



Team STARTA Racing Team Report, Scandinavian Internationals 24th – 26th of August

We packed the bike and all our spares on Wednesday last week and got to the racetrack in Tierp during the afternoon on Thursday to set up our camp in good time for the qualification that would start on Friday morning.

Friday morning came around and we got ready for Q1 keeping in mind that we ran very well in June re-setting our own European ET record and we decided to change to a softer set up in order to get a good qualifying run. The green light came on and we all could see that the Peter was on a good run and the scoreboard showed a 5.927 sec run to give us the no.1 spot despite an early shut off at about 1000 feet.

We got back to the pits and prepared the bike for Q2, changing the tune up to be able to run “very quick” since we thought that the track would improve after all the cars had made their first qualifying attempt and at the same time the sun started to shine and we were ready for our next try to qualify. After a strong burnout Peter staged and hit the throttle when the green light came on we could all see that this was a storming run and straight as an arrow until about 1000 feet when the bike started to drift a bit towards the guard rails and Peter had to click off the throttle. The scoreboard showed a stunning 5.709 sec at only 355.50 kph letting us all know that Peter had just made the **QUICKEST RUN EVER ON A TOP FUEL BIKE**, with an early shut off!!

The whole Team went wild, the crowd went wild, “Pippi”(the speaker) went wild, and so were everyone else at the track. A dream had just become true for all of us in the team and we wonder if anyone else (apart from Larry and Steve McBride) knows the feeling that we got ever since that run. We built the bike back in 1992 in order to some day be the quickest in the world and now we have **THE QUICKEST BIKE ON THE PLANET!!!**

The whole team and all of our friends in the pits were celebrating until late Friday night and this is really a night to remember.

Saturday morning came around and we decided to try to back up our previous run and we were called to the lanes for Q3. Peter made a strong burnout and at the green light we all could see that we had added a bit to much power to the bike and it started to fishtailing forcing Peter to get off the throttle.

We got back to the pit and started to prepare the bike for Q4 and decided to try backing up our best ever ET once again and we were called to the lanes for Q4. Peter made a great burnout and the green light came on and we all could see that Peter started to drift towards the centre line forcing him unfortunately to abort also this run. Back in the pits we discovered that we had a sprag failure and had to change it to the next run.

The weather forecast for Sunday didn't look too good and the whole team decided to get up early in order to be ready for elimination round 1 just to see the rain starting to fall early in the morning delaying E1 about an hour.

The track crew worked hard as always in order to get the track ready and we were called to the lanes at about 1.00 pm for E1 against Kai Selkämaa. Peter made a nice long burnout and I was pushing him back as always and noticed immediately that the track did have the same high standard as always and when Peter hit the throttle he moved straight and hard to a nice run taking the win at 5.86 sec. to set a new European Record backed up by the previous much to quick 5.709 sec.

E2 were approaching and since we were no.1 qualifier we had a planned bye run. Once again we decided to try to back up the 5.709 sec. run and changed the tuning of the bike to be ready. We were called to the lanes and decided to run in the left lane once again. Peter staged and was as ready as he could be, the green light came on Peter ran straight but unfortunately we could all hear the engine dropping cylinders and the transmission belt broke due to this just before the 1000 feet mark, still running a great 5.92 sec. ET.

Back in the pits the whole team (with some help from our opponent in the finals Rikard Gustafsson) started to fix the bent valves and checking the rest of the problems that occurred when the transmission belt broke and then the rain started to fall. After about 45 minutes we got the message that the race director had to take the hard decision to cancel the race due to the weather conditions and we all started to pack all our equipment together with the bike and started the long journey back to our home town Sollebrunn with a smile on our faces, thinking what a great weekend we all have had.

Our next race will be the European Finals at Santa Pod within less than ten days from now and we hope to see as many as possible of our fans there to come over to our camp and have a chat our just to pic up a hero card. This race will be our last of this season if not a sponsor can provide us with the funding's to go to Valdosta and the Manufacturers Cup in November.

Finally we must take the opportunity to thank both the organizers of the race and Kjell Pettersson as well as the track crew that gave us the opportunity to run the quickest ET ever for a Top Fuel Bike! THANKS GUYS!!!

A big THANK YOU to all that makes this possible:

- **STARTA Produkter**, supplied by Sollebrunns Oljeservice www.startaprodukter.se
- **HRM Engineering AB**, skilled engineers within mechanical engineering, mechatronics, electronics and software development www.hrmengineering.se
- **Samek Tool AB**, who makes some of the best moulding tools in the automotive industry in Sweden www.samektool.se
- **CemeCon A/S**, one of the best coating companies in Europe when it comes to camshaft coating etc www.cemecon.se
- **Real Form**, product development within mechanical design www.realform.se
- **Romnet**, consultants within computer network favours etc www.romnet.se
- **AF Konsult AB**, consultants within most electrical installation areas www.konsultel.se
- **JJ VENTSERVICE**, solves all your problems when it comes to AC and ventilation www.jjventservice.se
- **Pippi**, No 1 when it comes to marketing www.harleydrags.com
- **All our fans, family members and friends that are supporting us towards new achievements every year!!**

For more information about our previous achievements and updates please visit www.billetracing.se (in English).

Please find some photos by our good friends at Nitroshutter.com Ivan Sansom and Rose Hughes enclosed to this report (keep in mind the copyright).

Best Regards from Peter and Sören Svensson, Team STARTA Racing Top Fuel Bike