

Green Goblin Race season 2019

The race season is over.

We look back on this season and we will keep the taste of this caramel during the winter with how we ended the season.

This season was a bit of a roller coaster, so we start from the beginning.





Main Event. Santa Pod Raceway. England.

First race in the European Dragracing Championship.

We surprised the fans in England, with the paint on the new race car. The car is now black and white. A lot of people liked it. That was fun!

We ended up as number 9 of 24 cars in the qualification with a 5,97 sec run, which is now the best time with the new car.

The first elimination we had a good race against Marck Hartevelde (Netherlands). Mats 6,12 to Marck's 6,27.

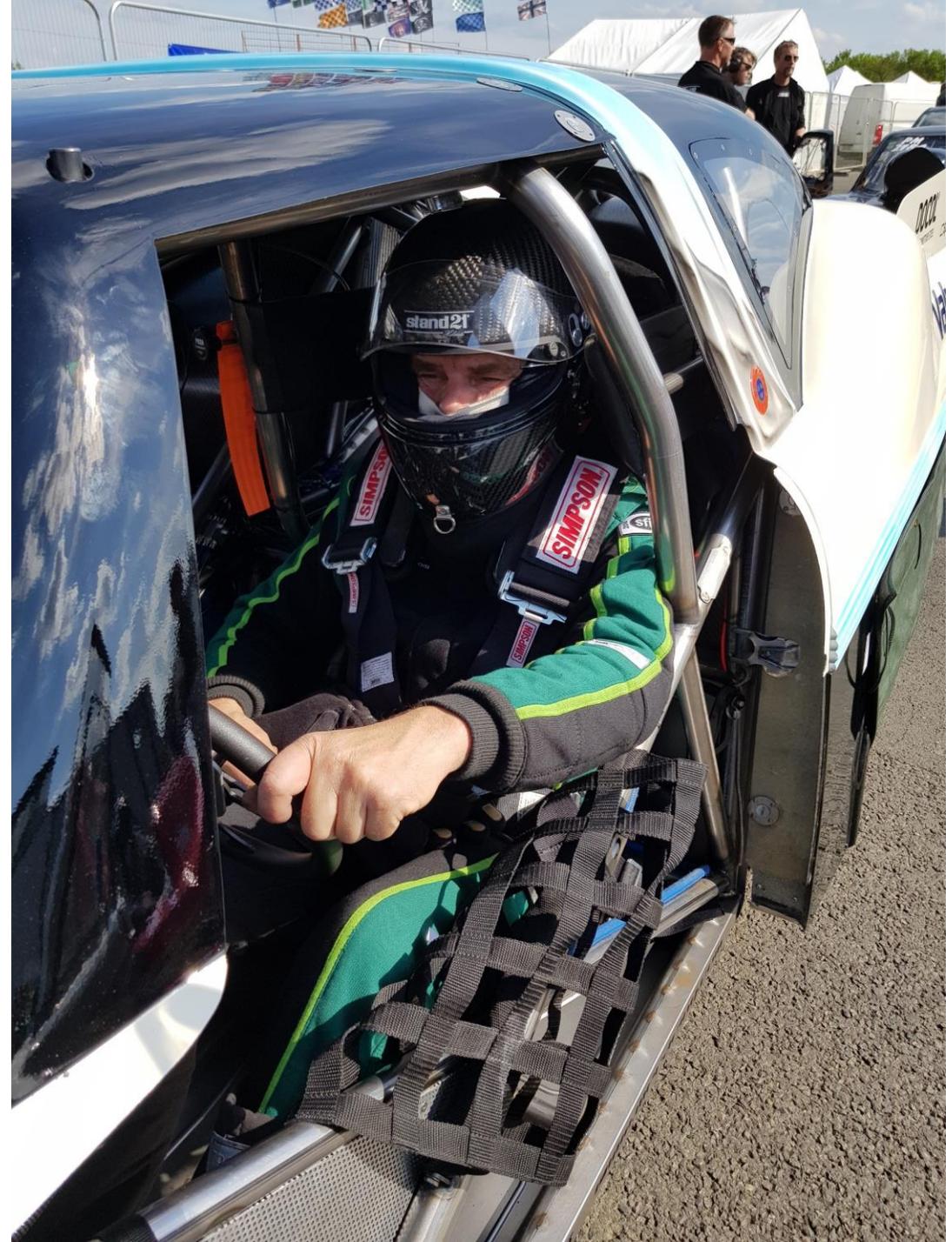
In the quarterfinal we were up against David Vegter (Netherlands), but no show from David with a transmission problem. We did try to step up and made a test, but it was too much power and Mats was off the throttle.



