

**AHS 3802 Owners**

**United States**

**Robert Griffin**

**2000**

# **Murray C Wells.**

*Emeritus Professor*

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Fax to: Dr Robert Griffin

No of Pages: 2

Date: 9 August 2001

Dear Bob

By the time you get this, you will have completed the Meadow Brook Hall Concours and I hope you have returned to the land of ordinary mortals!

I was very remiss in not responding to your note of several months ago - it has been sitting on my desk amongst my other good intentions. I do sincerely hope that the Meadow Brook Hall event went well and that you and the car had a great time. Thanks for sending me copies of the information you sent to the organisers. I am not sure that I have seen any details of John Mull before, so it was great to fill in that little bit of the history.

More history: I have looked out my Competition Licence and I see that I did my first "observed run" in the 100S on 7 November 1981. I remember it well as it rained during our run and I had great difficulty seeing through the windscreen because, without a soft-top, the rain was sucked onto the back of the windscreen, and I just could not see. However, the weather cleared and I got through the day.

I first raced the car at Calder Raceway in the State of Victoria on 6 December 1981 and collected my first trophy - I was the only one in my class so I came both first and last! I had to wait a while for my next outing - 15 August 1982 at Amaroo Raceway near Sydney. I then raced regularly at Amaroo, Eastern Creek Raceway and Oran Park. I had one attempt at Wakefield park (south of Sydney, but lost a gear during practice and dns). I also practised at another track in Victoria but ran a main bearing in practice. After that, I stayed in Sydney!

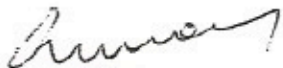
After nearly 15 years of racing, I turned to "Regularity Trials" - these were trials against the clock, but run under racing conditions. Each competitor nominated a lap time and you lost points for any variation from the nominated time. I had great success at these trials - on one occasion my total variation over four laps was less than 1 second.

I should have mentioned that before I acquired my licence, my good friend Ian Pope raced the car at Amaroo, Calder and Philip Island (near Melbourne).

I have just sold my trailer and a spare chassis, so the very last evidence of the 100S has now gone from my garage.

Let me know how you got on last week.

Best wishes



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Phone: 612 9416 4123  
Fax: 612 9416 8702  
Mobile: 0403 32 32 30  
Email: [mwells@bigpond.net.au](mailto:mwells@bigpond.net.au)

ABN 34 646 857 168  
28 Canberra Crescent  
Lindfield  
NSW 2070  
Australia

## AHS 3802 Current Events

### 2001

**Brian Redman**  
**International Challenge**  
**Road America**  
Concours Winner: Race Car Class  
2nd Place: Best of Show  
Concours d'Elegance

