

# Sprint Bracket Road Racing

## 2019 SBRR Series Rules

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### **Any Tire, Any Motor, Any Suspension**

PLEASE NOTE: The Bracket Racing concept is a work in progress and the rules are subject to change.

#### Philosophy of the bracket racing sprint class

The intent of this race class is to establish close and exciting racing based on the lap time potential of the car and driver and not based on rule-bound car preparation that stifles creativity and drives up the cost of racing. It is also the intent of the Sprint Bracket Road Racing (SBRR) series to open the doors to competitors from other race organizations as well as to lower the barriers to entry in to SCCA Road Racing. For 2019, SBRR is a KC and Kansas Region/Midwest Division only race series. Cars must adhere to the safety and racing rules of the General Competition Rules (GCR) as well as the SBRR rules spelled out below. Scoring brackets within a SBRR are established based on a range of lap times. A break-out into a faster lap time moves you to the faster bracket without penalty. Slowing to avoid a break-out is dangerous in road racing and will be subject to penalty and competitors are expected to drive at their full capability. The KC & Kansas Region/Midwest Division will recognize the race winners in each of the scoring brackets with a modest trophy, but the SBRR series classes will not be part of the Midiv Championship in 2019.

#### **Car Eligibility**

The Sprint Bracket Road Racing (SBRR) Series is open to closed wheel cars that meet any of the following: SCCA GCR class rules, Vintage Racing, BMW Club, Porsche Club, NASA, or other racing organization that also meets GCR safety rules. Cars must have an SCCA tech inspection and receive a logbook that approves the car for SBRR or racing under any other closed wheel SCCA class. Log books for cars that do not meet the standards for an SCCA class will be issued under the Regional category of Bracket Improved Touring. (BIT). Modification of cars beyond class rules is unrestricted as long as the modifications comply with the safety requirements and the neat and clean rules of the GCR.

#### **Driver Eligibility**

Drivers must be SCCA members ( full or weekend) and hold a license eligible for regional competition per GCR 3.1.2. As of February 2016, the GCR recognizes the full competition licenses of BMW CCA, FIA, HSR, IMSA, NASA, Porsche Club of America, SVRA, and many others.

## Safety/Roll Cage

All required driver's safety equipment must be worn at all times while on track. This includes but is not limited to driving suits bearing SFI 3.2A/1 or higher. Snell rated SA2010 full face helmet, head and neck restraint system, fire resistant gloves, socks, and shoes- See GCR Section 9.3 for full requirements. Roll cages are required and must meet, at a minimum, the requirements under GCR Section 9.4 for Improved Touring.

## Car

Wheel, tire, suspension, brakes, engine, clutch, transmission, differential, and aero modifications are unrestricted as long as they do not violate the safety requirements of the GCR. Fenders, hoods, doors, and hatchbacks must be in place but may be modified or replaced with aftermarket parts as long as they do not represent a safety hazard and their appearance is consistent with the neat and clean rule (GCR 9.3.6).

## Fuel

Restricted in accordance with the GCR.

## Car Appearance

Cars must comply with the neat and clean rule. Number panels shall be sized in accordance with the GCR. Bracket Improved Touring logbooks will be provided to competitors that do not have a current SCCA logbook. Graphics will be in good taste. SCCA logos must appear in accordance with the GCR. SBRR logos or any other required logos must appear in accordance with event supplemental regulations (available at registration and tech). Minimum weight stickers are not required.

## Car and Driver Classing

Car and driver brackets are typically B1 through B8 in accordance with the table below. The initial bracket for each race is determined by qualifying. Qualifying grid order is set by the bracket group administrator and is based on a best estimate that

places the cars on grid in order from fastest to slowest car. The grid for the first race of the weekend (or sanction for a multi sanction weekend) is determined by the fastest lap in qualifying. Should a driver “break-out” into a faster class during racing, the car and driver combination are moved immediately to the appropriate faster bracket. A break out is defined as any lap time that is faster than the bracket minimum. The car and driver combination remain in the fastest bracket that they attain for the remainder of the race weekend. The grid for the second race for the weekend is based on the first race finish order. Car and drivers that do not participate in the first race of the weekend will grid at the back of the pack.

## Bracket Categories

Brackets based on Heartland Motorsports Park 2.5 Mile configuration

B1	1:38.999 and below
B2	1:39-1:41.999
B3	1:42-1:44.999
B4	1:45-1:47.999
B5	1:48-1:50.999
B6	1:51-1:53.999
B7	1:54-1:56.999
B8	1:57 and up

For example: Bracket B1 is any car and driver running faster or equal to 1:38.999. Bracket 2 is for lap times from 1:39.000 up to 1:41.999.

## Grouping of Cars

At the discretion of the Race Chair, Sprint Bracket Road racing (SBRR) may be run in a single race group or split into 2 race groups. Race organizers are encouraged to order race groups in such a way to maximize the ability of all closed wheel classes to participate in Sprint Bracket Road Racing (SBRR) as a second race group for the weekend. Bracket race groups are limited to 25 cars per mile of track. Novice drivers and first-time racers from other race organizations will be given a priority. All others will be placed into the race group based on a first come first served basis.

## Race Scoring

This is racing and not time trials. Race scoring is based on your finish position within your bracket. Positions are based on your race finish order. If there are 5 cars in bracket B3 then the finish order will determine 1<sup>st</sup> through 5<sup>th</sup> in that bracket. If one of those cars “breaks-out” into the faster B2 bracket they will immediately be moved into bracket B2 and their finish standing will be based on their finish order

in the new bracket. A car could cross the start/finish line, break out and move from 1<sup>st</sup> place in B3 to last place in B2. Winners of the feature race on Sunday in each bracket with at least 2 cars will receive a trophy.

### **Intentional Slowing**

Intentional slowing on a track to avoid a “break-out” into a faster bracket is both dangerous and inconsistent with the spirit of Sprint Bracket Road Racing (SBRR). If race group organizers suspect that this has become a problem they may elect to ban the use of car timing displays and the use of a radio with the driver. Slowing to avoid a break-out will be subject to penalty.

### **Rain**

Bracket time ranges are determined by the race organizers and estimates of the typical dry track potential of the cars. Bracket times may be adjusted between race weekends but will not be adjusted during a race weekend. Cars will not be reclassified based on rain. All cars face the same conditions. Rain may favor one car over another, just as dry conditions may favor a different car. This will always be part of multi class racing. The focus of SBRR is car-to-car competition and not ensuring all brackets are occupied.