

Super Stock Eliminator: Multi class bracket covering up to 56 types of Sedan type vehicles or factory derivatives, ranging from cars with speeds around 135 mph (216 kph) to Sedans reaching speeds over 180 mph (288 kph). This bracket will consist of the six to sixteen cars from A/MS, A/MSA, B/MS, B/MSA, C/MS, C/MSA, D/MSA, E/MSA, H/MS, H/MSA, A/MP, A/MPA, B/MP, B/MPA, C/MP, C/MPA, D/MP, D/MPA, **A/SM, A/SMA, B/SM, B/SMA, C/SM, C/SMA, D/SM, D/SMA**, A/G, A/GA, B/G, B/GA, C/G, C/GA, D/G, D/GA, DD/G, GG/GA, RR/G, RR/GA, E/G, E/GA, F/G, F/GA, G/GA, RR/API, RR/APIA, RRR/API, RRR/APIA, DD/API, DD/APIA, A/AP, A/APA, B/AP, B/APA, C/AP, C/APA and E/APA as well as PRO classes that qualifying closest to or better than their ANDRA Class Handicap. Handicap starts are used for racing, based on the ANDRA Class Handicap System.

Competition Bike Eliminator: Multi class bracket covering up to 35 types of motorcycles ranging from Nitromethane burning Top Fuel Motorcycles and blown alcohol fuelled Competition Bikes to highly modified Street Bikes, running between 140 mph (224 kph) to over 200 mph (320 kph).

This bracket will consist of the six to sixteen bikes from A/SB, B/SB, C/SB, D/SB, A/AB, B/AB, C/AB, D/AB, AA/AB, BB/AB, CC/AB, DD/AB, ST/B, AA/CB, AA/CBN, BB/CB, BB/CBN, CC/CB, CC/CBN, DD/CB, DD/CBN, PP/CB, PP/CBN, VV/CB, VV/CBN, A/CB, B/CB, C/CB, D/CB, P/CB, V/CB, NB/T as well as P/M, TFM/M and TFM/T classes qualifying closest to or better than their ANDRA Class Index for their respective classes. Index starts are used for racing, based on ANDRA Class Indexes.

Three Round Shootout Style format racing will continue for all Group 2 Competition Bike competitors for the 2019/ 2020 Season. Competition Bike competitors complete in qualifying as per normal processes and are seeded into a maximum 16 bike field. From there each competitor would get to race in three 'Elimination' rounds where points would be issued for a win and lose. The highest points scorers from the Elimination rounds would then compete in a Final deciding the winner and runner up.

National Records and Indexes will be as per current and National Records can still be set as per the Rulebook "In Group 2 any runs capable of supporting a new National Record during Eliminations to calculate the new National Record". There will be NO Index adjustments between rounds of Eliminations.

2.10.3 GROUP 3

INDIVIDUALLY NOMINATED

(DYO) HANDICAPS: Group 3 competition is based on handicap times nominated by the racer. To ensure fair competition a "breakout" rule is enforced, which means the competitor is disqualified should they run quicker than the Elapsed Time they nominated before the run. Bracket racing is probably the simplest of all forms of Drag Racing with two vehicles running a quarter mile or eighth mile drag race, handicap is nominated by competitor according to their Elapsed Times during Qualifying. The dial-in is the greatest equaliser, emphasising driver skill and consistency, effectively eliminating the possibility of "buying a winner". Whether you are driving a full-size family Sedan or a **power added** Dragster, it will always be a fair race. Bracket racing works this way. After the close of time trials, each competitor dials-in. Dial-ins are to be displayed clearly on each car or motorcycle.

The choice of the dial-in is open, but it must remain within the cut-offs for the Eliminator. The handicap used at the start is simply the difference between the two dial-ins, and the slower vehicle is given the appropriate head start. A breakout is any amount below the dial-in figure in competition, which then constitutes an automatic loss. In the case of a dual breakout, the lesser infraction is the winner.