

The *Devil* in the Dark

Frequently Asked Questions

- **12 Hour History**

Long distance endurance racing in SCCA traces its roots to the Longest Day 24 Hour races at Nelson Ledges hosted by the Northeast Ohio Region. The first event was held for Showroom Stock cars in 1980. The Longest Day continued for nearly two decades attracting a variety of Showroom Stock and Improved Touring cars.

As the Longest Day was winding down, the Washington DC Region started its 12 Hours at the Point endurance race using virtually the same rules package as the LD. A few additional classes of cars were added to the mix of Showroom and IT cars. The 12 Hour ran annually at Summit Point from 1999 to 2009.

In 2010, the Washington DC and South Jersey regions agreed to move the event to New Jersey Motorsports Park with the same rules and eligible cars. At the same time, the event was renamed as The Devil in the Dark recognizing New Jersey folklore. After arriving in Jersey, the driver and car eligibilities were significantly expanded to accept most other road race sanctioning body participants. The additional cars were incorporated into five endurance classes for closer, deeper competition. The Devil ran annually from 2010 to 2018 and is being revived this year.

- **The Event**

The Devil in the Dark and its predecessors are the longest running day into night SCCA endurance race. From its start as an SCCA showroom stock race it has evolved into an inclusive, club level endurance event. *The intent of this event is to accommodate production-based race cars and to accept licensed and experienced drivers from recognized sanctioning organizations.*

- **SCCA Membership**

All individuals (drivers and crew) participating in 'hot areas' at the event must be SCCA members, either Annual or Weekend.

Weekend memberships will be available at Registration for \$25.

- **Driver Eligibility for the 12 Hour**

The primary licenses accepted for the event are the SCCA Full Competition license and SCCA Novice Permits with the school requirements completed. In addition, competition licenses from other road racing sanctioning bodies including FIA, IMSA, NASA, BMWCCA, PCA and many vintage clubs are accepted on the same terms. A full list of suitable licenses is in Appendix C of the current GCR.

It is recognized that several endurance-specific race organizations do not issue licenses and accept drivers based on their previous experience. In past 12 Hour events, drivers from these series have been accommodated on a case by case basis. Please contact Terry Hanushek (THanushek@rcn.com) for information and assistance.

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- **Car Eligibility for the 12 Hour**

The current event philosophy is to accept cars in compatible classes from road racing sanction bodies and incorporate them into five endurance classes (E1 thru E5). There are currently 66 SCCA and non-SCCA classes in the event class table; other classes may be added upon request and documentation. Cars without an existing class which meet the SCCA safety regulations in GCR 9.3 and are within an appropriate performance window (not greater than SCCA T2 speeds) will be assigned an endurance class.

- **Pit Procedures**

The Devil is a team competition testing the mettle of cars, drivers and crew. Pit stops are as much of the race as the endless laps around the track. To foster this competition, there are no minimum time limits and no mandatory stops. However, there are stringent safety rules in place to protect, the drivers and crew. Six team members are permitted over the wall to refuel, service the cars and change drivers.

- **Tires**

The event rules permit the use of DOT (R-Comp) and TW 200+ (street) tires depending on the class. In certain instances, there are incentives to use street tires rather than the more expensive R-Comps.