Semifinal against Jimmy Ålund (Sweden) was a tough fight. Both had problems and was off and on the throttle. Mats did take the win with a 6,18 against Jimmys 6.31. Mats did a nice driving job.

In the final we had Michael Gullqvist (Sweden). Mats had some problems at the starting line, so the car went before the starting tree was activated. No time for Mats against Gullqvist's nice run with a 5,83.

We were Runner up and hence 2nd in the European Championship when we did left England.





Tierp Internationals. Tierp Arena. Sweden.

In the qualification, we ended up number 6 of 22 cars, which took us to the 16-car ladder as we usually in Pro Mod. This time with a new best with the new car, 5,96.

First round was against Michael Joneskog (Sweden), who had some ignition problems and had to shut off. It would otherwise have been a close fight with Joneskog's good reaction time. Mats 6,08.

The quarterfinal against Michael Gullqvist (Sweden). Mats took it on a hole shoot (reaction time) with a 6,05 against Gullqvist's 5,91. It was 0,0048 Sec difference at the finish line.

In the semifinal Jan Ericsson's (Sweden) 5,84 was too much for Mats 5,94, but we took a new best time, 5,948 Seconds, with us home.

We did also 3,886 sec and 311,60 km/h on the 1/8 mile as a personal best.

After the weekend we were 3rd in the European Championship.

Nitro Nationals. Kauhava. Finland.

We did go to Finland with a good memory from Tierp and wanted to improve more with the new car.

Unfortunately we run into problems from the first qualification run, the car did just bounce from the starting line. We did change the trans brake button to the third run. The car did leave the starting line, but with too low wheel speed. This resulted in that the car couldn't climb up on the tires and get up to speed. The same happened in the last qualifying run. The starting line and the first 60ft was good, where the track was in concrete. The traction was then not as good on the asphalt, witch made it difficult to keep the car in a straight line without tire shake and loss of traction.

We ended up number 6 of 12 cars after the qualification with a 6,47. Michael Gullqvist (Sweden) did take his revenge from Tierp in the first round. We got our problem back and the car bounced at the starting line. Michael did a 6,02.

6th in the European Championship.



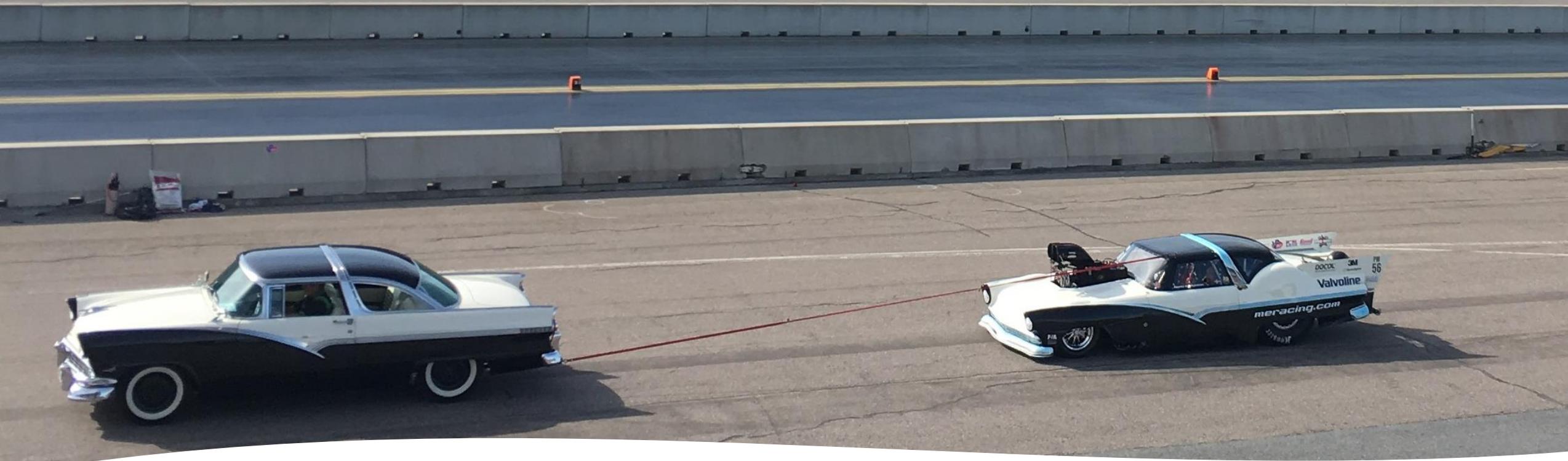


Nitrolympix.
Hockenheim.
Germany.

