

## **FIA EUROPEAN DRAG RACING CHAMPIONSHIP: 2014**

Round Number: **FIA 4**  
Event: **Turtlewax Internationals**  
Class: **Pro - Stock**  
Location: **Tierp Arena, Sweden**  
Date: **21<sup>st</sup> - 24<sup>th</sup> August, 2014**

### Entry List

Jimmy Ålund	SWE
Thomas Lindström	SWE
Michael Malmgren	SWE
Christian Sagelv	SWE
Simon Gustafsson	SWE
Tommy Leindahl	SWE
Sampsa Palos	FIN
Magnus Petersson	SWE
Jan Ericsson	SWE
Jan Palmqvist	SWE
Bengt Ljungdahl	SWE

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Sadly this year I was unable to attend the event at Tierp Arena due to domestic series race commitments here in the UK. I look forward to my trips to Sweden every year however the cancellation of Tierp round 1 meant that I was unable to attend. I will be back next year.

Before this event, the championship leader was Michael Malmgren on 153 leading by ten points from Jimmy Ålund who himself was twenty eight points ahead of Magnus Pettersson.

This year's championship has been plagued by bad weather, bad tracks and bad luck. Santa Pod rained off back in May, The track at Alastaro was not in peak condition, Tierp round one was cancelled and the track at Hockenheim was unable to hold a pro-stock car.

Through this combination of events and his ability to best use the track at Alastaro, Michael Malmgren is in the lead position as we enter the last two races at Tierp and Santa Pod. At least we know that these two tracks will be able to hold a pro-stock race. And so we should expect a close fought run to the title.

Jimmy won this event last year and has the power and race craft to do it again, but also at this event in 2013 we had the quickest and fastest eight car field in European Pro-Stock history, so we know that the times can be delivered here, and it will have to be all or nothing for every competitor.

Thomas Lindström and the Ernyrd cars Dodge team are joined by US Pro-Stock racer and 2012 NHRA Pro-Stock champion Allen Johnson. Allen is not only MOPAR powered racer but also is the son of Roy Johnson who builds Thomas' engines in the US. Also joining the

Ernyrd cars entry is Adam Lambert, Drag Racing manager of Penske shock absorbers. This combination should be able to provide Thomas with some useful input and allow him to maximise the performance of the car at this event. Adam Lambert will also be providing advice and support to other teams running Penske set ups.

This event also covers the date of Thomas and Nina Lindström's wedding anniversary. As regular readers will remember, Thomas and Nina were married in the pits on the Friday night of this event 12 months ago. Happy anniversary – Grattis.

### Friday Q1

Tommy Leindahl is fist to run, but some technical glitch prevents him from running after the burnout and he is towed back to the pits.

Bengt Ljungdahl makes his first FIA pass at Tierp and uses a lot of the track, drifting to the centre and clicked off by about half track to record an opening lap of 9.6 seconds.

Our first pairing of the day is Simon Gustafsson and Sampsa Palos. Simon runs a very respectable 6.75 which would have got him in to the race last year and probably will do this year. No such luck for Sampsa who takes a fairly wild tail happy ride to half-track and clicks it off.

Christian Sagelv and Jan Palmqvist are the next pair. Both hit shake and motor through it, but neither are able to break through 7.5 seconds.

Uncharacteristic penultimate pair placing for Thomas Lindström who currently sits fourth in the championship alongside third place man Magnus Pettersson. This pair delivers a good drag race until Thomas drops the chutes early. Magnus in to number one spot with an effortless looking 6.74.

The final pair are Michael Malmgren and Jimmy Ålund. Michael hits shake very early and wisely gets off the pedal, but Jimmy delivers a storming opener of 6.56 which is close on his own record. That will take the number one spot and so the positions after Q1 are:

Driver	ET	KMH	MPH
Jimmy Ålund	6.5646	341.34	212.10
Magnus Petersson	6.7423	329.47	204.72
Simon Gustafsson	6.752	329.87	204.97
Thomas Lindstrom	7.4351	205.56	127.73
Jan Palmqvist	7.566	302.52	187.98
Sampsa Palos	9.5568	155.08	96.36
Bengt Ljungdahl	9.639	151.56	94.18
Jan Ericsson	17.8024	72.37	44.97
Michael Malmgren	25.9207	43.88	27.27
Tommy Leindahl	no time	no speed	

### Friday Q2

The bump spot from this morning is 17.8024 seconds (Jan Ericsson) which astonishingly is only 2/100ths different from the bump spot last year.