**Meadow Brook Hall**  
**Concours d'Elegance**  
Blue Ribbon: Lion's Award  
Race Car Circle

**Colorado Grand**

**Autumn Classic Sports**  
**Car Concours**  
Class 1st Place

### 2002

**Mille Miglia**

**Austin Healey International Meet**  
2nd Place Popular Choice

**Colorado Grand**

### 2003

**Palo Alto**  
**Concours d'Elegance**  
Class 2nd Place

**Colorado Grand**

**Texas 1000**

### 2004

**National Austin Healey Meet**  
Gerry Coker Award  
for Excellence

**The Quail**  
**A Motorsports Gathering**  
By Invitation Only

**Colorado Grand**

### 2005

**Mille Miglia**

**Colorado Grand**

### 2006

**Mille Miglia**

**Palo Alto**  
**Concours d'Elegance**  
Class 3rd Place

**Colorado Grand**

### 2007

**Colorado Grand**

### 2008

**Colorado Grand**

**California Autumn Classic**  
British Sports Car Concours Class 1st Place

### 2009

**Colorado Grand**

**AHS 3802 Current Events**

**2010**

**Canadian International Auto Show**

Carroll Shelby Tribute

By Invitation Only

**Copperstate 1000**

**Colorado Grand**

**2011**

**Colorado Grand**

**2012**

**California Mille**

**Marin-Sonoma Concours**

Class 3rd Place

Special Award: Spirit of the Mille Miglia

**The Quail**

**A Motorsports Gathering**

By Invitation Only

**Colorado Grand**

**2013**

**California Mille**

**Amelia Island**

**Concours d'Elegance**

By Invitation Only

**Colorado Grand**

**2014**

**Colorado Grand**

**2015**

**Colorado Grand**

**2016**

**Copperstate 1000**

**Colorado Grand**

**2017**

**Texas 1000**

**Colorado Grand**

**2018**

**Colorado Grand**

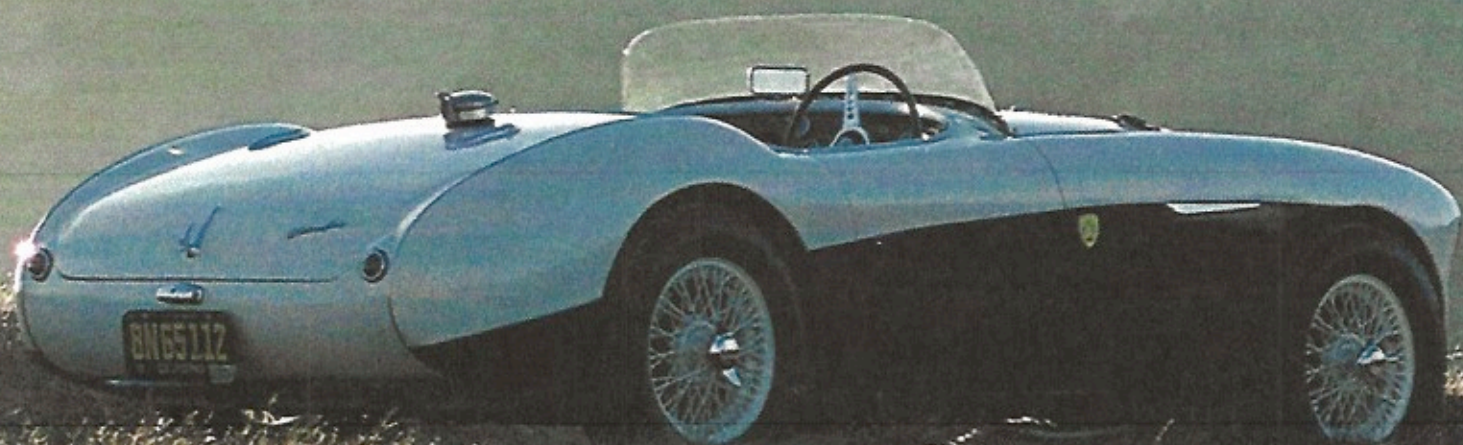
**2019**

**Colorado Grand**



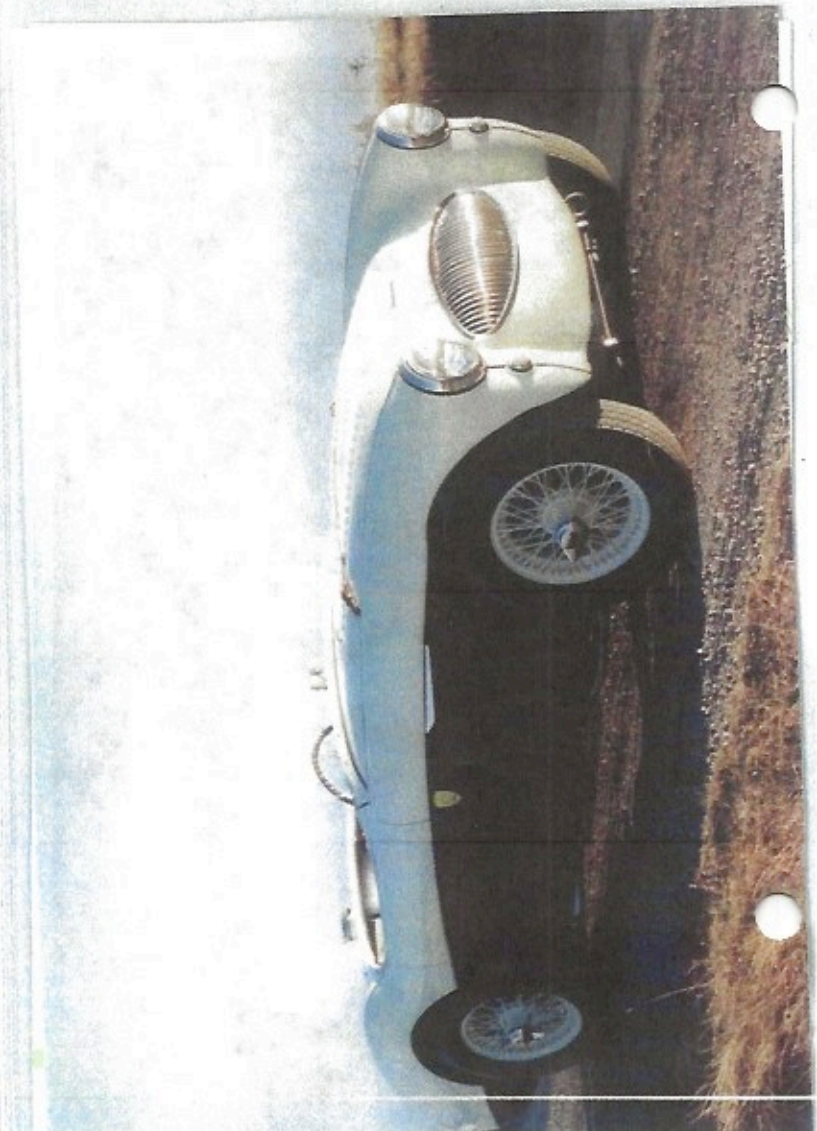
# *Austin-Healey 100S #3802*

*Restored by Fourintune Garage*  
*www.fourintune.com*  
*262-375-0876*



*Photo by*  
**Randy Riggs**

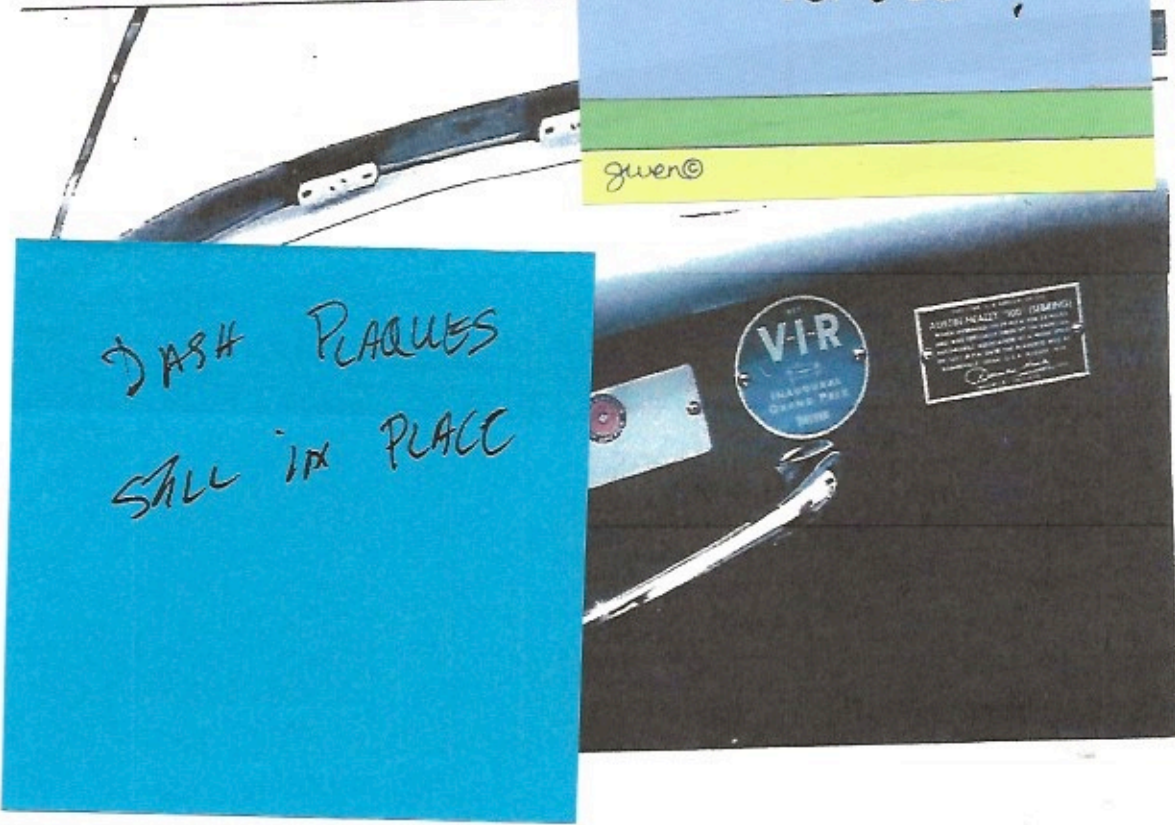




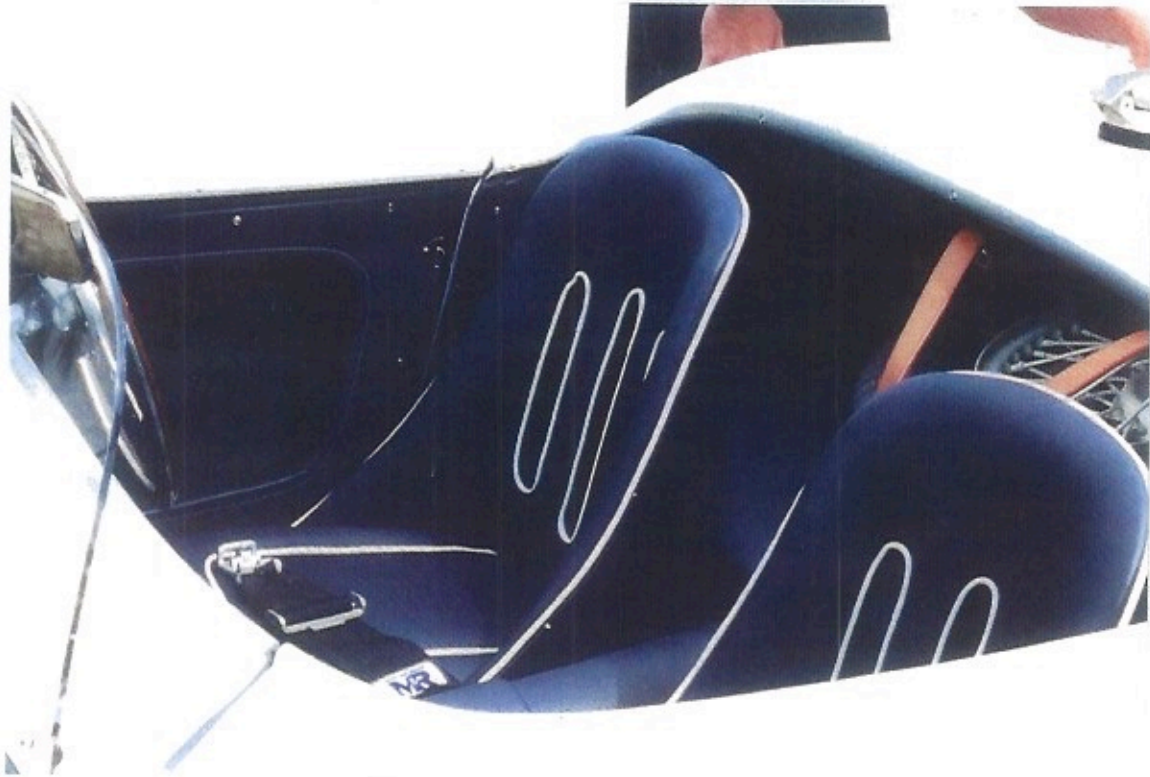




B  
ORIGINAL  
STEERING  
WHEEL!  
Jwen©



DASH PLAQUES  
SALL IN PLACC





# THE GERRY COKER AWARD FOR EXCELLENCE

## Bill Emerson Club President

At Lake Tahoe on June 5, 2004, the distinctive 100S owned by Bob Griffin became the first recipient of the Gerry Coker Award for Excellence. To be presented annually, this award honors an Austin-Healey 100 that preserves the combination of design and driving enjoyment envisioned in the beautifully shaped car styled by Gerry Coker.

The realization of this award was the culmination of a year's work by Gerry Coker, Roger Moment and Bill Emerson. The body design of the Austin-Healey 100, the work of one man, Gerry Coker, is featured on the trophy. This classic design is as beautiful today as it was in 1952 when the car first appeared.

