

1989 NEDIV Roundtable Report

The 1989 Northeast Division Roundtable was held in Rochester, NY, March 10 thru 12. I arrived the morning of the 11th, when the real activities began. Jim Garry and Jack Hanifan were also kind enough to attend: a real help, as it turned out. Their reports are forthcoming. I will first discuss the few scheduled sessions I was able to attend, then describe my main achievement of the weekend.

The first session I attended was on the NEDIV competition schedule. Martha Dysart, the NEDIV administrator, read through the published schedule from beginning to end and the regions representatives present confirmed or corrected it as necessary. This was a smooth process until it came to the date for our event. It's all straightened out now, and the schedule will be published as soon as the new administrator, Donna McDonough, has incorporated all the changes.

The second session I was able to attend was a seminar on timing and scoring, run by Chris Bucknam, Carl Dresie, and Dan Glueck, of Finger Lakes Region. They discussed a number of fine points of the specialty that seem to be often misunderstood, mostly dealing with unusual events: races stopped early, races stopped late, procedure for amending results, split starts, car number errors, etc. Training and worker recruiting were, as usual, brought up. Some claims were made about what is required on result sheets that seem far in excess of what I thought, so we'll have to check into it. Three current computer programs written for T&S were mentioned. They use a well-known spreadsheet for their work, relying entirely on hand timing (which the SCCA considers the baseline, and any computerized implementation a backup -- not vice versa) for lap charts and times. Finally, there were some excellent handouts on T&S, including some very detailed task descriptions and requirements. A list of NEDIV license holders was also provided.

The third session was on tech, led by Jim Farrar, the NEDIV administrator. There was some lengthy discussion about games being played by Sports Renault drivers that I didn't quite follow. Someone mentioned that they had had some success putting tech stickers on ATVs as a way of determining who is responsible for them in the case of misuse or abuse. Some regions apparently have electric car racing for the kids, organized by the tech crew and put on during the party, which they believe to be responsible for at least 10 entries they wouldn't have otherwise gotten. The "SCCA procedure" for checking cams is available from the national office. Denny Austin, DC region, and Pete Cage, Club Ford administrator, have the NEDIV Club Ford rules.

Finally, on Sunday, I was able to attend part of the general NEDIV council meeting. We were able to announce a resolution of the schedule problem indicated Saturday morning.

NEDiv Roundtable Report, continued.

So, what did I do the rest of the time? I ran up a huge phone bill, that's what. The scheduling problem arose when Columbus, Ohio, decided not to support their IMSA street race. Lime Rock took it, on the same date. This required another event to move, to (at that time, presumed) the NARRC "runoffs" date, which would move to our race date, which would move to Northern New Jersey's date (August 25-26), which they would forego. That's how it stood on the preceding Thursday, to which I agreed after consulting with our proposed race chairman, John Sheridan. Saturday morning we observed that our race would then be in conflict with another NYSRRC series race at Shannonville. To make a long story short, after many proposals, counter proposals, and negotiating by phone, that schedule was essentially confirmed, with the essential difference that we swapped dates with the New York region's SS/IT enduro, putting our event on August 18/19. I cannot commend too highly Jack's and Jim's encouragement, prodding and support in these negotiations. The greatest appreciation is due also to Joe DeLuca, of Northern New Jersey region, for making the August 25-26 data available; to Tom Prezioso, of New York region, for recognizing the importance of the regional series' and agreeing to the date swap, even though it means some additional hardship on his workers; and to Jim Shane, manager of Lime Rock, for making himself so readily available both Saturday and Sunday, and for suggesting the change which was ultimately adopted. Many other proposals were entertained and eventually dismissed. I think we have arrived at the best possible resolution of the problem.

Submitted,
M. P. Weir

Minutes of the April 5, 1989 Membership Meeting

The meeting was called to order by RE Mike Weir at 7:40 p.m. 23 members were present.

The RE dispensed with the reading of the Treasurer's report as Jim Bishop was absent. Sally Handy took minutes of the meeting for the Secretary, Dick Stewart.

John Sheridan made a motion to accept the minutes of the last meeting as they were printed in the Knock-Off, Harold Cameron seconded the motion. The motion was carried.

Solo Chairman: Jim Garry said that dates are not confirmed yet; the Cobleskill event will occur. The Lebanon Valley event is "shaky." The Corporate Woods lot in Albany is a site possibility (through Vito Grasso of the Young Professionals Club); the event would be a charitable event for the MS Society.