Michael and Tommy are the first pair in Q2 and both can only really improve in this round, Tommy recorded no time in Q1 and Michael had big shake issues and recorded a time of over 25 seconds. Michael makes a respectable 6.68 pass while Tommy suffers shake and shuts off early on what appears to be a check out pass to register a 7.0 time but that puts him on the board at least.

Bengt is paired with Sampsa. Wayward run again for Bengt and another early shut off for a marginal improvement but retaining the bump spot. Sampsa seems to have technical issues and gets off the gas to roll through in 10 seconds for no improvement.

Jan Palmqvist and Christian are paired up now and Jan hits shake and pedals a couple of times and there is some smoke. Christian fares better and delivers a solid 6.8 second run to improve his standing

Simon and Jan Thomas pair up next. Both drivers manage to improve on their times from Q1 with Simon registering a marginal improvement to 6.74 but Thomas making a big move into the current number two spot and back to his accustomed 6.6 second

Jimmy and Magnus round out the session. Jimmy's new car against his old car in this pairing. And Jimmy storms down the track taking the stripe in 6.54 with Magnus only trailing slightly to record a 6.67

Jan Ericsson was a no show in this round of qualification, but without a presence on the ground I do not know why.

#### Qualifying positions after Q2

Driver	ET	KMH	MPH
Jimmy Ålund	6.5408	340.26	211.43
Thomas Lindstrom	6.6278	339.2	210.77
Magnus Petersson	6.6759	336.03	208.80
Michael Malmgren	6.6806	331.9	206.2336
Simon Gustafsson	6.7453	330.26	205.21
Christian Sagelv	6.8992	321.05	199.49
Tommy Leindahl	7.0744	314.14	195.198
Jan Palmqvist	7.566	302.52	187.9777
Bengt Ljungdahl	9.527	158.92	98.75
Sampsa Palos	9.5568	155.08	96.36248
Jan Ericsson	17.8024	72.37	44.96874

#### Saturday Qualification 3

Jan Ericsson has obviously repaired or replaced whatever issue he had that caused him to withdraw from Q2 and is the first car to run in Q3. The car launches hard and looks to be driving well up the track. I suspect Jan has some shake as one door briefly pops open, but it

does not slow Jan down and he takes the stripe in 7.14 which currently bumps Jan Palmqvist out of competition.

Bump Spot 7.566 (Jan Palmqvist)

Sampsa Palos and Jan Palmqvist make up the next pair. Sampsa is unable to improve on yesterday's times and stays outside the qualified field. Jan returns the favour to Jan Ericsson and bumps him out of competition with a 7.11 pass through tyre shake.

Bump spot is now 7.14 (Jan Ericsson)

Tommy and Bengt are the next pair. Strangely Tommy is DQ'd, although I do not know why. Eurodragster reports that it was the auto start system that disqualified the run, but with my intermittent Wi-Fi connection, I was unable to tell. Bengt improves to 8.50 but it is not enough to get him into the field on this attempt.

Bump spot 7.14 (Jan Ericsson)

Christian and Simon take to the stage in the next pair and they deliver an excellent side by side drama free race to record 6.79 and 6.75 respectively

Thomas is paired Michael, and again we see a great side by side race. Thomas taking the stripe in 6.59 against Michaels 6.69. The Allen Johnson knowledge seems to be paying off.

The final pair pits Jimmy against Magnus in a repeat of yesterday's final pair. Jimmy has now definitely got the measure of this track as he sets a new European ET record of 6.5321. Magnus also finds some improvement and records a 6.63

Christian Sagelv receives 10 SEK for correctly predicting a 6.83 bump spot.