To capture this classic shape, Roger Moment, Rocky Mountain Austin-Healey Club, modified a 1/24th scale plastic model, including fabrication of the fold-down windshield. The right side of this plastic model was used as the basis for a mold and was then cast in bronze.

The completed bronze was sent to Gerry Coker who designed and made the remaining portion of the trophy based on the bronze casting. The car design features on the trophy include chrome spears as mounted on the front fenders of all Austin-Healeys, and the "Flash" insignia from the grill that is unique to the 100. All of these items were mounted on a wooden plaque built by Gerry in his North Carolina woodworking shop.

Gerry Coker and Bill Emerson collaborated on the trophy inscription and presentation. Since Gerry's body design of the 100 is the only Austin-Healey that is totally his design, it was decided that the award would be strictly for the 100 series cars including BN1, BN2, 100M and 100S. The second item to be considered was what criteria should be used in the selection of the winning car. Gerry very modestly stated that the car's design was done to complement the performance capabilities of the chassis as designed by Donald and Geoff Healey, and that that performance should be part of the award criteria.

As a designer award, not a club-defined award, it was decided that the Gerry Coker Award for Excellence would be presented in alternate years at the Healey Rendezvous and at the Austin-Healey Conclave. The winning car shall not be defined by club affiliation; ANY Austin-Healey 100 is eligible. Gerry Coker is totally responsible for the selection of the winner



Left to right Bob Griffin, the trophy, Gerry Coker, and the car.

with Bill Emerson assisting in the administrative details.

The selection of the first recipient has set the standard for future years. After completing almost 40 years as a race car in the U.S., New Zealand and Australia, the car returned to the United States. Over the past five years, the car has won Concours events and participated repeatedly in long distance high-speed events, some of which exceeded 1000 miles. Truly, this car has both beauty and performance.

## HOW YOUR 100 CAN BE ENTERED INTO SELECTION FOR THE 2005 GERRY COKER AWARD FOR EXCELLENCE

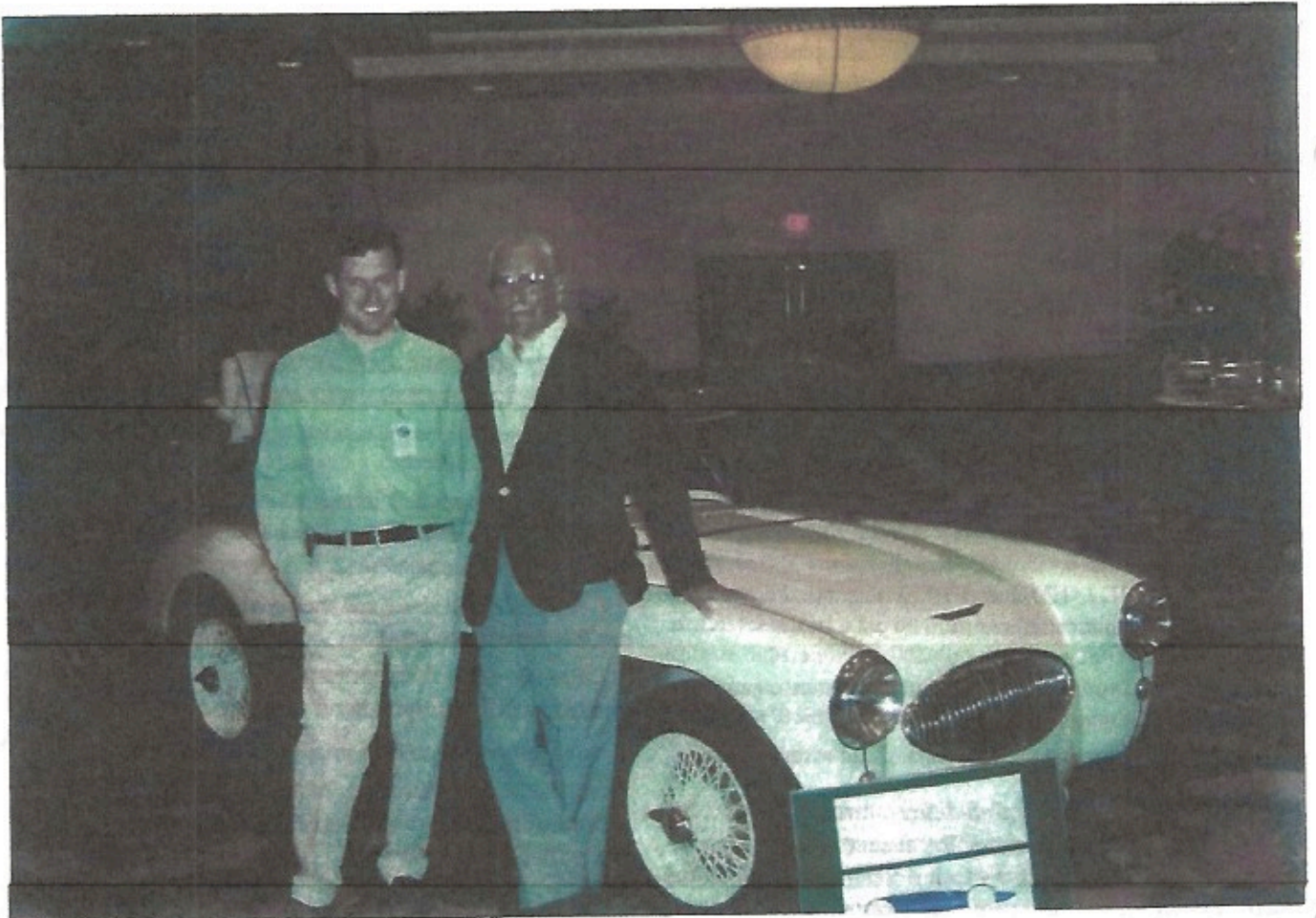
Note: Entries for award selection may come directly from an owner or as a referral.

