



SUPER TWIN TOP GAS EUROPEAN SERIE 2nd ROUND at TIERP ARENA, SWEDEN



After Malmo for the first round of the STTG European Championship the class went all the way up in Sweden to the mighty TIERP ARENA!

Most of the official class members came to this track for the first time and were very impressed by the great facility and it is BIG!

It was good to know that 7 racers were signed in for this race event for the class.

For some members it was a too long travel and the time and money it would take.

This track is a Pro Track for sure and at first hand the event should have been the Internationals with the European FIA and FIM-E attending.

But before hand this was cancelled and it was not sure if even the race could go through.

But they changed it to the Summit Scandinavian Nationals with Summit as the event sponsor.

Thursday at day the racers dropped in from Denmark, Germany and Sweden.

I travelled 2 days to get from Holland myself and lots of kilometers to get there.

The fuel prizes are stupidly expensive and all were talking about it.

On Friday the qualifying started and 2 of the racers called of so there were 5 left and that

mean that it will be an 8 field ladder. (thoughts were different, but it was sorted out on race-

day) At first day the racers talked about the track and how good it was and the first round was raced at Malmo Raceway in Sweden but that is an 1/8 mile track.

Tierp has an 1/4 Mile track with full traction all the way!

It resulted that our former European Champion Jorg Lymant opened very strong with an really impressive 7.3812@280.08KMH!

The quickest run ever in the class! He later ran more impressive runs to back up the ET!

It was Official a new European Record!

Later he managed even a better run with a great 7.371 ET! That is now the Quickest ever

run made in the STTG class and backed up! Well done Jorg and Michael for this achievement!



Jan Malmberg with his Supercharged V-Twin here still points leader in STTG European Championship

Anders Jensen came all the way from Denmark to race at Tierp with his blown V-Twin and that resulted in a 2nd qualification spot a 9.0395@1.77.40KMH the low speed showed that he backed off in the run and later found that his front output shaft was ripped off the homemade crank! To say the track was sticky was an understatement and he was out of the race as he could not repair his crank at the race. He stated that he will be back and he raced in this class for over 15 years! The class was founded in 1989 by Dragbike legend Ton Pels who passed away during the pandemic. May he rest in Peace and Godspeed Ton for all he did for the Dragbike Racing here in Europe also with his company Zodiac his son Vincent now is in charge of it.

Jan Malmberg from Sweden came to this race as the points leader in the class as he took victory in the first race at Malmo last month! He was still searching for the right set-up and it was a long time ago since the racers ran at the 1/4 length track as in 2019 was the case in several European tracks. Jan his mighty selfbuild Derringer Twin with Supercharger sounded strong but his front belt towards the Supercharger did throw itself off the pulley over and over... He tried all he could to prevent it but to no result. He explained that there must be something wrong with the Alignment of the pulley from the crank driven from the supportplate and tensioner. He still managed a 9.28@230.28KMH but went off the throttle early. The bike sounded a bit slow and did not rev up to high in rpm's.



Anders Jensen from Denmark with his homebuild Supercharged V-Twin Topgas Dragbike getting ready! Also from Sweden Mats Larsson attended this race with his incredible creation seen from a technical point He build together with long time friend Magnus an impressive V-Twin that is both Turbocharged and Super charged! Yes you did read this correctly! The innovative creation is still in development but that takes time and to keep it running all the way down the quartermile still is a search. Last race in Malmo it did not want to rev-up in RPM's and Mats found out the the ignition box was faulty somehow. To realize that the class can have homebuild Dragbikes is ofcourse great. Understand that not everybody is capable to build a Dragbike they buy one from other racers or even a Factory as in Harley Davidson came out with the V-Rod Destroyer years ago and many of these Dragbikes were ran in the Super Twin Top Gas class over the years. I would like to see more fast selfmade V-Twin Dragbikes in the future for sure!



Jorgen Godske from Denmark with his new Super Twin Top Gas Bike from Chris van Nimmen.

Jorgen Godske suffered at Malmo a rear wheel damage but got it fixed in time for attending this race in Tierp. He is still learning to race the former owned STTG Dragbike from Belgian Chris van Nimmen who went up the ranks to the King of Class Nitro Twin Motorcycle!

He bought the Nitro Twin from Soren Hartvig from Denmark also that competed with that Nitro Twin at Mosten last year at the first race after the Pandemic.

Jorgen and the team were really impressed by the Tierp Arena and I told them they lions will be out soon!

During qualifying he suffered a good set up and were struggling going down the quarter mile and that resulted in poor 15.53@81.47KMH...

After working on the V-Twin they could not find the issue and called a draw from the event and were qualified as the last place in number 5.



Mats Larsson from Sweden with his homebuild "Detroit Diesel" V-Twin concept as he runs a Turbocahrger to feed the Supercharger! Here with long time friend and crewchief Magnus checking the burnout.

At the end of day it was an all Jorg Lymant show during the whole weekend!

As he did run the Quickest ever ET in the class and the high speed of the weekend and that showed as the haters came out to complain about that his Super Twin Top Gas Bike is a so called "Pro Stock" bike.

To make clear here again the Fuel Injected V-Twin is allowed in the class and fits in the technical rules!

As former racers themselves argued this matter and they use to race with a "Pro Stock based" V-Twin themselves in Super Twin Top Gas...

Superchargers and Turbochargers are allowed and his V-Twin is just normally aspirated with fuel injection. He backed up his bet within the rules and that made it Official as it was informed to the Race officials during the event. There were even more in it as they still are developing their new all billet intake system and there is also interest from the USA in their system.

It seems to like to have more fuel during the run and after the 1/8 the "Ram-Air" effect asked for even more as there will come more Air pressure so it leaned out itself, and that was to hear during the run.

Satisfied they were for sure and Michael the Crewchief tried small adjustments just to see how the V-Twin reacted during each pass he made.

This is key when there is a really good track surface available like there is at the Tierp Arena.

The track did get better and better over the weekend as the Pro teams like Pro Modified and TMF/D laid down good grooves of rubber on the track.

The weather did go up and down over the race days but in the end all was great for the Organiser and the racers. All racers were happy with the weekend and love to come back to this awesome event.

Jorg Lymant did run a string of great runs like a quarter of mid to lower 7 second runs!

7.419@285.26KM/H - 7.416@287.08KM/H - 7.381@280.52KM/H - 7.371@276.07KM/H Impressive!



JORG LYMANT MERLIN RACING STTG EUROPEAN RECORD 7.371@287KM/H

That wraps up the weekend from Tierp Arena for our 2nd round of the European Championship in Super Twin Top Gas and with all the ups and downs it still was awesome to be there at this class facility.

I like to thank the Tierp Crew and all Officials to make this event happen as they did.

Especially a BIG thanks to Tomas Pettersson for all his assistance over the weekend and the hospitality the organiser provided me. Also the Media staff for taking care of us during the heat to keep us hydrated!

It was great to see Pasi and his wife and all other Media/Photographers for providing their great work over the weekend.

I also like to thank my friend and long time STTG member Piet Mom for his knowledge and information he provides for the class. The point standings from our first 2 rounds will be online soon at www.topgas.com

We are getting ready now for our 3rd round of the Championship that will be at Clastres Raceway in France. SEE YOU AT THE TRACK!

Report made by Mike Kraaij President Super Twin Top Gas Europe www.topgas.com

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