

South Jersey Region SCCA- Bracket Racing (SJRBR) Rules 2019

*PLEASE NOTE: The Bracket Racing concept is a work in progress and the rules are subject to change.
The Philosophy of the SJR Bracket Racing is a "run what you bring" 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 SJR Bracket Racing {SJRBR} series to open the doors to competitors from other race organizations as well as to lower the barriers to entry into SCCA Road Racing. For 2019, SJRBR is a SJR home-race only race grouping at NJMP. Cars must adhere to the safety and racing rules of the General Competition Rules (GCR) as well as the SJRBR rules spelled out below. Scoring brackets within a SJRBR 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 South Jersey Region will recognize the race winners in each of the scoring brackets of the feature race with Checker Flags but the SJRBR series classes will not be a part of the NJRRS championship in 2019.

Car Eligibility

The Sprint Bracket Road Racing {SJRBR} series is open to closed-wheel cars that meet any of the following: SCCA GCR class rules, Vintage racing, BMW club, Porsche club or other racing organization that also meets GCR safety rules. Cars must have an SCCA tech inspection and a logbook that approves the car for SJRBR 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 Racing (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 other

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 must meet, at a minimum, the requirements under GCR Section 9.4 for Improved Touring.

Car Modification

Wheel, tire, suspension, brakes, engine, clutch, transmission, differential and aero modification 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 have no loose components. Number panels shall be sized in accordance with the GCR. Bracket Improved Touring (BIT) 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. SCCA and SJRBR logos or any other required logos must appear in accordance with event supplemental regulations (available online at SJR-SCCA.org). 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 in 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 of 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 breakout is defined as any lap time that is faster than the bracket minimum. The car and driver combination will remain in the fastest bracket that they attain for the **remainder** of the race weekend. The grid for the second race of 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

Class Bracket	Thunderbolt		Lightning	
	Low Lap Time	High Lap Time	Low Lap Time	High Lap Time
B1		1:27.999		1:09.999
B2	1:28.000	1:29.999	1:10.000	1:11.999
B3	1:30.000	1:31.999	1:12.000	1:13.999
B4	1:32.000	1:33.999	1:14.000	1:15.999
B5	1:34.000	1:35.999	1:16.000	1:17.999
B6	1:36.000	1:37.999	1:18.000	1:19.999
B7	1:38.000	1:39.999	1:20.000	1:21.999
B8	1:40.000		1:22.000	

For example: On Thunderbolt, Bracket B1 is any car and driver running faster or equal to 1:27.999. Bracket B2 is for lap times from 1:28.000 up to 1:29.999.

Bracket times and number of brackets can change based on entries and lap times. Brackets will be determined after all qualifying on the day of the race.

Groupings of Cars

At the discretion of the Race Chair, SJR Bracket Racing {SJRBR} may be run in a single race group or may be 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 SJRBR as a second race group for the weekend. Bracket Racing groups are limited to 25 cars per mile of race 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 or discretion of the Race Chair

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 1st through 5th place in that bracket. If one of those cars “breaks out” into the faster B2 bracket they will immediately be moved to 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 1st place in B3 to last place in B2.

Intentional Slowing

Intentional slowing on track to avoid a break out into a faster bracket is both dangerous and inconsistent with the spirit of SJR Bracket Racing {SJRBR}. If race organizers suspect that this has become a problem, they may elect to ban the use of in car timing displays and the use of radio with the driver. Slowing to avoid a breakout will be subject to penalty.

Rain

Brackets 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 a part of multi-class racing. The focus of SJRBR is on car-to-car completion and not on ensuring all brackets are occupied.