1. Submit an email or letter of 500 words or less providing the history of the car and why you believe it has the beauty and performance associated with this award.
2. Submit a list of the car shows/concours events in which the car has participated.
3. Submit a list of the performance events in which the car has participated, including long drives or tours.
4. Submit current color photographs of the car showing front, rear, side, cockpit, and engine. Photographs sent by e-mail should be in jpeg format and sent separately. Photos sent by mail will not be returned.

Email should be sent to [GCTrophy2005@aol.com](mailto:GCTrophy2005@aol.com)

Mail should be sent to Gerry Coker Trophy 2005, 9030 East Devilsneck Road, Floral City, Florida 34436. ☺









**Brian Redmond International  
Challenge-Road America**







**Fourintune**

**Tom Kovacs**







**THE PACIFIC-UNION CLUB**

**AN EVENING  
WITH  
SIR STIRLING MOSS**

**MONDAY, AUGUST 22, 2011**



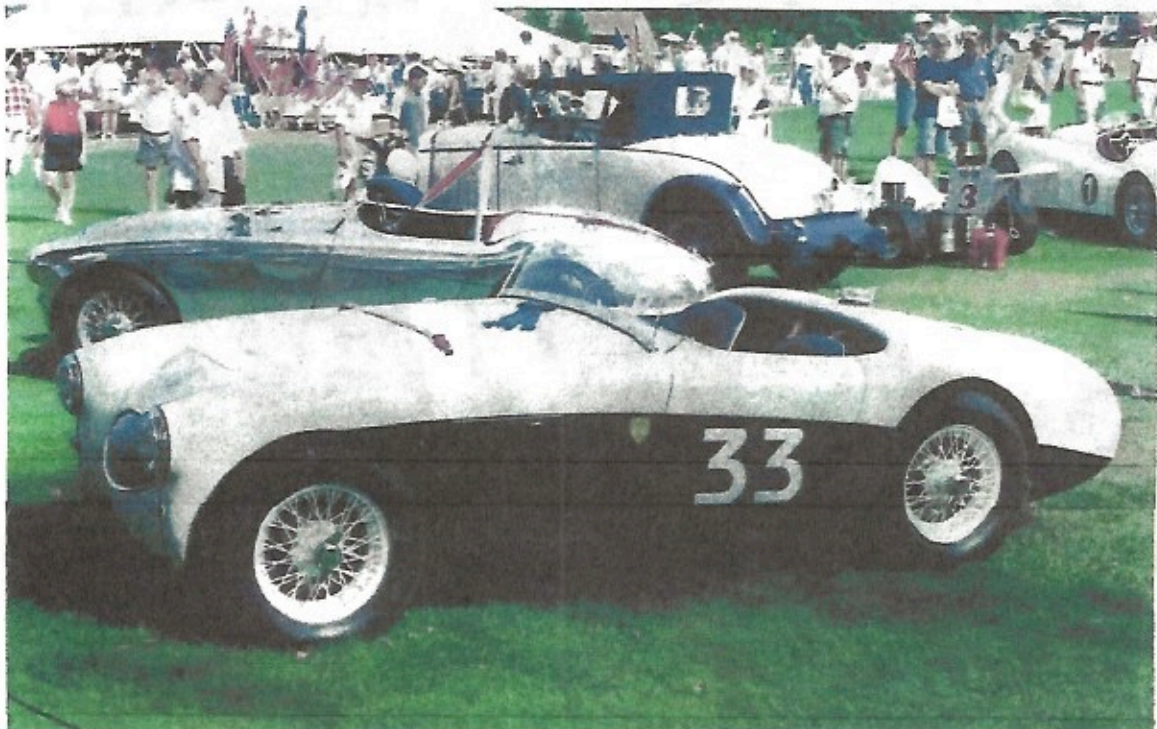
**EVENT PLANNING COMMITTEE  
BRUCE S. OWEN AND JAMES M. BURKE**







**Meadow Brook Hall**







**Palo Alto Concours  
2003**







Quail Lodge  
2002



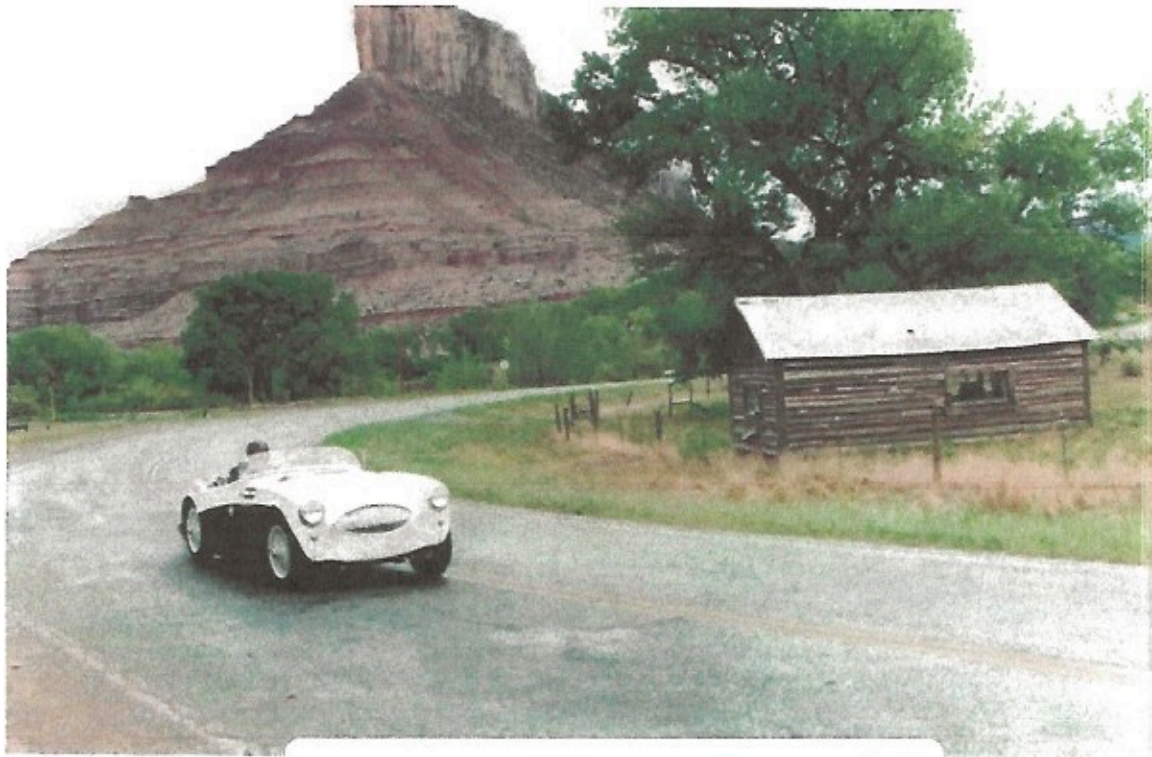




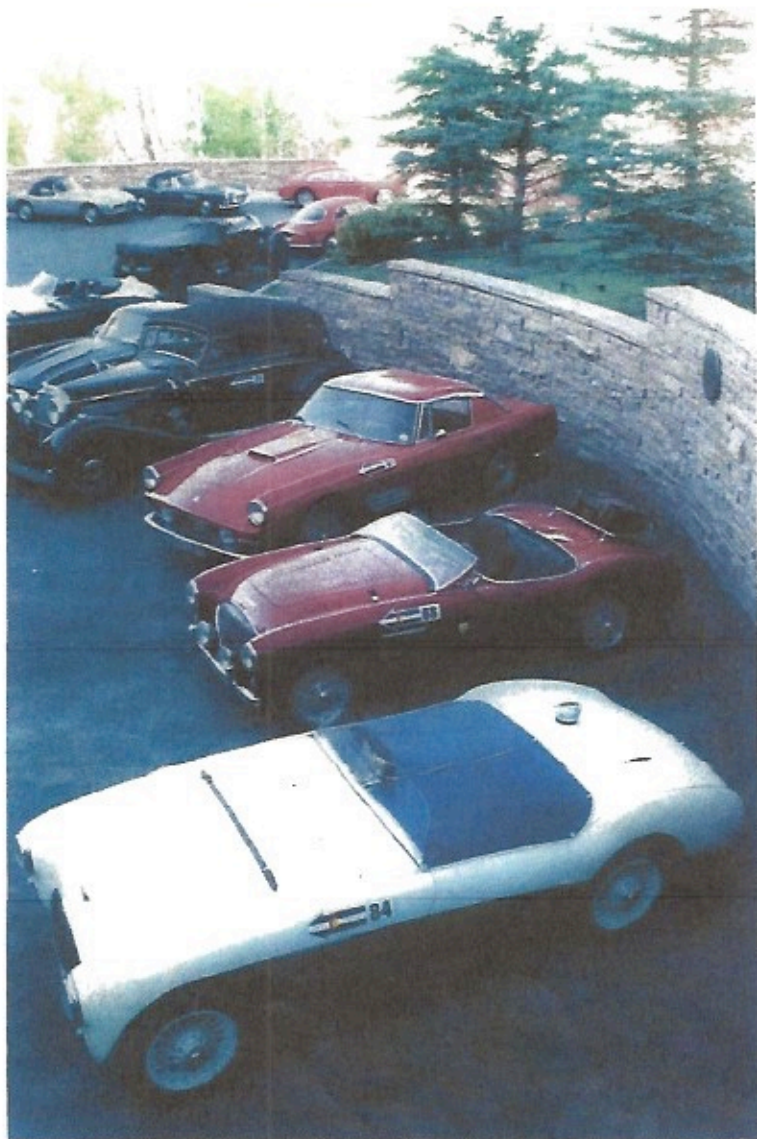
THE QUAIL  
2002



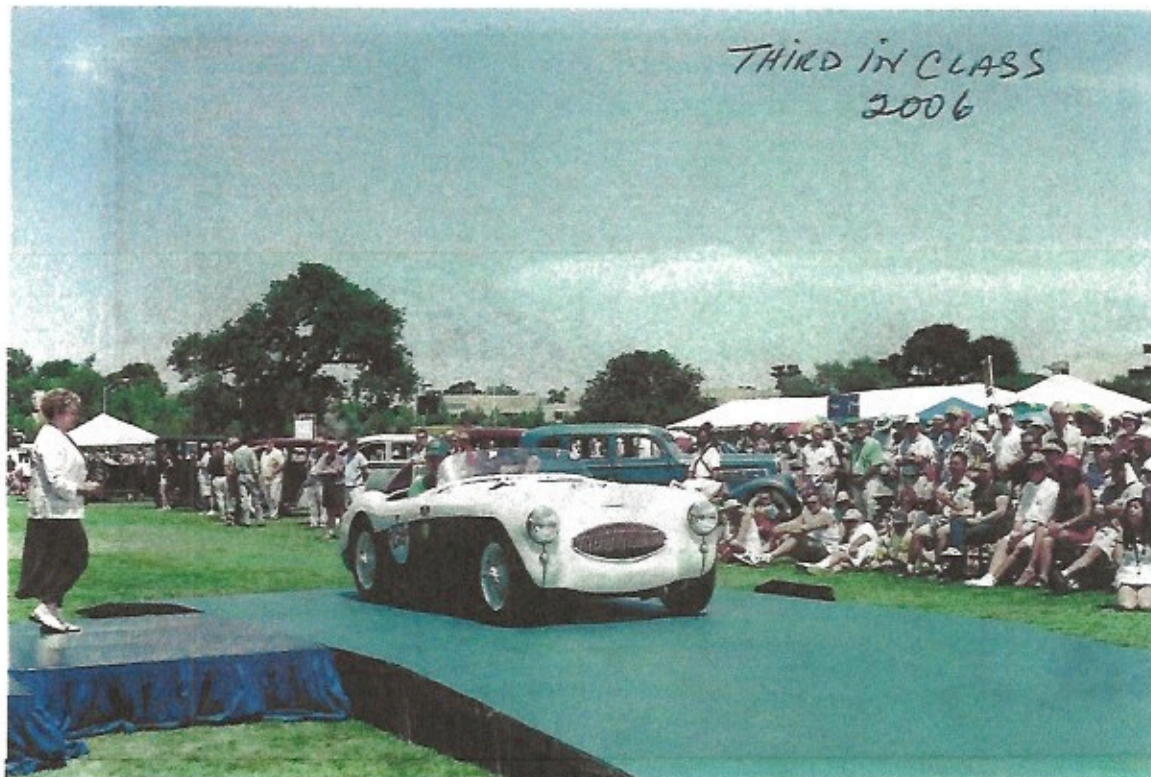




Colorado Grand







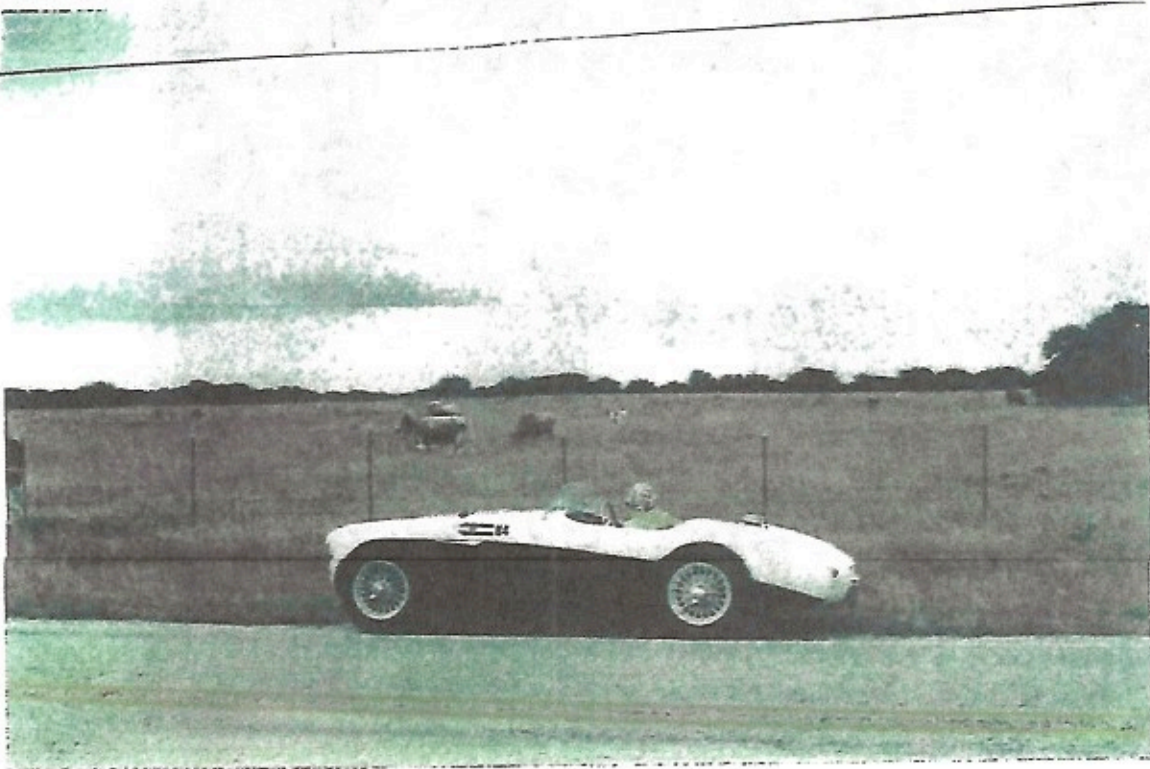
Palo Alto Concours  
2006









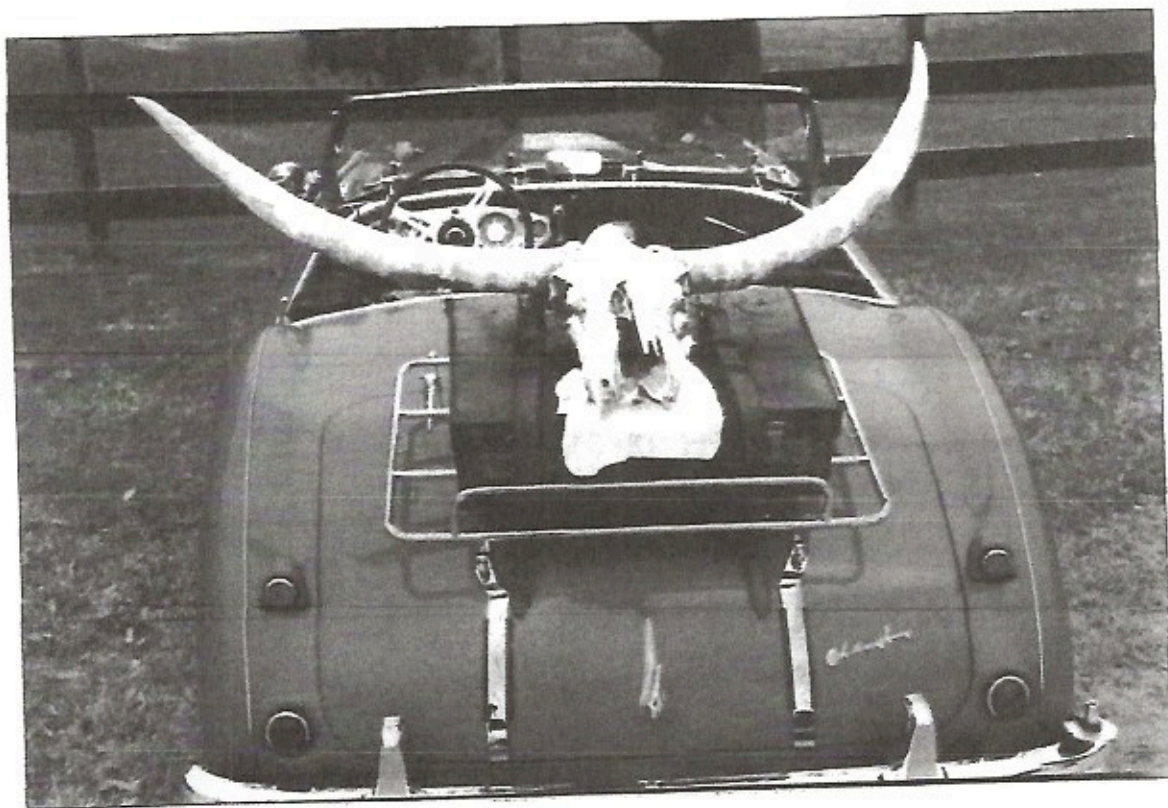


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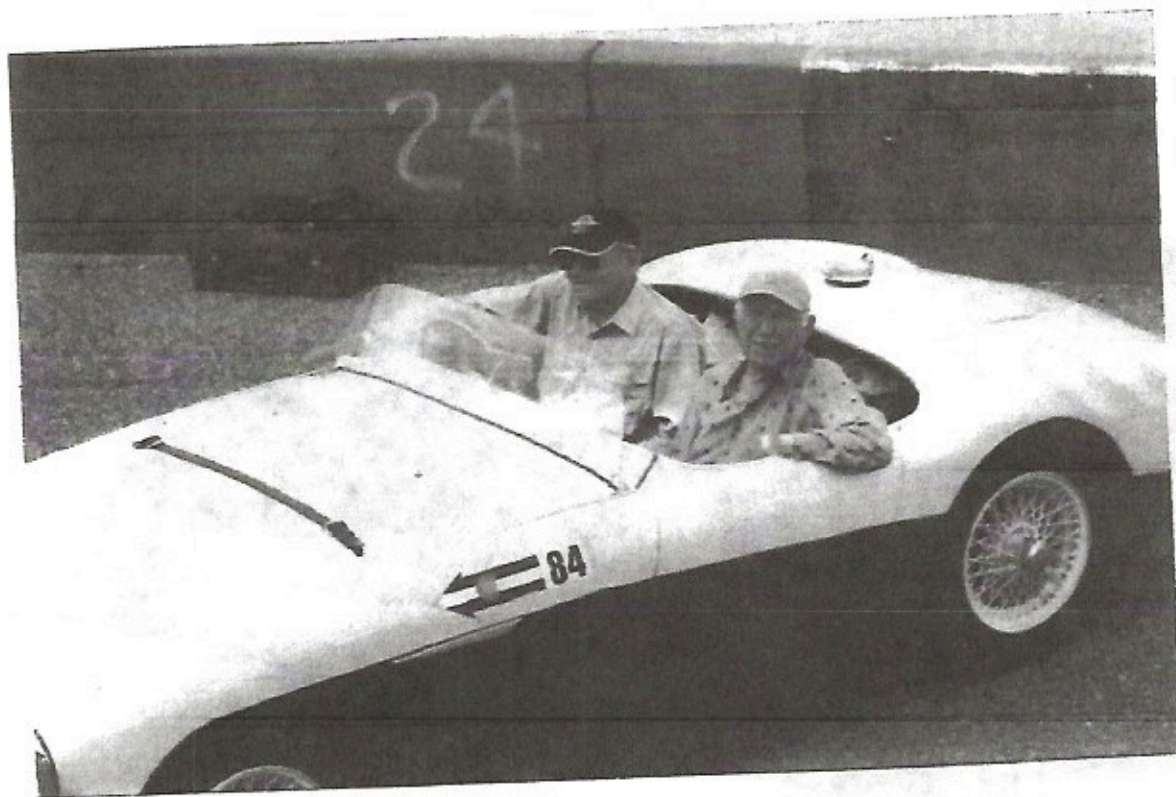
**Texas 1000**







**BILL & SANDY PARKS**



**UNCLE GUY**



84

20TH ANNUAL BELL LEXUS COPPERSTATE 1000

DRIVER



1955 AUSTIN-HEALEY 100S

**ROBERT**  
GRIFFIN

BELVEDERE, CALIFORNIA

20

**Copperstate 1000**






Carroll  
Shelby



Tribute  