Competition Chairman: Jack Hanifan said that all drivers are being informed that "tech. is back!" Every class will be teched at least once throughout the season. (The tech. information and schedule is printed in this Knock-Off). He also noted that everyone (drivers, workers, crew) has to wear a photo ID at the tracks.

Old Business: An Executive Board meeting was held March 27 at Mike Weir's home. Jim Bishop received the NEDiv. Rally Rules. The SCCA archivist has asked to be put on the Knock-Off mailing list. There is an Area 10 meeting in Syracuse the weekend of April 8. The Silver Mines Race plans are underway. The NARRC series is now a points event; details are not worked out yet.

Dave Wachtel noted that the Saratoga Car Show was a success. There were more cars at the show this year and the crowd was larger. Five Mo-Hud members' cars were in the show. Special thanks to Dave and Carey Noble for their involvement.

Jack Hanifan gave a NEDiv. Roundtable Report. Bryer race track is now being called New Hampshire International Speedway. There is a new points system for drivers. If a driver receives a certain amount of points (for unsafe driving, etc.) in three years, a driver can lose his racing license. Also, if a car is found guilty of a major violation, all points accumulated in the season can be lost. Also, minor releases must be kept for seven years. Jack said that people are looking at building a race track in the Area 10 region with help from Denver. The Mo-Hud region made a bid for being hosts of the '91 Roundtable.

John Sheridan made a motion that expenses (registration and accommodations) for the RE, Competition Chairman and Solo Chairman be paid by the region (for the NEDiv. Roundtable). Tom Campbell seconded the motion. The motion was carried.

Publisher's Report: George Smith noted that it costs approx. \$250 now to print the Knock-Off. About 250 copies are printed. RE Mike Weir asked that the Secretary's phone number be added to the list of officers in the Knock-Off.

New Business: Dave Riggi noted that points will be used in the NARRC series this year. The last race of the season will be double points.

Mike Weir noted that he had received information from other regions on Solo events. Both Mike and Jack Hanifan said they would like to see more members attend Roundtable meetings. A discussion was held on getting workers from the Mo-Hud region.

Dave McClumpha made a motion to end the meeting. Wally Heacox seconded the motion. The meeting was adjourned at 8:35 p.m.

Respectfully Submitted,
Sally Handy

M E E T I N G N O T I C E !

The next meeting of the Mo-Hud region of SCCA will be

Wednesday, May 3

7:30 p.m.

Ramada Inn, Western Avenue
Albany

FOR SALE: Bell Star, '75 Snell, legal for Regionals and Solo. Size 7-3/4.
Several visers. \$30 for all. Call John Broadhurst at 439-0724

Knock-Off Advertising Rates

Classified Ads - Free to members. For non-members: \$2 per ad (prepaid). Check should be made payable to the Mo-Hud SCCA and mailed with ad to Knock-Off Editor.

Display Ads - Full Page (8½" x 11") - \$150 per year
Half page (8½" x 5½") - \$ 75 per year

Ads must be camera-ready and prepaid. Check should be made payable to the Mo-Hud SCCA and mailed with ad to the Knock-Off Editor.

Scrutineer Memo



**TO: NE DIV STEWARDS, REGIONAL EXECS, COMPETITION DIRECTORS,
REGISTRARS, AND TECH CHIEFS**

FROM: JIM FARRAR - NE DIV ADMIN OF SCRUTINEERS

SUBJECT: 1989 TECH PROCEDURES

As you are no doubt aware, at the Round-table in Rochester, the Division adopted the attached proposal for the 1989 racing season. The proposal was discussed at some length in the Stewards seminar, the Regional Competition seminar, the Tech seminar, and the Divisional Council Meeting.

The effect on the different specialities will be as follows:

REGISTRARS: - When the Supplemental Regulations are prepared for approval by Denver, please include the information as to which group of cars will be expected to be presented for physical inspection. Once the entry forms are approved and printed, please forward a copy to me so that we can keep records as to which races were actually included in the program.

STEWARDS: - At any race that you work, please encourage the implementation of the inspection procedures. If there are any difficulties from your viewpoint, please let me know so that we can make any necessary changes for the future.

TECH CHIEFS: - During the inspections during the season, please keep records of any and all problems and/or violations discovered that might not have been discovered under the old system. This will enable us to determine whether the system is going to work and be worth the effort. If your Region was unable to include the info in the Supps, at least try to concentrate more heavily on the cars in the group that would have been scheduled as you do your roving tech..

