

2026 RULEBOOK **BRACKET BASH**

Changes from last season are made in **BLUE**.

Revisions during the season are made in **RED**.

Posted **12/23/25**

CLASS DESCRIPTION: The Bracket Bash is open to all 2-wheel motorcycles and snowmobiles. 3-wheel or 4-wheel vehicles are prohibited.

FORMAT: This is a 1/4 mile E.T. bracket class run on a .500 full tree. This is an all run field.

POINTS: This is not a points class.

CHANGING BIKES: A racer can change his or her bike in time runs, qualifying, or before 1st round (You must notify the tower of change). The bike and rider that runs first round is the one that must be used for the remainder of eliminations, even if the class is completed on another weekend due to weather.

SAFETY: Full-face Snell: M2015, M2020, M2025, SA2015, SA2020, SA2025, FIA: 8860-2010, 8859-2015, 8859-2024 or 8860-2018 helmet mandatory with shield. All riders must have leather jacket, leather pants and leather gloves. Shoes above the ankle are mandatory. No ballast may be mounted to any portion of the front suspension, brake system, fender system, or rotating assembly.

RIDER AGE: All participants must be at least 16 years old with a valid state driver's license. If you do not have a valid state driver's license, then you must be at least 18 years old. All riders must be able to present their State Issued ID card upon request at tech inspection. Anyone caught racing underage without a valid state driver's license will be disqualified with no refunds, and you can be suspended from the XDA indefinitely.

SINGLE ENTRY: A rider may only enter one bike in this class. The same bike cannot be entered twice in this class by the same rider or another rider.

PAIRINGS: During eliminations, once you have entered a particular side of the staging lane and come to a stop, you are committed to that side and cannot jump to the other side or move around someone. The bye-run will be pulled with a deck of cards even if there is an even number of bikes to shuffle the order. Bikes will run side by side in the lanes. No rider can receive 2 true bye runs unless everyone remaining in eliminations has received 1 true bye run. Once we get down to 16 bikes or less, the class will be placed on a sportsman ladder based on reaction time from the previous round.

LANE CHOICE: If we run out of bikes in one lane, then they will run front to back with the front bike having lane choice. Once the ladder is generated, lane choice is given to the rider with the better qualifying position.

DIAL-IN: Must be 15.99 & quicker.

SEPARATING STREET ET & PRO ET BIKES: We will call Street ET bikes to the lanes first and then call Pro ET bikes behind them. This will be done to run as many Street ET bikes against other Street ET bikes as possible and Pro ET bikes against other Pro ET bikes as possible. There will only be one bye run pulled every round and since Street ET bikes are at the front, they will have a greater chance in the early rounds for a bye run. It is possible for a Street ET Bike to be paired against a Pro ET bike where the classes connect together in the staging lanes.

DIAPER: An engine containment diaper with pigmat is required on bikes equipped with Nitrous, Turbo or Supercharger.

BRAKES: Front and rear brakes are mandatory and must be in safe operating condition.

CHAIN GUARDS: Chain guards are required.

ELECTRICAL: 2-steps are permitted.

BOTTOM BULB RACING ONLY: Riders must react off the bottom bulb, as they always have at the XDA. Reacting off the bottom bulb with a mechanical or digital delay is permitted. Reacting off the top bulb with mechanical or digital delay is prohibited. Riders may bring a video to race control and file a protest if you believe another rider is reacting off the top bulb with a mechanical or digital delay. Any rider caught reacting off the top bulb with a mechanical or digital delay could face an indefinite ban from the XDA.

LIGHTS: A taillight must be mounted on rear of bike.

CLUTCH: Any style clutch permitted.

TIRES: DOT tires or any size slick is permitted.

WHEELIE BARS: Wheelie bars are permitted.

GROUND CLEARANCE: The motorcycle must have a minimum of 2" ground clearance with rider sitting on the bike. Bikes equipped with a billet flat oil pan (not cast) or a wheelie bar are exempt from the 2" ground clearance check.