A Lifetime of Achievement

February 10, 2010

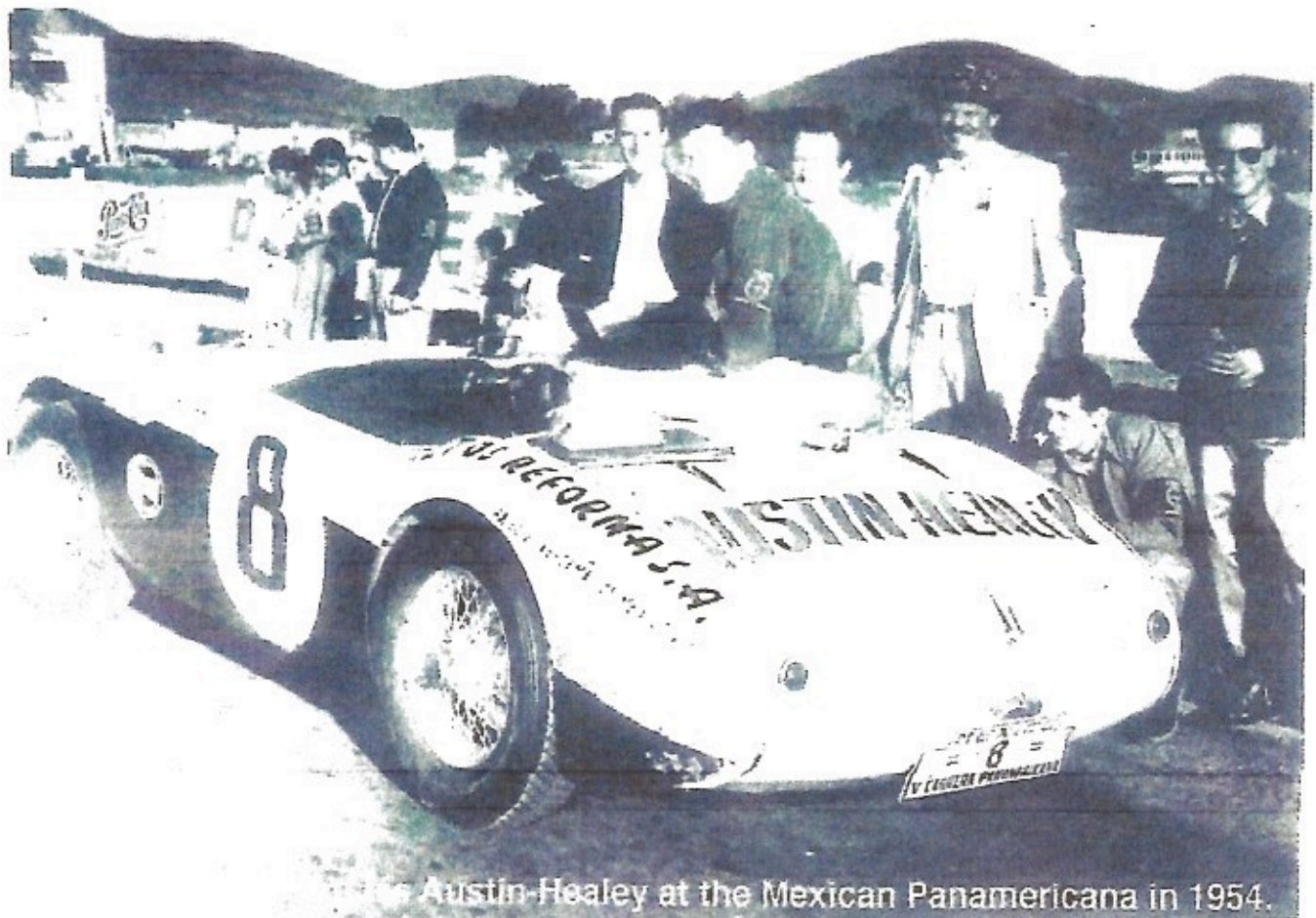
MANUFACTURED BY  
SHELBY AUTOMOTIVE INC.  
VEHICLE SERIAL NUMBER  
CSX02122110CIAS  
MADE IN U.S.A.











12

Austin-Healey at the Mexican Panamericana in 1954.  
LEFT TO RIGHT: ROY JACKSON MOORE, CARROLL SHELBY, ?,  
GEOFFREY HEALEY, ? . LANCE MACKLIN



Remarks, modifications, history, etc:  
Remarques, modifications, histoire, etc:

RACING PARTICIPATION :

- 1955 : BEVERLY WATKINS GLEN, THOMPSON RACEWAY, FAIRCHILD
- 1956 : CUMBERLAND CHAMP<sup>IB</sup>, MARYLAND MARLBORO.
- 1958 : (NZ) TERRATONGA INT<sup>AL</sup>, GOLD STAR RACE MEETING.
- 1959 : TERRATONGA INT<sup>AL</sup>
- 1960 : CHRISTCHURCH : LADY WIGRAM TROPHY
- 1960 : DUNEDIN : NZ ROAD RACE CHAMPIONSHIP
- 1960 : TERRATONGA INT<sup>AL</sup> G.P.
- 1961 : TERRATONGA INT<sup>AL</sup> G.P.
- 1963 : NZ. GOLD STAR CHAMPIONSHIP
- 1978 : P. STUYVESAN INT<sup>AL</sup> TERRATONGA
- 1979 : ASCOT HOTEL INT<sup>AL</sup> TERRATONGA

This Identity Card is based on information given by the owner at the time of application, is intended solely for identification purposes, is no guarantee of the vehicle's authenticity and is not to be used for commercial purposes or proof of the vehicle's history. The Identity Card remains the property of FIVA and must be returned to the issuing authority or FIVA upon request.

La présente carte d'identité est basée sur l'information fournie par le propriétaire au moment de la demande, est uniquement destinée à l'identification du véhicule, ne constitue pas une garantie d'authenticité de ce dernier et ne doit pas être utilisée dans des transactions commerciales comme preuve de son historique. La Carte d'identité demeure la propriété de la FIVA et doit être restituée sur demande à l'autorité de délivrance ou à la FIVA.

