

## Final Main Report Santa Pod

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FIA European Championship &ndash; Race report, Main Event

The coach left Norway on May 13 and arrived at Santa Pod Raceway on May 15, a week before the FIA Main Event. We got there early because there are two new racers in the Islanders team, and they were scheduled to get their license the weekend before the Main Event.

The two new drivers are Fred Hanssen and Per Håkon Trøa, both from Norway. Fred, who has bought a Top Methanol Dragster from the States, did well and got his license after two runs in the new car. Per Håkon Trøa's Top Methanol Funny Car suffered from an engine explosion and he had therefore no chance to get his license during the pre weekend.

We decided to rent the track for testing on Wednesday. We were excited about how Paul Ingar's dragster would run, because we have a completely new set up for this season. We decided to do it "step-by-step" and started with a 1/8 mile run, so we could get some more data from the computer before we made a full pass.

In the second round of testing, Paul Ingar "rolled the beams", which means he left the starting

line before the green light came. The time you get after a run like that won't be correct, but the computer on the dragster showed a run around 5,66 seconds. We were already close to our personal best and we were still driving on the safe side regarding to the amount of power we can put in the engine.

We went through the computer log on Wednesday evening, and decided to take some power off the first gear and just continue the "step-by-step" improvement, without damaging any parts of the engine.

A new day of testing &ndash; Thursday, May 21

In the first round Paul had a 0,072 reaction time, 0,95 to 60ft before some hard tire shake at 300ft and 5,805/180,57 mph at the finish line. We took out too much power from the first gear, so we decided to put it back. The next pass went well, and Paul Ingar left the starting line like a rocket with 0,95 to 60ft, 3,684/202,49 mph half track and 5,625/249,61 mph at the finish line.

Friday

No driving that day, so we checked the dragster and prepared it for the first round of qualifying in the FIA European Championship. There were still no damaged parts after days with testing!

First day of qualifying &ndash; Saturday, May 23

Paul Ingar red lighted in the first round, but no big deal since it was qualifying. He had 0,96 to 60ft, 3,6076/204,7 mph half track and 5,6110/252,17 mph at the finish line. We had to put more power into the engine, since the previous pass only qualified as number five. In the second run Paul had 0,95 to 60ft and were only 0,008 seconds from a new personal best!

Sunday &ndash; the last day of qualifying

In the third qualifying round the new personal best finally came, 5,5692/254,74 mph! It was a good run and there were still more power to be found in the engine. Last year this elapse time would have made us number one qualifier, but this year it was only good for #7.

We put too much power into the engine in the next round, so the tires spun, and no improved time for Paul Ingar, 5,57/253,10 mph. The computer showed that the transmission had slipped, so we overhauled it for the next day&rsquo;s eliminations.

Monday &ndash; Eliminations

Paul Ingar was up against Dave Wilson in the first round of eliminations. Unfortunately, Paul Ingar red lighted and the win was automatically given to Wilson. The dragster got into a tire shake at 100 ft so Paul Ingar went off the throttle so the engine wouldn't get damaged. A first round loss is never a good thing, but we're happy with the weekend's results. We got a new personal best (5,56 seconds), we qualified as #7 in the fastest TMD field ever in Europe, we didn't break any parts during the weekend and we have a nice set up for the dragster.

New layer...