

Competition Eliminator FWD 2025 – 2026

Subject to the matters discussed on January 26th the format for the FWD classes within Comp Eliminator will change for both the 2025 and 2026 seasons. In an effort to bring parity across a broad range of combinations the class will be split into two separate categories for the 2025 season and then into four categories for the 2026 season. The primary performance elements that have been taken into account are turbocharger size and the use of aftermarket billet blocks. The class will also be expanded to include engines using up to 6 cylinders.

The 2025 format will run as follows

<u>Designation</u>	<u>Engine</u>	<u>Maximum Turbo Size</u>	<u>Minimum Weight</u>	<u>Index</u>
BB/AF	Up to 6 cyl.	77 mm	920 kg	9.18s
CB/AF	Up to 6 cyl.	72 mm	920 kg	9.50s

For the 2026 season, the class will recognise the performance and durability advantage afforded by the use of billet blocks and will therefore split into four categories to accommodate this. The indices in place at the close of the 2025 season will be lowered by 3/10's for those competitors who choose to use a billet block manufactured from material of any description. The class designation will therefore change with the addition of an 'F', indicating the use of a factory block for those who choose this option. All categories will be limited to the use of an OEM, production, volume manufactured cylinder head.

On the assumption that the indices noted above remain unchanged during the coming season, the format for the 2026 season will be as follows

<u>Designation</u>	<u>Engine</u>	<u>Maximum Turbo Size</u>	<u>Minimum Weight</u>	<u>Index</u>
BB/AF	Up to 6 cyl.	77 mm	920 kg	8.88s
CB/AF	Up to 6 cyl.	72 mm	920 kg	9.20s
BBF/AF	Up to 6 cyl.	77 mm	920 kg	9.18s
CBF/AF	Up to 6 cyl.	72 mm	920 kg	9.50s

Should any of the indices be lowered during the 2025 season they will be adjusted accordingly for the 2026 season as noted above.