ID Kort Slikerhetstryck AB



FEDERATION INTERNATIONALE  
DES VEHICULES ANCIENS

## FIVA IDENTITY CARD CARTE D'IDENTITE FIVA

(Appendix B in accordance with FIVA Technical Code/  
Annexe B en accord avec le Code Technique FIVA)

Identification no/numéro d'identification

018247

Date:

year/année	month/mois	day/jour
2002	MAY	28

Issued by/delivrée par (ANF):

FIVA TECHNICAL COMMITTEE

Signature D. D BONZOM



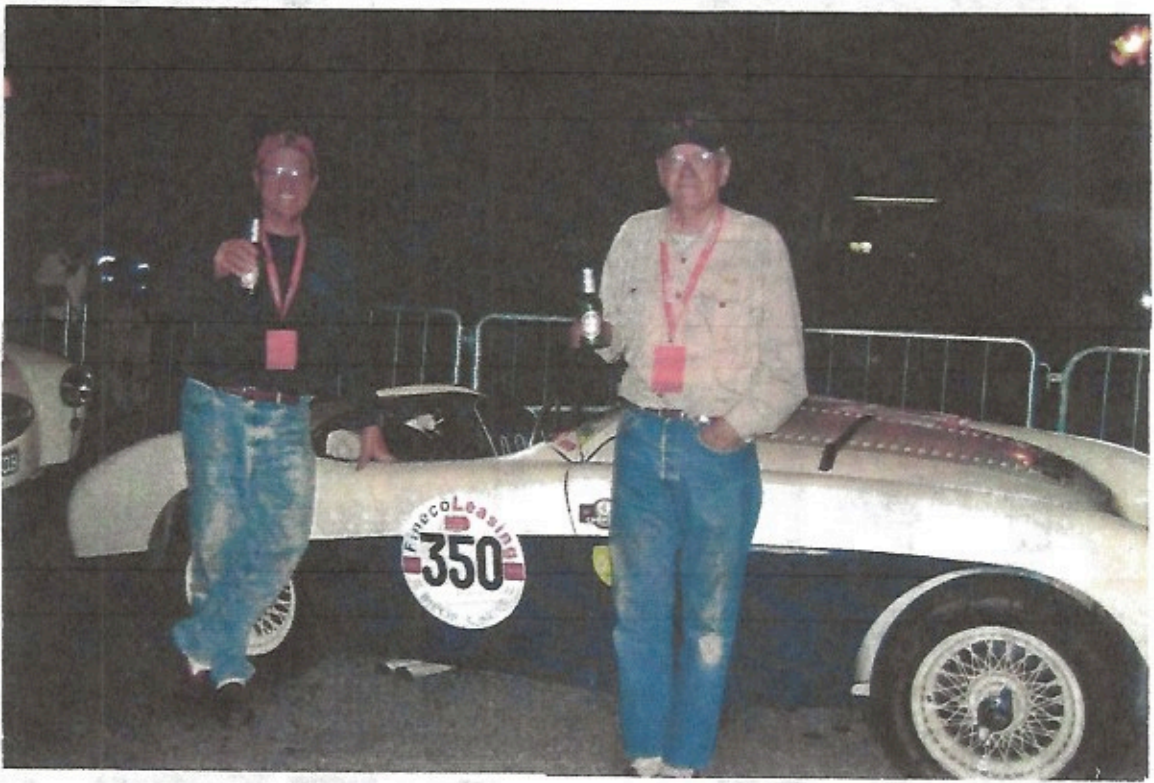
Validity: 10 years, or change of ownership  
Validité: 10 ans, ou changement de propriété



