

There are a few of us, and maybe more than a few, who desire to race in a heads up format but without the crushing financial load of the current Group One type vehicles. This harkening back to simpler times could be called Nostalgia. If one is to embrace Nostalgia, then first the time period definition must be established. IF there is a period in time to take a snap shot from and we can agree on it let that be the definition of the group. This is that discussion.

In 1973 injected nitro (A/Fuel 3.0 lbs per cube and B/Fuel 4.0 lbs per cube) were part of NHRA Comp Eliminator and enjoyed a vibrant participation, myself included. It was late 1973 when NHRA's Competition Director Steve Gibbs announced the introduction of Pro Comp and moved the injected nitro and blown gas cars from Comp into the heads up category, Pro Comp. 1974 was the year Pro Comp was launched and heaps of A,B and C Dragsters (Gasoline) put on a bigger fuel pump and nozzles and filled up with nitro to join Pro Comp. It was a success, you could not swing a dead cat and not hit someone running an injected nitro car, it seemed everyone had one. The blown gas cars struggled to keep up with the injected nitro cars so in late 1974 NHRA decided to allow methanol (alcohol) into Pro Comp again growing the category in size. Some switched from injected nitro to blown alcohol with success but there were a lot of successes in injected nitro as well. The struggle at the time was the weak ignition systems we had available to us. If it is this snap shot in time we wish to capture in spirit and in definition then a set of parameters must be defined that creates a level playing field for all of us to play on. By 1975 there were a few rear engine dragsters (RED's) mixing it up with the FED's and for the most part it was a level playing field at the time but tire development and track prep soon proved the RED's had the advantage and slowly the FED's were phased out, the last complete FED in Pro Comp was, as I remember Dale Hall.

I don't know if the sanctioning body will support us or not by creating a category for us, but suspect they will, if they see enough of us joining together to race under our own umbrella.

In an effort to compile a set of agreeable standards to race on this questionnaire has been assembled and we seek to compile a set of values that we can agree to be our set of rules of competition.

Please fill in the data and email them to Ken@KenLowe.com.au

By providing your email address group correspondence can be provided.

Please post this to any party that you think may be interested in participation.

Name		
Address		
City	State	Post Code
Mobile Phone Number		
Land Line Phone Number		
Email address1		
Email address2		
Should we start a Facebook page?		
Your suggestion for the name of this group?		
As a participant how many times a year would you want to race?		
<p>Part of the definition of what is proposed is heads up racing, first to the finish line wins. It has been suggested to provide, at least initially, a round robin format where all race each round gathering points (win=2 lose-1) and the top points earners race eliminator style for the finals. For the limited racing we will get initially the additional runs will provide more experience and testing for all competitors.</p> <p>Is this acceptable to you?</p>		
Do you currently posses a car that would be considered Nostalgia?		
Description of that car		
This idea started with dragsters but should we include Altereds ?		
If we include Altereds what if any, are there limitations you suggest?		
This idea started with injected nitro, but should it be restricted to injected nitro?		
If blown alcohol is allowed to participate do you have opinions on performance limitations in place to insure a level playing field.		
As historically stated earlier there was a time when the RED's and FED's were on par with each other but tire development soon separated the two. Should RED with a small tire, or other restriction (engine set out, wheelbase), be considered to participate in this category?		

Technical Consideration	Your recommendation	Your current configuration
Tire size		
FED Dragster drivers location		
Engine Set Out FED (Distance from diff centerline to rear of engine block)	Your recommended maximum	Your current set out
Engine Set Out Altered (Distance from diff centerline to rear of engine block)	Your recommended maximum	Your current set out
Engine Set Out RED (Distance from diff centerline to rear of engine block)	Your recommended maximum	Your current set out
FED dragster wheelbase	Your recommended maximum	Your current
Altered wheelbase (IF Altered allowed)	Your recommended maximum	Your current
RED dragster wheelbase (IF RED allowed)	Your recommended maximum	Your current
Overhang permitted (distance in front of front wheels)	Your recommended maximum	Your current
Magneto or Ignition Limitations	Your recommendation	Your current

Fuel management considerations		
Ignition management considerations		
Unblown Injection styles Hat or Stack? Hat allowed or Stack required?		
Can you provide any concerns you may have about participating in this group?		
<p>It has been suggested to form as large a group as possible that the rules be moderately open for the initial offering but include a ramped set of standards that eventually will define the group around a tighter set of standards that is fair to all competitors.</p> <p>Are you in agreement with this?</p>		
<p>Should we eventually move towards a pounds per cube structure to insure a level playing field for all competitors?</p> <p>Are you in agreement with this?</p>		
<p>It has been suggested that as a concept this format should create a level of racing that is a 6.7 to a 6.8 second format and if possible to adjust the structure of the rules to provide this level of competition but in a heads up format.</p> <p>Are you in agreement with this?</p>		

Are there suggestions you can provide that you feel would make this group of racing better?

If any of the spaces provided are inadequate for your response feel free to add a separate page to expand your thoughts and considerations on.

Thank you for your participation. Ken Lowe