



HURDA Challenge March 2008.

Finally the day arrived when we set off to the HURDA challenge in Jönköping in the south of Sweden a trip of almost 900 kilometers.

The trip to Jönköping was long but without problems. When we arrived we set up our tools and stuff on a table after saying hello to all the people there.

For the first time we met face to face with forum pals and mail id's.

Saturday is training day, to be used to learn the track and get the car tuned in. My Sinister was NOT acting as I had hoped, it turned around on me and the conclusion was that it was tweaked. I spent the entire day changing stuff, braking stuff until I got some help from my good friend Arne and together we managed to remove the tweak in the car. Finally the car felt OK and it was time to learn the track. Put the car on the track and the battery was empty, OK in for a new set of batteries. Upon getting out on the track again the tweak was there again but this time to the other side!! Now this was getting very frustrating. Into the pits again and onto the table again only to find that my last suspension plate was broken! GAME OVER!! The only Sinister around, out of order, gone, broken.

A quick decision was made to continue with my normal MR02 race specified car, this is a car with only one layer of FET circuits in so the motor choice was limited and it fell on the AR30 already mounted in the car. The car responded well to the track and all was fine well except for the lack of speed, but at least I could come to the start in the race.

While I was fixing and mending my car Arne was getting quicker and quicker and looked as if he could get a spot in the top drivers club, the A-finals. Magnus Sköld was the top driver all through training day with his PRO27AAA, even took new track records. Pekka, Mr Inzane racing, was also up with the top drivers. The cars around was a few MR02 and PRO27AAA cars and my lonely Sinister, the majority being PRO27AAA cars. The PRO27AAA cars turned out to be really outstanding as they took all top places in the Sunday race.

RACE day, started off with test heats as the real qualifying heats so that we could test that the transponders and starting procedure was working and for the first time feel the competition from our fellow racers in our heat. I did OK considering the car I had to drive. Arne did very well. I had a few crashes during the qualifying but managed to keep the main parts of the car intact. The HURDA body we all had was a BIG disappointment as they broke if you looked at it too hard, I went through 2 bodies and was in the last qualifying and the C-finale running a taped up body as they were all broken. The body was made out of very brittle plastic and could not hold up to even the slightest impact. Everyone was using taped up bodies so it was not only my bad driving! I hope the bodies for the finale in Istanbul are revised and made out of better plastic. I am pretty sure that the track was vacuumed between the qualifying and the finals so much debris was left from the bodies being broken.

So what happened in the race? I was out of it by being under powered with my race-spec. car but struggled to get away from last spot in the race and this I managed, well largely due to other racers braking their cars before me in the C-final I the C-final I

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was driving good and was not last. Which I think was very good! I am not sure but at some point late in the C-final I hit a curb, the worst one, as I flew and hit the border and bounced out on the floor with small parts flying around. The marshal managed to push thing back in place so that I could continue but the car was pretty banged up and I only got a few laps before hitting the pit area in high speed braking what was left of my car, this time I broke the H-bar (Kyosho) even the damper came loose, or it was loose from the previous crash, however it was GAME OVER. HURDA challenge had come to an end for me. All I could do was to ask the marshal to turn the electronics off and sit down and wait for the final..... After the C-final I inspected the damage and I need to replace well almost everything on the car to get it running again.

Arne had managed to get into the B-final during his qualifying. In the B-final he drove well and got moved up to the A-finals. The A-finals is run in three finals give everybody a chance to be at there best. The finals was all won by Magnus Sköld but Arne managed to get better and better during the finals so that in the last A-final he came in at fifth place giving him a 6'th overall place in the finals. My overall result was a 14'th place out of 16 starting drivers.

All in all we had a very good time and hope to race again some day.

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