# 1000 MIGLIA







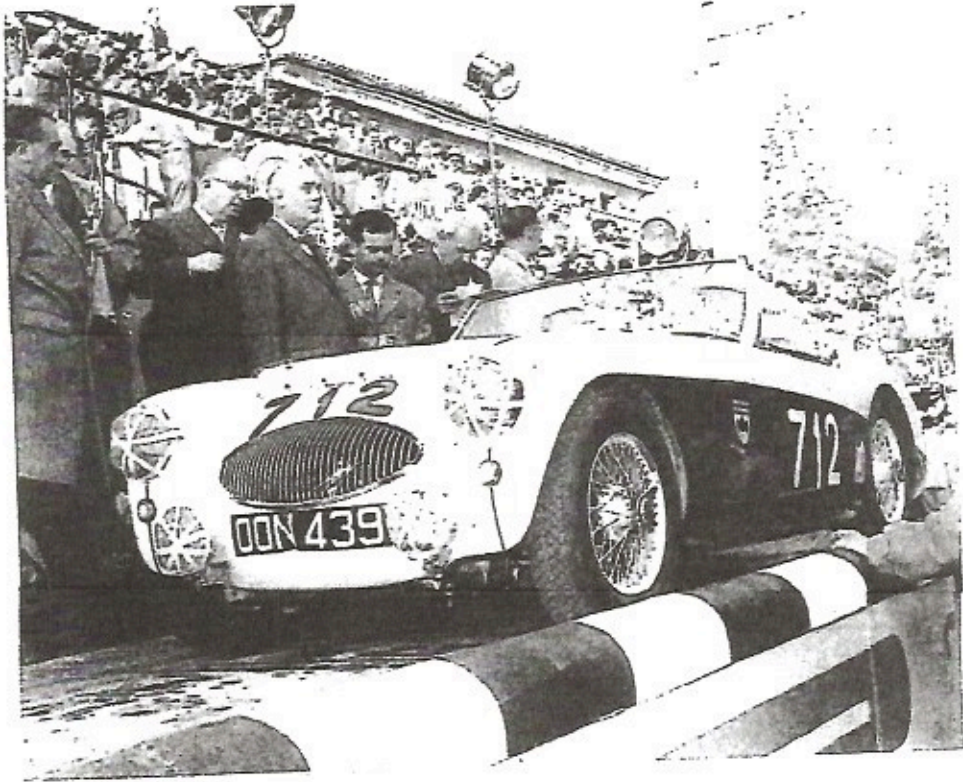
**FRED CAMERON**

**CO-DRIVER**

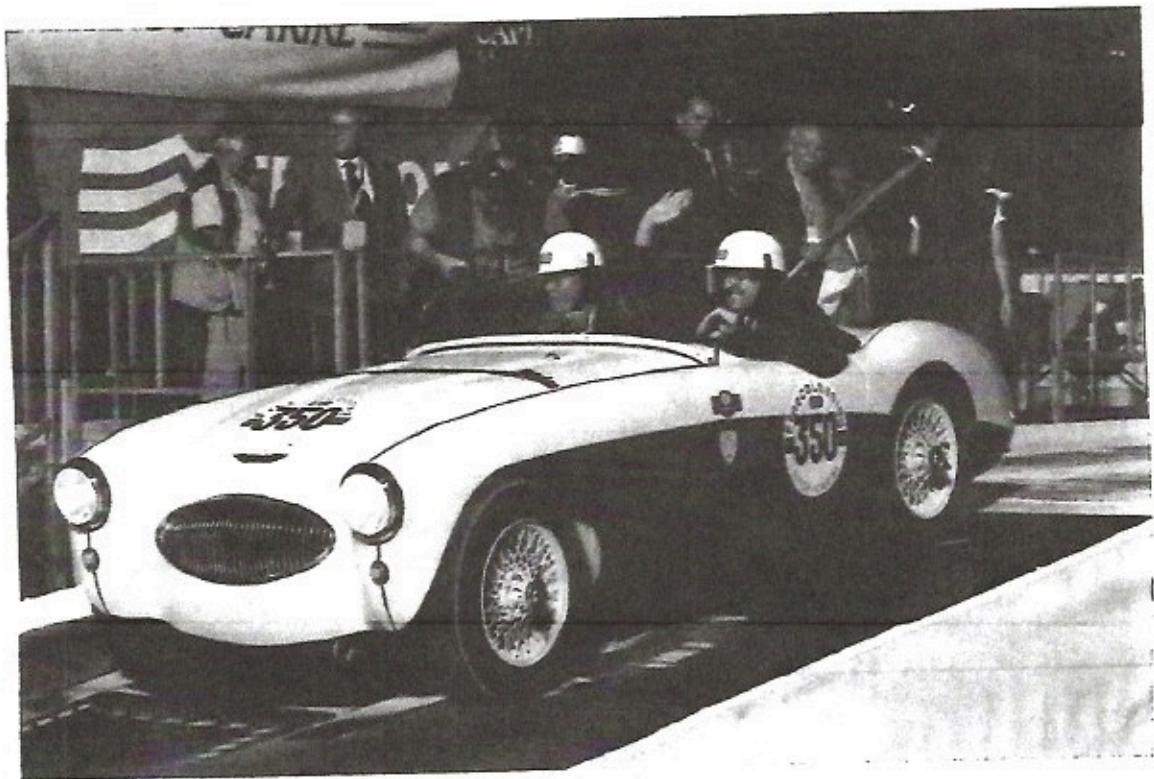






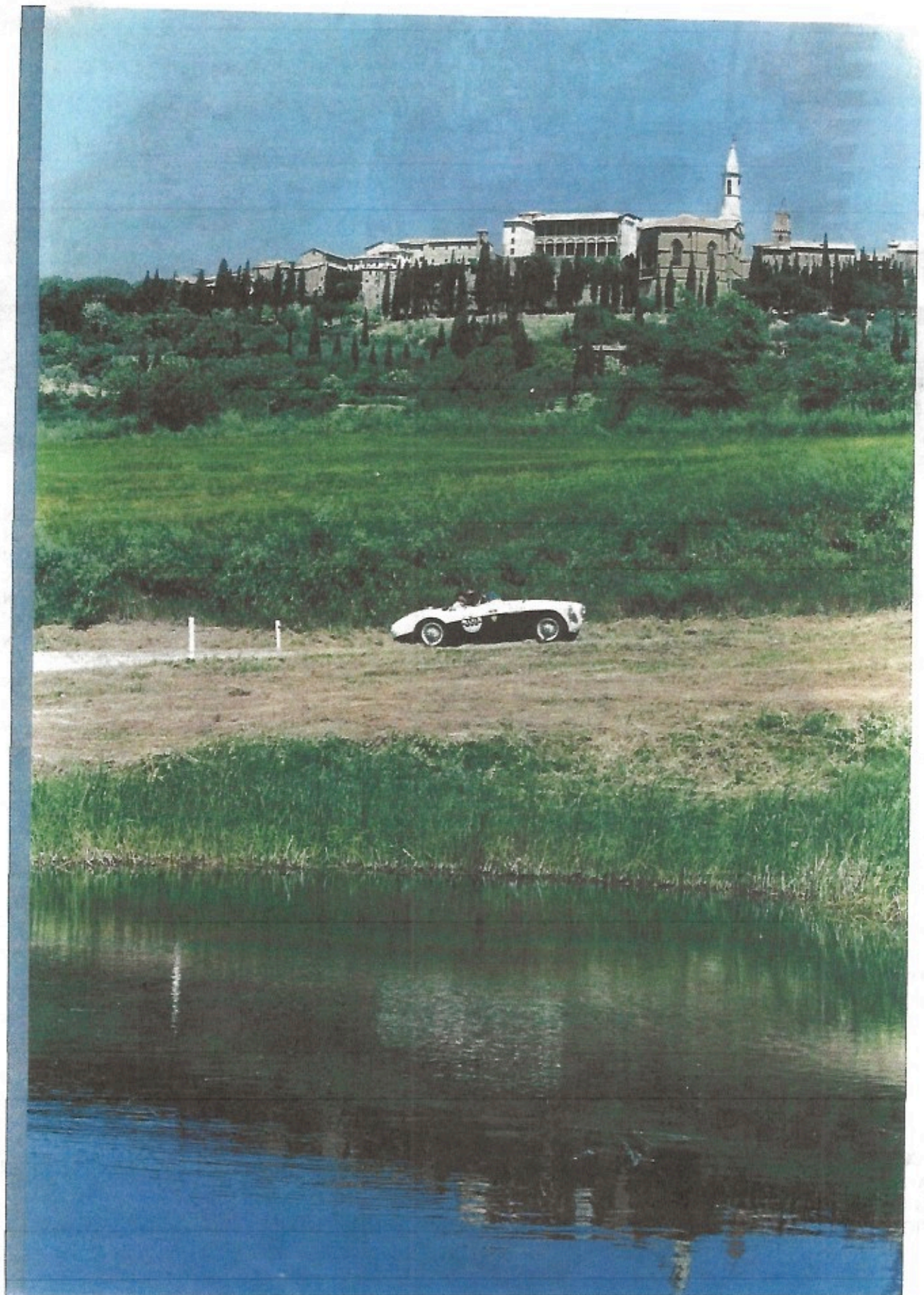


**Mille Miglia 1955  
Donald Healey**



**Mille Miglia 2005**

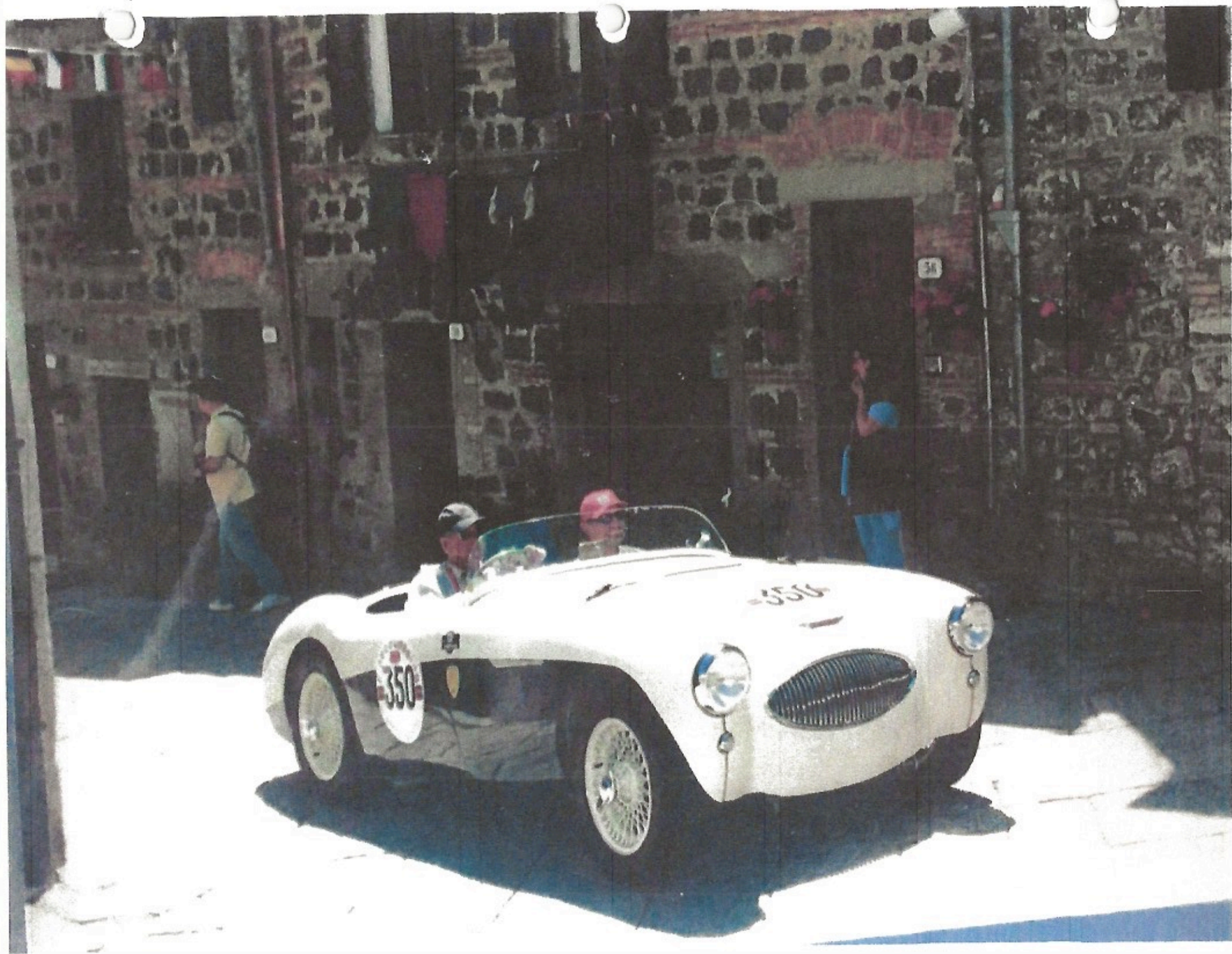














# Austin Healey

MAGAZINE

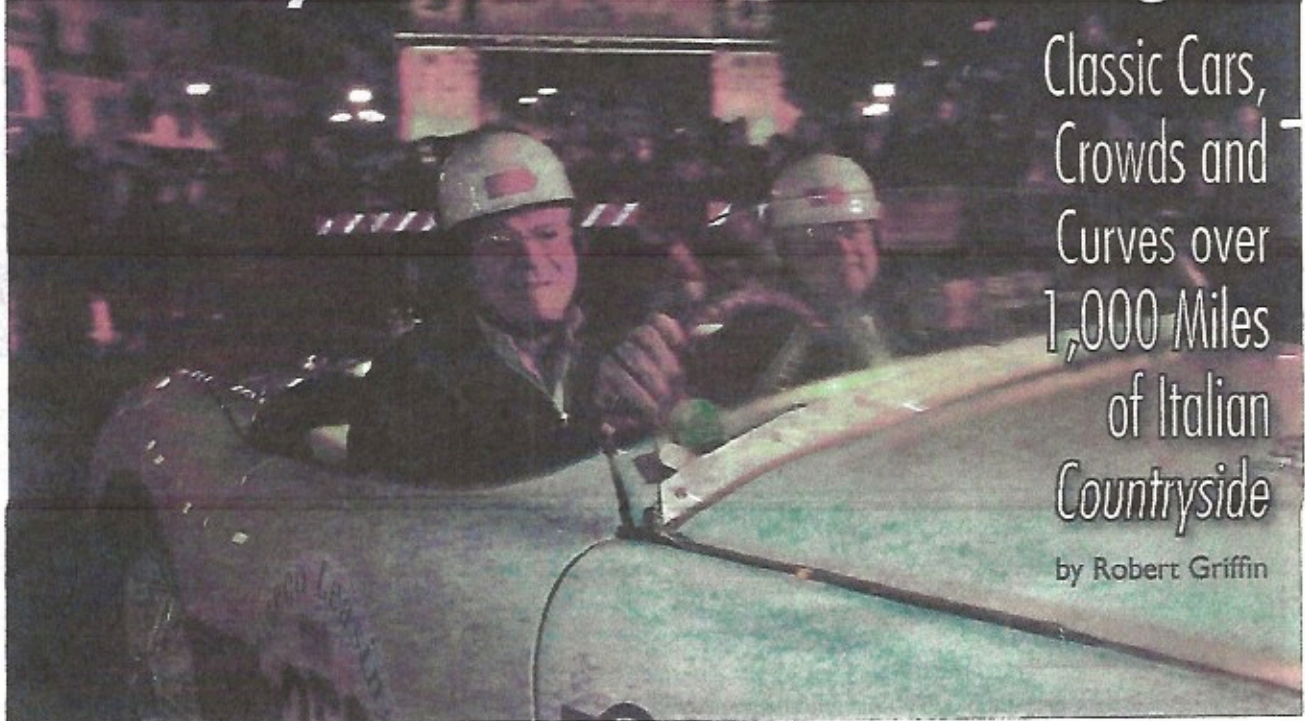
May 2008



Austin Healey  
Club USA



# Healey 100S on the Mille Miglia



Classic Cars,  
Crowds and  
Curves over  
1,000 Miles  
of Italian  
Countryside

by Robert Griffin

"This joyous gathering of more and more enthusiastic and ever different Italian people along both edges of such glorious roads as the Via Cassia, the ancient Etruria Road, the Via Emilia and Aurelia, represents to Brescia's great race a spontaneous and unanimous recognition of its worth and beauty."

This description of the classic Mille Miglia, or Thousand Mile, race from Brescia to Rome and back, which was run from 1927 through 1957, was published in the magazine of the Royal Automobile Club of Italy in March, 1938. But as I can readily attest, it could easily be used to describe the 2006 recreation of the original event.

The present Mille Miglia Storica began in 1982 as a regularity (timed) event over essentially the same 1000-mile route as that of the original, with some slight variations each year.

The event takes place in May and runs the original course from Brescia to Ferrara to Rome and then back to Brescia for a distance of 1600 km (1000 miles). To take part in the Mille Miglia has always been an honor, and finishing the race is an indescribable joy, no matter your position.

The Italians describe the Mille Miglia as "the most beautiful race in the world" and from the crowds that line the roads from dawn to midnight, they demonstrate their beliefs. The Mille Miglia is an epoch event and the array of automobiles is stunning, from one-off Ferraris to Isettas and 4-door Fiats. They are all in the same event and appreciated equally.

## Impressive Company to Keep

Any time you are able to see an assemblage of lovely vintage cars is a treat. However the Italians have certainly perfected, as they have in other avenues (no pun intended), the fine art of a motoring event. If by chance one has a car that qualifies, it is certainly worth applying.

To qualify for application, the car must be of a marque, year, and model that was entered in the original event. However, because of the importance of the classic Mille Miglia in the marketing of performance cars, nearly every sports car built before 1957 is theoretically eligible.

However, since the restoration event has become so popular on the modern motorsports calendar, applications far exceed acceptances every year. Of the cars accepted, priority is first given to cars belonging to Sport, Grand Touring, and Touring categories that took part at least in one race held between 1927-1957. Second, placing respectably in the event is helpful for re-acceptance. For 2006, 373 entries were accepted out of 780 qualified applicants.