We did come to Hockenheim after we made some homework with our trans brake. We rebuild the electrical system and replaced a relay, but the problems continued. We did get one run that worked in the qualification. We ended up number 7 of 18 cars with a 6,04 second run.

In the first run Peter Kunc (Sweden) took a chance at the starting line and he made it! 0,005 sec in reaction time meant that we lost in a hole shot with a 6,09 seconds against Peter's 6,20.

6th in the European Championship



Summit International. Tierp Arena. Sweden.

After a bad qualification with the trans brake, we got one run that worked, 5,96 sec. With that we were number 7 of 24 cars.

We were out of ideas with the trans brake problem, and we did have only one day in our race shop between Hockenheim and Tierp. So, we did put in a video camera in the car to see what Mats is doing at the starting line. As we did only have this problem at the starting line, we needed to see if we could see anything else that the computer did not show us, and what Mats did feel. We found it! Mats did not release the button when he released the brake pedal. When nothing happened, he did release the button and the throttle, and the car bounced away. You may think this is weird with Mats experience to drive a Pro Mod car, but we can explain.

When you drive a Promod car, you should not think, just do it. It takes too long time to use the brain, you need to use the spine/back bone, witch means that you need experience.

After 15 years with a clutch Mats did have good experience to run the car. But now we run with a converter and not a clutch. As we were new with converter we did start to drive with a pedal and button. Both needed to be activated to use the trans brake (for safety). Then if he dropped one of them to release the trans brake at the starting line the car did run. The car worked well but we needed to improve the reaction time after the first events.

So, to the first event at Tierp Arena in Sweden, we did take away the "clutch" pedal, installed a relay as safety to not use the trans break during a run. It did work, but we did not improve the reaction times.

To Finland we made a brake pedal instead (Mats have always used a hand brake before) and we moved the button from left to the right side in the steering wheel, to try to get better reaction time. The reason for this was that Mats need to hold the steering wheel with left hand. Right hand he also use to shift gears with, and pull the parachutes out.



Next race in Tierp, Sweden. After we have seen what was going on in the cockpit, we did put in the “clutch” pedal again, and out with the brake pedal. Now it was more like driving the clutch car again and it felt good for Mats. He didn't need to think about stuff that he should not need to think on at the starting line. We explain like this: When Mats goes in to stage he push down the pedal to activate the trans brake, if he is last of the both cars in to stage he also put down the throttle immediately after the trans brake, otherwise he wait until the other car is in stage. The start goes and he drop the pedal and hand brake and is ready to shift the car which is about 2 sec from the start.

So, from that the trans brake is activated and the start goes can be less than 1 sec. That is why you don't have time to think what to do, you must just do it.

Saturday evening, we did get that transbrake pedal back into the car and were all set for the eliminations on Sunday! Michael Joneskog (Sweden) in first round. Mats 6,04 against Michaels 6,06. In the quarterfinal Michael Gullqvist (Sweden) was to tuff to beat. Mats 5,90 to Michael's 5,84. We were anymay happy to have solved some problems and went back home with a new personal best, 5,90 sec.

6th in European Championship





Euro Finals. Santa Pod. England.

We did go too England with no changes of the car. We wanted to try that our changes did really work out at Santa Pod as well. The problem we had earlier is nothing we could test beside on the starting line.

First qualification run ended up in tire shake. To much wheel speed a second out. After that, we did 5 second passes the rest of the weekend!

5,89 sec last qualification run made us number 4 of 20 cars.

First elimination run was against Marcus Hilt (Switzerland). Mats 5,84 against Marcus 8,31 with a broke blower belt. In the quarterfinal with Jean Dulamon (France), Dulamon made a hole shoot (better reaction) with 5,99 to Mats 5,95 and we were out. We did also take off some power to make a safe run, but it went too much.

We are in any case happy with a new personal best! 5,84! This gives us the energy to continue working with the car during the winter and look forward to a new season.

We ended up as 5th in the European Championship.

Performance Racing Industry (PRI) show. Indianapolis, USA.

We are going to this show every year, to meet suppliers and have meetings with SFI for example for our business ME Racing Service AB.

We do of course also look for new things for our car. There will be some new stuff on the car for next season!



Thank you for your attention and hope to see you on the racetrack in the future.



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