REGIONAL EXECS AND COMP DIRECTORS: - During the season, please encourage and support your people in implementing this process at your events.

If there are any difficulties during the season or if anyone wishes to discuss the procedures, feel free to contact me. I can be reached during the day [7:30-3:30] at 412-664-6412, or in the evening [after 9:00 PM] at 412-751-5235. If I happen to not be at home when you call, simply leave a message and number and I'll get back to you.

Thanks for your co-operation.

Jim Farrar

Scrutineer Memo



TO: NE DIV STEWARDS, REGIONAL EXECS. AND TECH CHIEFS

FROM: JIM FARRAR-NE DIV ADMIN OF SCRUTINEERS

SUBJECT: 1989 TECH PROCEDURES.

In an effort to give cars competing in the North-East Division more than one thorough Tech Inspection per year and to give Tech workers more "hands on" experience, a proposal was presented to the Stewards at the Nov Mini-Con to waive the annual Tech for certain classes at NE DIV events during the 1989 season. This seemed to find general acceptance among the Stewards and Regions. Therefore, I have prepared the attached schedule of classes and events at which they will be given a "hands-on" tech, regardless of their annual tech status.

The reasons for this move are several

1. There has been a tendency for some cars that have been teched early in the season to develop problems both in condition and in legality (The last few years at the Runoffs should show this). While this is not widespread, it is more common than would be the case with periodic physical techs.

2. "Roving" Tech does not give the opportunity to inspect as thoroughly as should be. The chance to consult with other inspectors, availability of tools, books, etc is greatly limited. There is the problem of finding some cars due to closed trailers, distant pits, etc. All of this makes legality inspection extremely difficult even in those cases where the competitor has nothing to hide.

3. Due to the limited number of actual physical techs being performed during the season, it has become harder and harder to find, train, and keep qualified inspectors. Very few want to specialize in "Underwear inspections". This lack of fully trained personnel has been very noticeable during several protest teardown situations during the past season.

In order to implement the waiver procedure, the waived classes must be included in the Supplemental Regulations for the event. Either the Event Chairman, Regional Chief of Tech, or the Regional Competition Director should get the Event Chief Steward's approval and have the waived classes identified in the Supps so that the competitors can plan..

If time does not permit publication in the Supps, the annual Tech cannot be waived. In this case, the roving Tech should concentrate on the classes scheduled to be waived for your event. The waiver is not a substitute for roving Tech. It is still critical to have the roving inspections for vehicle safety reasons, if not legality.

Scrutineer Memo, continued.

(WAIVED GROUPS 1989)

GROUP A - GT-1
GT-2/CP
EP
SR

GROUP B - GT-3/DP
FP
CSR
DSR
SSGT

GROUP C - GT-4
GP
S2000
SSA

GROUP D - GT-5
HP
SSB
FF

GROUP E - SSC
FC
F440

GROUP F - FV
FA
IT

Classes have been grouped in this manner to prevent any one waived group from having an excessive number of cars likely to be presented at any one event.

-more-

Scrutineer Memo, continued.

