



Board announcement: NitroNationals2017

FHRA is committed to support the track group in all its requirements and has provided all the materials and equipment that have been requested.

The track preparation at the Nitronationals 2017 was led for the first time by a track professional outside FHRA. Lee Child International Track Prep Services was hired for this job as he has wide experience from successful track preparations across Europe and Middle East. His requirements for the materials to be used in the track were slightly different than what FHRA's has previously used: two weeks before the race more slicks than ever before were rubbed to the track. The track had a lot of traction and many new track records were made during the race weekend.

During the race, there were several enormous leaks and mess in the track whose cleaning took too long time.

We sincerely apologize this.

Reasons for the long-lasting cleaning times:

- The asphalt surface on the Alastaro strip has large stones in which rubber doesn't stick to and causes a hole in the rubber coating. There was now clearly more rubber than before, which meant that the holes were deeper than the previous years.
- Oil and other liquids fell in to these holes. At some point by heat and pressure, those will pop up back to the surface. Substances used to absorb oil did not work, so they could not be used. It is unclear why they didn't work and it is under investigation. Substances have been sent for analysis. The results will be announced when they are ready from the laboratory.
- Because of the holes in the asphalt surface, has FHRA been used to wash off oil and liquids by pressing the detergent in to the holes, then brushing and absorbing it up. For this purpose, FHRA has its own track washing machine called "Immu"
- The track master and FHRA track crew had different opinions regarding the methods used in cleaning and due this reason both oil absorbent White Lightning and "Immu" was not used.

On Sunday, however, some sort of record was broken when all the ladders in all classes were completed. This happens very rarely in European Championship events. Throughout the weekend the stewards gave their best, some even worked two weeks through day and night in a row. Rarely, if ever in Finnish Drag Racing history there has been this much work to do so that the race could be run.

Now that we know how to avoid these mistakes, we can confirm that they won't be repeated in the future.

13th July 2017 in Helsinki,

Board Members of Finnish Hot Rod Association