Qualifying positions after Q3

Driver	ET	KMH	MPH
Jimmy Ålund	6.5321	342.86	213.0439
Thomas Lindstrom	6.5989	339.2	210.7696
Magnus Petersson	6.6349	333.33	207.1222
Michael Malmgren	6.6806	331.9	206.2336
Simon Gustafsson	6.7453	330.26	205.21
Christian Sagelv	6.7983	328.67	204.2266
Tommy Leindahl	7.0744	314.14	195.198
Jan Palmqvist	7.1165	313.69	194.9184
Jan Ericsson	7.1461	285.87	177.6318
Sampsa Palos	8.1473	165.79	103.0174
Bengt Ljungdahl	8.5055	186.85	116.1035

#### Saturday Q4

Unfortunately it rained in the afternoon and so the final qualifying positions are those from Q3

#### Sunday – Eliminations

The final qualifying positions provide the following pairs for Elimination round 1

Michael Malmgren – Simon Gustafsson  
Tommy Leindahl – Thomas Lindström  
Magnus Pettersson – Christian Sagelv  
Jimmy Ålund – Jan Palmqvist

Michael and Simon are the first pair to Elimination.

Simon's car left well but stopped on track handing the win to Michael who had some shake to drive through and looked to shut off early when he realised Simon was all done.

Tommy first out of the traps in this race but Thomas was charging hard then hit some big shake and Tommy takes the win.

Magnus visibly beaten on the tree by Christian, but he has the power to make up the deficit and passes Sagelv to take the win. Drama in Christian's lane as his chutes do not deploy and he ends up off the track into the gravel at the top end

Both cars hit shake in the next pair, but Jan's shake is that bad that he has to shut off and Jimmy is able to pedal and get back on the power to take the win

### Sunday Eliminations Round 2

Winners and pairings from round one are

Jimmy Ålund - Michael Malmgren  
Magnus Pettersson - Tommy Leindahl

This is a very interesting race and is almost a complete reversal of the same race in the same round last year. Michael takes a huge hole shot and that is the last he saw of Jimmy. Despite running 6.67 to Jimmy's 6.58 Michael took enough on the line to take the win and the reigning European Champion is on the trailer.

Magnus is also incredibly slow to react to the tree. Two and a half tenth reaction time disadvantages are hard to overcome in Pro-Stock, but this time around, Magnus just about has enough horsepower to get the job done as he overhauls Tommy by half-track.

### Sunday – Final

Magnus Pettersson - Michael Malmgren

This final will mean that Magnus overtakes Jimmy in the point's standings. If Michael wins this final it will make his points lead almost unassailable for Jimmy.

However Magnus takes the win in a close final, this time making use of a sizeable hole shot to defeat Michael even though Michael's time is quicker

This leaves the championship table looking like this

Driver	Number	Country	GB	FIN	GER	SWE	Total
Michael Malmgren	3	SWE	35	101	17	75	228
Magnus Petersson	5	SWE	40	60	15	100	215
Jimmy Ålund	1	SWE	47	83	13	67	210
Thomas Lindström	2	SWE	41	40	26	41	148

Jan Palmqvist	1711	SWE	35	33	14	33	115
Christian Sagelv	9	SWE	0	55	19	34	108
Simon Gustafsson	4209	SWE	0	39	14	35	88
Tommy Leindahl		SWE	0	0	0	53	53
Sampsa Palos	5055	FIN	0	33	0	12	45
Jan Ericsson	4071	SWE	0	12	13	12	37
Bengt Ljungdahl	86	SWE	0	12	0	12	24

When we left Tierp in 2013, Jimmy was the champion elect and only really had to turn a wheel at Santa Pod to secure his title. This year is very different. There is only a five car field at Santa Pod and so the maximum available points will be 110 assuming the competitor qualifies number one in all sessions, however all competitors that turn a wheel are guaranteed a minimum of 34 points as long as the eliminations rounds take place.

This means that the final outcome of this season is impossible to predict. Jimmy, Magnus and Michael can all raise the trophy. There is no way for Thomas to achieve a championship win, but he can certainly spoil someone else's plans. Simon also cannot win, but may act as a spoiler against one of the others.

Any followers of my writing know that I do not make predictions. I will however say that the next race at Santa pod may only have five cars entered, but it will decide the championship, and with a great deal of drama and twists and turns. 2012 and 2013 were all but decided before we arrived at Santa Pod. 2014 is far from over yet and will very likely not be finalised until the clocks stop on the last race. With an five car field and three potential champions I can guarantee that the drama will start with the first race. I will be right there with the teams, if you cannot be at Santa Pod I recommend that you stay very close to either Eurodragster or the web cast.

Ian Hart