DATE	89 TECH SCHEDULE NATIONALS	REGIONALS
APRIL 8-9		WDC at SUMMIT (F)
APRIL 15-16		
APRIL 22-23		
APRIL 29-30		WDC at SUMMIT (B)
MAY 5-6	NER at LIME ROCK (A)	
MAY 13-14		NNJ at POCONO (A-F) DBL
MAY 20-21	SCR at NELSON LEDGES (B)	
MAY 27-28		WNY at NELSON LEDGES (E)
MAY 27-29	NER at BRYAR (C)	NER at BRYAR (C)
JUNE 3-4		GLEN at WATKINS GLEN (D)
JUNE 10-11	WDC at SUMMIT (D)	SCR at NELSONS LEDGES (D)
		NYR at LIME ROCK (A)
JUNE 17-18	FLR at WATKINS GLEN (E)	
JUNE 24-25		
JULY 1-3-4	NNJ at LIME ROCK (F)	
JULY 8-9		NER AT LIME ROCK (B)
JULY 15-16	GLEN at WATKINS GLEN (B)	
JULY 22-23		NER at BRYAR (D-A) DBL
JULY 29-30	TRI-R at POCONO (A-F)DBL	
AUGUST 4-5		NNJ at LIME ROCK (E)
AUGUST 12-13	WDC at SUMMIT (C)	SCR at NELSON LEDGES (F)
		NER at BRYAR (E-F) DBL
		NYR at LIME ROCK (F)
AUGUST 19-20		
AUGUST 26-27	MVR at NELSON LEDGES (D)	??? at LIME ROCK (C)
		CNY at SHANNONVILLE(D)
SEPT 2-3	NYR at MOSPORT (E)	NYR at MOSPORT (E)
		WDC at SUMMIT (D-F) DBL
SEPT 9-10		SCR at NELSON LEDGES (C)
		NER at BRYAR (B)
SEPT 16-17		FLR at WATKINS GLEN (F)
SEPT 23-24		MOHUD at LIME ROCK (D)
SEPT 30/OCT 1		WDC at SUMMIT (E)
		GLEN at WATKINS GLEN (A)
		NYR at LIME ROCK (F)
OCT 7-8		
OCT 7-15	ATLANTA NATIONAL RUNOFF	
OCT 21-22		MVR at NELSON (A) DBL
OCT 28-29		WNY at NELSON LEDGES (B)
NOV 4-5		MVR at NELSON LEDGES (F)

The End



1989 NYSRRC SCHEDULE

	<u>DATE</u>	<u>LOCATION</u>	<u>REGION</u>	<u>EVENT</u>
1.	May 13-14	Pocono	NNJ	
2.	May 27-28	Nelson Ledges	WNY	Lake Erie Invitational
3.	June 3-4	Watkins Glen	Glen	Glen 100
4.	Aug. 18-19	Lime Rock	MoHud	Silver Mines
5.	Aug. 26-27	Shannonville	CNY	Race Phase IV
6.	Sept. 16-17	Watkins Glen	FLR	Fun One
7.	Oct. 8	Watkins Glen	Glen	
8.	Oct. 28-29	Nelson Ledges	WNY	Great Pumpkin
	Nov. 24	BURGUNDY BASIN INN (near Rochester, NY)		BANQUET

ELIGIBILITY

Any driver who competes in, and finishes, a race of ten laps or fifteen minutes duration and displays the series stickers on their cars at each of two separate events will be eligible to be named NYSRRC Champion. All races at multi-race events will be scored.

POINTS SYSTEM

Points will be awarded per the 1989 GCR, Appendix B, except, points awarded will be: 20-15-12-10-8-6-5-4-3-2 for 1st through 10th finishing position. **ALL** additional finishers will be awarded 1 point. There will be only 1 point awarded for the last in class.

AWARDS

The Champions in each recognized SCCA class plus, ITS, ITA, ITB, ITC, ITE (Enduro) and Club Ford, as determined by their final 1989 NYSRRC points standings, will be suitably awarded at the Annual Awards Banquet on **FRIDAY**, Nov. 26, 1989 at the Burgundy Basin Inn.

NYSRRC Administrator

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HISTORY

The New York State Road Racing Championship Series (NYSRRC) as we know it today had its start back in 1971, but under a different name. Robert W. Stephens of the Glen Region, Sports Car Club of America (SCCA) came up with the idea to put the spotlight on the novice, regional and national drivers of Area 11 (today Area 10). He wanted to recognize drivers within the area that do not make it to the SCCA National Runoffs for their racing efforts.

Stephens' series was named the New York State Sports Car Drivers' Championship. It was made up of a series of events run on several road courses in the Northeast, ranging from Nelson Ledges, Watkins Glen, Bridgehampton, Lime Rock and Thompson. At the end of the season an awards dinner was held to honor the different class champions. This series lasted only one year.

A year passed before the New York State Road Racing Championship came into being.

In 1973, the first full season of NYSRRC crowned 21 champions in SCCA classes. The series was run from May to October and events were run on road courses -- one stop each at Lime Rock and Thompson, and three stops at Watkins Glen and Nelson Ledges. The Series had a common points system which awarded the driver with the most points accumulated in his/her class as the class champion.

Over the years the NYSRRC Series did not change significantly. However, some SCCA classes changed or were phased out. The Series has improved as is evident in the degree of competition. Competition today is very competitive in each of the classes and provides some great, close racing.

At the end of each season there is an awards banquet which currently is held at the Burgundy Basin Inn, Bushnell's Basin, New York (just outside of Rochester). Past banquets were held in Syracuse and Watkins Glen.

