. Thanks for everything you guys do to make it a great event.

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Appendix 6 - Question 21 Responses**

21. Do you have any other comments on endurance racing which you would like to share with us? (More)

- Terry Hanushek asked people to comment. Here is mine. I run a race team that does LeMons, Chump, etc. in the Philly area about an hour away from NJMP. I have 4 drivers who double as crew. Every year we talk about doing this SCCA event. Every year we find an excuse not to. It's usually timing - this year it was less than a month before the LeMons race at the same track. So there would only be a couple of weekends between the two races for the team to get together to repair/refresh/nut and bolt the car between the races. So between that and other infrastructure things like driver licensing and car log book, it never seems to be worth the commitment. I'm sure that we could make it happen if we knew that it was going to be a good time. We race as far south as Road Atlanta and Carolina Motorsports Park and make the trek to Chumpcar's 24-hour race at VIR knowing that we are going to have fun. You should be looking for new blood. You can't have an event for the same 15 teams that come year after year. You have to be looking at the other organizations who are holding similar events and have 100+ car (400-500 drivers) draws. People go to those events because they are fun and the cars are fairly homogeneous. You are never going to have a Spec E30 on street tires sharing a corner with a GT car and a SRF on slicks. I don't have to constantly watch my mirrors for cars half a straightaway away from me because they are going to pass in the next corner. That, as a driver, is fatiguing if you do that for a 2 hour stint and is not generally fun. I could also talk about the economics but I would hope, being an amateur motorsport organization, you understand that few people can field a car that cost \$1000-2000/hour to run. That might be OK for a 30 minute sprint race, but gets expensive for 12 hour races even if the costs are spread across 4-6 drivers.
- 2 years ago there was 45 minutes lost due to cars getting scrambled in the pits, this might have this years attendance. Also the entrants names should be printed on the final copies of the results.
- I personally feel if the event were scheduled correctly it could draw a larger field. Placing it at the beginning of the season versus the very for example limits the number of people willing to put the hours on their car, risk breaking it, chew into the season budget, etc. The 25hr at thunderhill is a marquee event, it's long, draws a lot of entry and attention, etc. It's at the end of the year where the next stop for the car and your gear is the garage for 5ish months.
- I would hate to see it be eliminated from the schedule. Last week in April or the first 2 weekends in May are preferred. I think Terry H and the South NJ Region do an excellent job. Only thing I didn't like was the 2 hour required pit watch.
- I only run endurance races. Mostly with AER. Don't compete with them on schedule.
- In your survey you mention 200TW tires. Competing endurance series have all standardized on 180TW tires as far as I know. Selecting 200TW tires instead of 180TW tires may be a mistake as many lower level teams will already have 180TW tires in use and that may provide a barrier for entry.

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- I run SRF so the 6 or 8 hr daylight option is desirable.
- I do a lot of endurance racing, in fact I would prefer to do it for all my racing but scheduling can make that difficult (as a team). My enduro schedule this year includes two 24 hour races and the 25 hour race this year and 2 or 3 other standard format Chump races. I think street tires are the way to go to make it cost effective and the timed fuel stops means lower manpower teams are penalized as badly. In scheduling, especially if going to 24h, keep in mind the Chump 24 at VIR is in August. Regardless of your format, NJMP isn't a draw for me to come from Ohio unless I simply have no other choices.
- We need to get contingency \$\$\$ to increase marketing with major automotive companies like The 25hr thunder hill event. Marketing is key to making these events successful and you need buy in from other people besides the racers to make it successful. While I appreciate sponsors like Fedelity Power Systems they don't really offer anything clear to the competitors... other poor examples include the Safe Racer sponsorship that SCCA had. A 10% discount on products doesn't constitute being a sponsor. A great example of a sponsor is the old Team DI sponsorship provided to your regions ProIT series. - Hope the feedback helps!!!
- Keep up the good work.
- Keep it simple.
- I have a total of 6 24hr races and have attended 9 VIR 13hr race, and 5 12hrs, I really enjoy the challenge but the cost is very high no matter what kind of rules are put in place. The 200 treadwear tires are a good idea but I have Hoosier sponsorship and it has never been a big expense. If I have to buy 2-3 sets of 200 tread wear tires and rains, it is a big financial issue. Sorry, love endurance racing, don't have a financial answer.
- You may get a better turnout in the fall, as some people don't want to run their race car into the ground before the season actually starts. Plus you may have a chance of better weather instead of cold spring rain. I mean like the end of October, not the end of Nov. The other thing is you need to spend more time advertizing the race to other regions and other venues 9 months ahead of time ie-encourage other car clubs to get a team together etc bmw club, porche club, volvo club, etc etc.
- Life got in the way of last years race, but a true endurance race on race tires with untimed pit stops, fast tire, changes, fast fuel fills, and strategy is much more motivating to prepare for then a regional or a AER/lemons type of event. I am said to see the 13hr go and wish the 25hrs of Thunderhill wasn't so far away. Anyway to incorporate 3-6hr endurance races into regional weekends? Pro-it is dying could there be a format similar to the continental series that can take its place? I find it hard to give up a whole weekend for the amount of track time you get at a regional/national event.

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21. Do you have any other comments on endurance racing which you would like to share with us? (More)

- I planned to participate this year but wrecked my car the month before.
- I recognize it's going to be a tough decision for 2018. I suggest that not a lot of people were aware how dire the entries were until after the fact, but now they do. And we enjoy these events, and given the VIR13 is gone we want to ensure that this one continues. If you choose to take the risk on it for 2018 I will help to get the word out about the event, and Ed and I will endeavor to bring two entries to it. - Greg Amy
- I enjoyed the race, Id like to do it again. I wish I had more coherent thoughts or suggestions. The best I have is try to get sponsors for the event versus the winner (I've won 12 hour endurance races by the way) What about places like OG racing, car dealership chains, heck what about Mazda, they trumpet their success in the NASA 25 hour race in print ads. I admire that you are trying to make this work, if I can help, let me know.
- please don't cancel this event! thank you
- You are on the right track managing the cost. Please remember that, especially for faster cars, run time is a significant cost. We have to tow from Texas. That is fine, but you might consider a "reverse snowbird" strategy for the event timing. It is very hot in TX (and most of the Southeast, Southwest and California) in the summer. NJ sounds attractive if you can run this consistently in June, July or August.