

RACE REPORT
SUPER TWIN TOP GAS EURO SERIE 2022 1st Round
CRAMO NATZ at MALMO RACEWAY in SWEDEN

After a long delay of the worldwide Pandemic it was great to attend our first Official Race for the 2022 Season During the winter and begin of 2022 I created the Racecalender for our Super Twin Top Gas Euro Serie 2022. Our first race was like allways at Malmo Raceway in Sweden in the harbour.

It was a 3 day event as planned but because of low entry the Organiser made it in a 2 day event.

Friday morning the Official Racemembers that signed in for this 1st Race came in early and setting up there motorhome and tents with their crew and made them self ready for technical scruteneering.

Once that aal was done they could relax and see the other racemembers that they did not see for a long time. Our class has Official Racemembers from all over Europe and in 2019 before the Pandemic was growing like never before. Still I have 20 Official members now and at the first race 8 did enter and that made us the biggest class of the event as in with bracket class.

2 of our Official Racemembers came all the way from Swiss and that is good as even with the economical fuel cost and all other cost that just went up they still do what they love to do!

Saturday our qualifying started and the teams were ready to race!

The track was still constantly prepped and the weather did his best but there were strong winds during the day and some of them were struggling to find the correct tune up after such a long time again back on their Top Gas bikes. It was Jorg Lymant from Germany who did the best ET and became the only one in the 4 seconds range as Malmo Raceway is an 1/8 Mile track.

Jorg Lymant is the reigning European Super Twin Top Gas Champion and showed that to all the spectators and Crew. He also did change his Air intake on his Super Twin to produce more horsepower and was aiming for new an PB as he stated himself.

Anders Jensen from Denmark was with his Procharged V-Twin on the 2nd place and his bike sounded strong Still also searching for quick set-up on the Malmo Racetrack.



Super Twin Top Gas Competitors with crew after our first racers meeting on Saturday morning at Malmo Raceway

f l t r: Team Godske from Denmark, Malte Foit from Germany, Martin Buhler from Switzerland with Bernd Foit and Olaf Menzi also Swiss.

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Jorg Lymant from Germany next to Anders Jensen from Denmark. Crewchief Michael from Jorg Lymant And Mats Larsson together with Jan Malmberg both from Sweden. at MALMO RACEWAY in Sweden.

During Qualifying the teams worked on their Twins and trying to find traction during the runs they made. Olaf Menzi from Switzerland was with his his Moulders Toy Twin BUELL did his quickest 1/8 allready at Malmo but now struggled to find his correct clutch settings as he kept spinning the rear slick in every round to a certain point it was more a speedway spectacle than a Dragrace!

I took an awesome shot of this action on Saturday as he did came towards me near the guardrail. But he keep his throttle open and shifted to get the mighty 160CI Twin back in his raceline. After such a long time not being in the seat he also needed time to get used to the bike again. To say the track was there as there were allready 4.2's clocked in an other class that day and later even in the 4.1's that said enough for traction.

As Jorg Lymant went straight in the 4's and showed an promising 1.10 60ft time and that is a great feat to start with for sure.

Dragracing can be a thin line between winning and loosing and you can be 1st qualified but it does not automatically means you will win the race event.

All needs to be in good order to achieve this matter.

The new intake did seem to work as the Championship winning V-Twin screamed for air! run after run more could be added and Malmo is a Racetrack on sealevel and in the harbour there is enough of fresh air for sure.



STTG 564 OLAF MENZI from Switzerland did show his racing skills with a Speedway riding style! He managed to keep control of his 160CI BUELL V-TWIN at Malmo Raceway in Sweden

Jan Malmberg from Sweden with his mighty 2600cc Blown Derringer V-Twin also struggled to find a good tune-up same as Team mate Mats Larsson who did not get his Twin running properly as it did not wanted to rev up in rpm.

It seemed to be electronicly but they could not find the error before eliminations so an 7 field was left.

Jan was still last qualified on the 7th place with an 6.7429 at only 161.04kmh

The Twin sounded strong but it did not just want hook up and that showed.

More racers seemed to have this but not Jorg Lymant who strongly pulled out an 4.78@234 with an early shut off and even had wheelspin during the run.

I said if it was easy all could do it, and they agreed with this statement!

Martin Buhler from Switzerland with his Otto Bauer build Twin who over the years changed the set-up from supercharger to now a turbocharger and allready showed strong potential in the past.

The start is still an issue for the team but after that it takes off when the boost comes to the combustion chambers! When he finds the right set-up and gets his 60ft down this V-Twin is one to watch for sure!

He managed to take the 3rd Qualifying spot just behind Anders Jensen from Denmark with his Pro charged V-Twin.

As Martin also had some technical matters going on it was not perfectly on saturday but it takes time to get used to the tarck and all that comes with it.



Martin Buhler took a long trip from Switzerland to Sweden to compete at the first Official Race in the 2022 Super Twin Top Gas Euro Serie and was 3rd Qualified with his Turbocharged Jawa based V-Twin.

Jorgen Godske from Denmark took over Chris van Nimmen his STTG Bike as Chris now runs in Super Twin Top Fuel with Soren Hartvig his former Super Twin.

Jorgen was getting used to the great looking V-Twin that also has good potential to make low numbers He at the latest moment changed the qualifying ladder to end up 4th with an 6.081@181.45kmh The speed says enough that he also went off early and he also had tuning to do.

Malte Foit from Germany came over to compete and his father was helping out with Martin Buhler. Every run went better for Malte he also was searching for the perfect tune up as that even exist?



Sunday was also in the morning 2 more qualification runs and teams were keen to use it. After a problem on the left lane it was decided to let the Dragbikes run on only the right lane because of safety matters. In good order with the Malmo Racecrew this was the best they could do. That made the eliminations offcourse more complicated as now there was only an ET shown as they teams voted to also have the reaction time used to calculate the final ET. That gave special results to say at least as in the first round number 1 qualified had a bye run. And Jan Malmberg came out as last qualified nr 7 to nr 2 Anders Jensen from Denmark. With Jan upset as he managed to beat Anders with an 6.156 to an 6.583! That is Dragracing you can't predict it up front! Martin had a bye run as Olaf was out with technical faillure and his gearbox could not take anymore abuse. Jorgen Godske beat Malte on reaction time and that was really close! he could not believe it himself. Then the BIG upset came as it was Jorg Lymant who came out against Jan Malmberg and Jorg struggled to shift and had wheelspin and only clocked and 6.102 his slowest pass of the weekend! Jan did not really better but his reaction was much quicker so he still beat him! Martin was up against Jorgen and Jorgen pulled his rear sprocket completely of his rear rim! Martin Buhler then ran an 6.117 and not without problems... So the Final was Jan against Martin and that was a long time that it was not Jorg in the Finals! Jan did run better in the final against Martin in the final as Martin also pulled his rear rim apart just like Jorgen Godske did in his run and the track was sticky as it showed! Great to Jan against Martin in the final! Well done to Jan Malmberg and his team after he was last qualified and still did manage to win the event!



Jan Malmberg took home the event win of the first STTG Euro Race!



Jorg Lymant was 1st Qualified but lost on reaction in the eliminations

Thanks to the Malmo Racecrew for their Hospitality! To be back in 2023 WWW.TOPGAS.COM