The Series travels to some of the same road courses as it did in the early years with a few changes on the road circuits that the races are run on.

NYSRRC has had the following Series Pointskeepers or Administrators over the years -- beginning with Bob Spear, then Ken Williams, and currently Judy McAllister.

William Green
Racing Historian

THOUGHTS FROM THE KEYBOARD

What is affordable racing? While \$30,000 might seem affordable to an Atlantic driver, it would be 10 seasons for some FV drivers. So please SCCA, don't refer to the new Shelby Can Am as affordable, reasonable, inexpensive or in any other way without defining where it fits in the overall picture. (The SCCA PR department is doing better than USAC who are trying to push their "low cost", "affordable", "cost effective", \$100,000 car, that has no series or sponsor!")

Do we even have to discuss affordable racing? With time restrictions and a resurgence in the number drivers at regionals, (where affordable racing should be), there could be an argument put forth that everything is fine just as it is. Unfortunately, that is a little short sighted. With a recession coming one of these days; the first place you will see a cutback is at Regionals. Right now there are many drivers whose season consists of two or three races. How many drivers who should be running Nationals are running Regionals? There should be a plan of action for when the economy runs out of steam. The impact on suppliers, competitors, regions, track owners, etc. is too large to ignore.

Speaking of affordability; here is an idea to get more corner workers at a race. It is impractical to get a driver to corner work or help in Timing and Scoring while he/she is racing. But to encourage more drivers; how about offering a discount on entry fees to drivers who come to a race just to help out? The discount would be only good at that track; although a system for carrying over credit from year to year would be needed. Only licensed drivers would be eligible but maybe regular corner workers could get credit toward SCCA schools, which they could pool or give to their region to distribute. If this has merit, let your regional representatives know.

What will future racetracks look like? With skyrocketing land prices and urban growth, will we go back to the early days of sports car racing, running on old airport runways or simple tracks built in out of the way places? Can this bring the cost of insurance down? All tracks that are being built today are constructed to be modular. This way they can run several events at one time or restrict how much of the track is used to cut down on manpower and cleanup costs. What should a minimum length be for a race track? Remember, most of the racing in this country is on tracks of less than a mile in length!

Have you tried the new computer game by Accolade for IBM and compatibles? It is called Grand Prix Circuit and lets you have your choice of car (McLaren, Ferrari or Williams) and a choice of tracks. The degree of difficulty is set by how many of the car's functions, such as shifting, you let the computer handle. Having driven race cars and flown planes, I find that the flight simulator programs seem to be more "realistic". But it shouldn't take much engineering to create a mini-simulator for the Grand Prix game. The graphics and abilities are that good!

Till next time,

Chris Zarzycki

March 13, 1989

To The Editor:

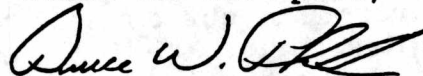
As the membership may or may not know, Watkins Glen International has contracted with the Race Communications Association (RCA) to provide all workers for pro racing at WGI. These services in the past were provided by local SCCA regions. This represents a loss of revenue to the clubs as well as altering their negotiating position with the track when it comes to club racing events.

The RCA does not have a sufficient membership of it's own to safely operate a race track. They are counting on YOU, the SCCA worker to cross over and support their efforts. They can not do this on their own!

Since RCA does not provide a racing program, as SCCA does, they do not have any operating expenses. This allows them to undercut a region for the cost of "their" services. They will actually be charging for YOUR services but putting nothing back into YOUR club.

I would like to ask ALL SCCA workers to not support the RCA in their efforts to undermine the SCCA. If you enjoy the safe, quality race programs that the SCCA provides, you will continue to support the local regions for their events and pass up the pro events at WGI.

Yours in the sport,



Bruce W. Phalin
Membership #R107345
National F&C
National Competition

GENERAL TIRE MOTORSPORTS

March 31, 1989

To: Regional Executives


I am proud to announce the 2nd Annual NE Division General Tire Top Gun Shootout Solo II.

Again in 1989 General Tire will assist the NE Division of the SCCA conduct this Autocross concept. The Northern New Jersey Region will sanction the '89 edition at Middlesex Community College in Edison, NJ on August 20, 1989.

We expect this event to be bigger and better and with a new larger event site more competitive than ever before. Details will be forthcoming in the next few weeks. So make sure August 20 is set aside to come to New Jersey and defend the honor of your region and try to dethrone the New England Region (1988 Region Top Gun Champion).

