



## Welcome to the 5th Newsletter from Austin-Healey Racing Sweden It is alive!

Everything has been assembled. The engine has been started and run in for approximately 30 min to let the camshaft and pistonrings bed in properly.



Healey specialist Bengt Larsson spent many hours preparing the bodywork before painting it red.

To finish the paint-job the hardtop was finished in silver giving the racecar a distinctive look





Complete and ready for it's first outing!

The Swedish Sports Car Meeting at Knutstorp attracts more than 240 race cars from the 1920's up to the present day.



Practice was on the Friday where we beat our previous lap record by almost 3 seconds!

"I am very pleased with the car! It revs very freely and the improved chassis really makes a difference on the cars balance in corners and turn-in. It is wonderful to drive!" says team driver Anders Schildt



After a good qualifying session we were 1st in class and would start from 5th on the grid for the weekends' races. We had a problem with the new rev limiter which overheated and re-set itself limiting the revs to just 6,000 instead of 7,500 r.p.m.

It was tough trying to race with the problem, as just as the engine was about to come up on cam the power was cut by the limiter" commented driver Anders Schildt. However, despite this problem we won our class and retained 5th place at the flag.



Sunday's race was very wet. Having fixed the rev limiter we were soon up to 2nd place overall, but aqua-plained in the braking zone at the end of the straight ending up in the gravel trap dropping down to 13th. A good fight back to 5th overall and a second class win of the weekend was an excellent result.

"Maybe I should have settled for 2nd, but I came here to win ... the double class victories are a great result for the first time out, but to win a race tastes even better!" said our hard-charging driver after the race.



In conclusion, we are delighted with the results from Knutstorp. The Healey was quick and reliable, qualifying well, and despite the rev limiter problem, finishing a very credible 5th overall in both races. The double class victories show the pedigree of our Healey, achieving our first goal of being the fastest Healey in Sweden. For the first race meeting in a brand new untested car the results speak for themselves, and we want to thank all our sponsors for providing the equipment and support to the team.

From this solid start to the 2008 race season we look forward to the next race at Falkenberg on 31st July where we will be taking up the challenge from of a full grid of Big Healeys from the UK, Netherlands and Scandinavia.

Please visit our homepage [www.healey.se](http://www.healey.se) for further photos and videos.



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