If you have any questions, please call 1-800-321-7575. See you in August.

Good Luck



Terry Bassett
Passenger/Light Truck Tire Specialist

2478S

cc: Regional Solo Chairman
Regional Newsletter Editor



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1989 Club Schedule

March	23-25	CT Valley Porsche Club
	31	Metro New York Porsche Club
April	1	Metro New York Porsche Club
	6	Bonnet and Boot Club
	7	Z Club of America
	8	Vintage Sports Car Club of America
	14	New Jersey BMW Club
	15	Poughkeepsie Sports Car Club
	20	Patron BMW Club
	21-22	CT Valley Porsche Club
	27-28	Northern New Jersey Porsche Club
	29	Hudson Champlain Porsche Club
May	12	Schattenbaum Porsche Club
	13	CT Valley Porsche Club
	19-20	Skip Barber Race Series
June	2	New Jersey BMW Club
	3	Bonnet and Boot Club
	16-17	Skip Barber Race Series
	23-24	Jaguar Club
July	14-15	Skip Barber Race Series
	17	Northern New Jersey Porsche Club
	21-22	Alfa Romeo National Convention
	27	High Performance Drivers Club
	28	Schattenbaum Porsche Club
	29	Aston Martin Owners Club
August	7	Bentley Drivers Club
	11-12	Ferrari Club
	25	Northeast Corsa Council (Corvaire Club)
	30-31	Northern New Jersey Porsche Club (31st until 2pm)
September	7	Metro New York Porsche Club
	8- 9	Porscherama
	15	New Jersey BMW Club
	16	Z Club of America
	29-30	Skip Barber Race Series
October	14	Bonnet and Boot Club
	19-20	CT Valley Porsche Club
	21	Vintage Sports Car Club of America
	26	CT Valley Porsche Club
	27	Hudson Champlain Porsche Club
	28	Schattenbaum Porsche Club
November	2- 4	CT Valley Porsche Club
	10	Jersey Shore Region Porsche Club
	11	Patron BMW Club
	18	EMRA

Admission to Lime Rock Park Club events is restricted to participants and guests. The public is not allowed admission on any of these dates. For information on membership in any club, please contact the club directly. (Revised 3-14-89)

10788LRP049



(203) 435-2571

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1989 RACING SCHEDULE
TENTATIVE

- MAY 5/6 SPORTS CAR CLUB OF AMERICA, NEW ENGLAND REGION
National Championship Points Races
- MAY 26/29 INTERNATIONAL MOTOR SPORTS ASSOCIATION
TOYOTA TRUCKS GRAND PRIX FOR PROTOTYPES
TDK CHALLENGE for Barber Saab Pro Series
PAINWEBBER VINTAGE INVITATIONAL CHALLENGE
LuK CLUTCH CHALLENGE for International Sedans
- JUNE 9/10 SPORTS CAR CLUB OF AMERICA, NEW YORK REGION
NARRC* Points Races (10th)/Drivers School (9th)
- JUNE 30
JULY 1 SPORTS CAR CLUB OF AMERICA, NO. NEW JERSEY REGION
National Championship Points Races
- JULY 3/4 FIRESTONE FIREHAWK ENDURANCE CHAMPIONSHIP
Grand Sports, Sports, and Touring
- JULY 7/8 SPORTS CAR CLUB OF AMERICA, NEW ENGLAND REGION
NARRC* Points Races (8th)/Drivers School (7th)
- AUG. 4/5 SPORTS CAR CLUB OF AMERICA, NO. NEW JERSEY REGION
NARRC* Points Races (5th)/Drivers School (4th)
- AUG. 18/19 SPORTS CAR CLUB OF AMERICA, MOHAWK-HUDSON REGION
NARRC* Points Races
- SEPT. 1/4 BMW VINTAGE FALL FESTIVAL
Vintage and Historic Auto Races
Concours d'Elegance/Automotive Swap Meet
- SEPT. 22/23 SPORTS CAR CLUB OF AMERICA, NEW YORK REGION
NARRC* Championship Finale
- SEPT. 29/30 INTERNATIONAL MOTOR SPORTS ASSOCIATION
GTO/GTU Challenge

ALL DATES SUBJECT TO CHANGE WITHOUT NOTICE

*North Atlantic Road Racing Championship

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