In 1955, Donald Healey drove one of the four 100Ss entered in the last competitive event of his career. Though he failed to finish, George Abbecassis drove another, finishing 11th overall, first in class, and first British car finishing. A 100-6 placed 37th in 1956 and for a period of time, similar 100-6 models were advertised as 100-GMMs.

I was fortunate enough to have my 100S accepted fifty years later in the 2005 Mille Miglia, starting and finishing on the same ramp. In addition to my 100S, there was one other 100S, one 100M, and five Healey Silverstones. The 100M blew a head gasket and didn't finish (sorry, Roger). The others all did quite nicely.

I asked Fred Cameron, a good friend of mine for many years, to be my navigator in 2005. Also a dentist like me, Fred was well suited for the job as he used to race Italian motorcycles along some of the same route.





Having had such a great time in 2005 and finishing respectfully, Fred and I applied again for 2006 and were pleasantly surprised to be accepted. This year there were three 100Ss and four Healey Silverstones.

Our car ran flawlessly in both 2005 and 2006. On the 2006 run, we averaged around 14 miles per gallon and only added two quarts of Castrol 20-50. The coolant remained constant, as did all other fluids.

As we passed numerous cars along the road that had mechanical problems, it was a reminder of a statement by Roger Menadue to the effect, "You can't win if you don't finish."

My details of the 2005 event are rather sketchy, although I do recall Sir Stirling Moss in the Mercedes Benz 300SLR signal to pass in front of us. Of course we obliged! In 1955 Sir Stirling, in the same 300SLR, won the Mille Miglia in an unbroken record of 10 hours 4 minutes and 48 seconds. After one more display at Laguna Seca in August 2005, the car was retired to the Mercedes Museum and will never again be driven at speed.

In 2005, Marco Trevisan and Vic Jacob were in Vic's 100S and they drove exceedingly well. They placed 186th. Marco is the president of the Austin Healey Club of Switzerland and has driven his 100S in previous Mille Miglias. This year Marco drove his Healey Silverstone and placed 187th. Leave it to the Swiss to be consistent.

The 2006 Mille Miglia was 11 to 14 May. I have tried to chronicle the events more or less in order and with some semblance of accuracy.

#### 11 May – Thursday

All cars have to be certified by the F.I.V.A. or Fiche F.I.A. Identity Card and be original in bodies. Entries are inspected for authenticity and safety by the Technical Stewards in the Piazza Della Loggia in Brescia prior to gaining final acceptance to participate. This is an arduous and time-consuming affair but quite interesting, since few other car shows would match the quality and variety of the Mille Miglia entries.

The cars invariably have to be pushed around the adjoining streets as the inspection process can take some time. A Ferrari in front of us had its seats and other parts removed to confirm its authenticity.

Once cleared, we were then given the official entrant badges, car numbers, timing book, and route information. In addition, every driver received a Chopard watch with the car number and route engraved on the back as well as the Frescia Rossa (Red Arrow) and date on the face. As one can imagine, the event is a moving automobile museum and the check-in-time passes all too quickly.

After leaving the check in point, Piazza Della Loggia, there is some free time for further preparation. Later in the afternoon, a wonderful pre-race buffet dinner (or perhaps it's lunch; after all this is Italy) is given at the Benedictine Monastery of Sant' Eufemia. Founded 1008 on the outskirts of Brescia, Sant' Eufemia has been restored and now houses the Mille Miglia Museum. All 373 entrants are parked comfortably in the courtyard! An amazing sight.

Later that evening, the cars begin to queue up. The older cars start first and consecutively up to the 1957 models. To respect tradition, an OM, a little-known Italian marque, will be the first car off the ramp. OMs were built in Brescia and one was fifth in the 1930 Mille Miglia.

Even though the race will be considerably more leisurely than the original Mille Miglia, which ran flat-out with only service stops for the entire thousand miles, the tradition of the night start is still respected and the first car is flagged off the ramp at 8:00 PM and others follow in number order at about 30 second intervals. All have departed by around 10:00 PM for the run to Ferrara.

The start from Viale Venezia is followed by a circuit of the town center which is watched by truly thousands of spectators. The timed speed trials were held in the historic lakeside town of Desenzano del

*Opposite page:* After being flagged off the starting ramp, all the cars make a lap of the Brescia town center (and don't we look great in our official Mille Miglia helmets?). *This page, clockwise from left:* Marco Trevisan from Switzerland drove his Healey Silverstone. Waiting for our safety check and numbers. The courtyard of the Mille Miglia Museum gives an idea of the variety of cars on the event. Fred looks interested as I confer with the FIVA scrutineer.





ada. Then on to Verona, with the lovely historical square Piazza Bra again crowded with people. From there on to Ferrara where we arrived around 1:00 AM.

In spite of the hour, I think everyone in the city was in the main square welcoming the cars with gifts and salutations. By the time our car was secured, we reached the hotel around 2:30 AM.

#### 12 May – Friday

On the second day, we left Ferrara around 9:30 AM after topping off our 26-gallon tank. The Mille Miglia is notorious for rain, with rain at some point during every race from 1927 through 2004. However, 2005 and 2006 each had four days of lovely weather (global warming?).

There was a very scenic run towards Ravenna, Gambettola and Sant' Arcangelo di Romagna and as in 2005 we returned to the Republic of San Marino. The mountaintop-walled cities are spectacular from a distance and driving through the cobbled streets where no cars are allowed can be dicey. At times, I thought we would run over some toes as the spectators stood flat against the walls on both sides of the narrow streets. Curbs, did you say? What curbs?

We then wound through the fantastic medieval village of Montefiore Conca for the first time. There were six time trials on the way up, which began to separate the serious racers from the non-serious. Lunch was in Urbino and, in spite of the Italian mood, you learn not to tarry or you may never make up the time.

Then off toward the Furlo Pass, past Gualdo Tadino where there were more check points. We then went over the Montemezzo Pass to Assisi. Again we drove through the center of the cities and in Assisi, passed close to the Basilica of the Saint, Piazza del Comune and the Church of Santa Maria degli Angeli. We even had a stop/check in front of the church.

The repair work for the severe damage to Assisi from the recent

earthquake was supported immeasurably by San Francisco (Assisi's sister city) and the buildings now appear fully restored.

We continued south on the Via Flaminia and had time trials at the Sangemini bottled water plant. We were given so much bottled water that Fred complained he had no room for his feet!

The cars arrived in Rome between 8:00 PM and 11:00 PM and drove through the center of this historical city with Piazza Navona, Castel Sant' Angelo and the Vatican City, which were all spectacularly lit up.

Arriving in Rome at night after 12 hours of driving can be daunting. Though they had been truly helpful all the way, this is where the *polizi* and *carabinieri* came to the rescue. When they saw lost cars along the route they would gather them up, put on their blue flashing lights, and the driver would follow them through the traffic, not needing to look at the speedometer. This was when I realized that the solid white line in the middle of the road denotes the passing lane. All slept soundly in Rome!

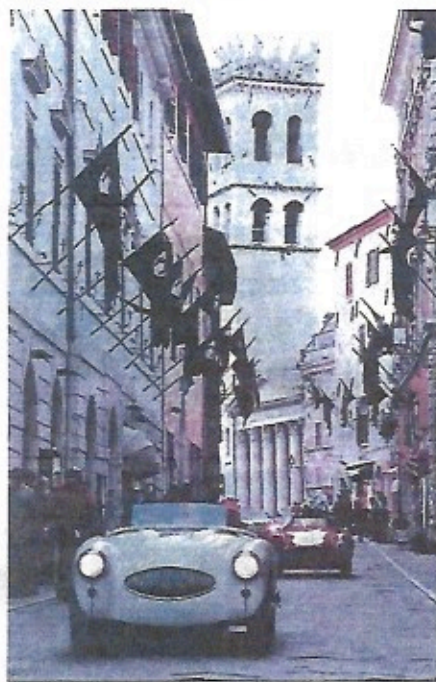
#### 13 May – Saturday

We started the last leg of our exciting journey around 7:30 am. The customary route along the Via Cassia included the magnificent papal town of Pienza then on to Buonconvento for the lunch break; again a quick stop. It was then on to the exciting moment of meeting the crowds in the Piazza del Campo in the heart of Siena. The drive through Siena would also be listed as one of the highlights of the trip.

Next, the route took us through the Chianti hills (no stopping for wine on this trip) to Poggibonsi and then into the historical centre of Florence, and again into areas where cars were usually off limits.

Two hill climbs followed on the Futa and Raticosa passes. The crowds were thick on all the curves – with their blankets and picnic lunches – cheering and yelling to watch the cars come spinning around the curves (and several did).





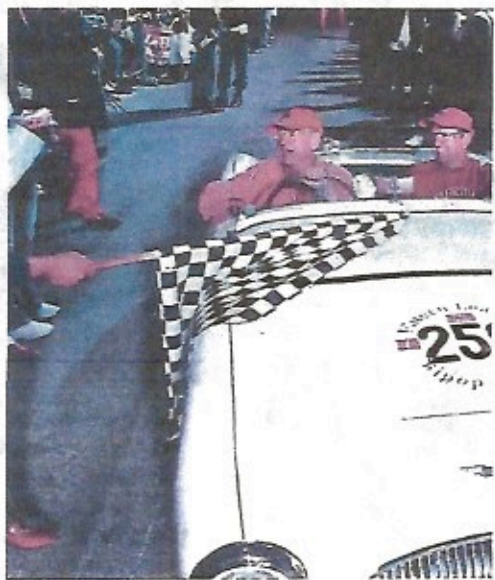
Opposite, clockwise: Crowds in the Siena Square. Donald Healey starts on the 1955 Mille Miglia, Ascending into the principality of San Marco. The villages rivaled the countryside for beauty. This page: The routes took us through the historic streets of every village. Sir Stirling Moss signals to enter. We happily take the checkered flag at the end.

There was another checkpoint in the main square of the mountain village Monghidoro before we headed on to Sasso Marconi. Yes, Guglielmo Marconi rests in the main square. From there, we went down the Apennine foothills near Bologna for more time trials in Modena and more bottled water but no Ferraris.

The twisting road through the mountain gave way to flatter, straighter roads and speed picked up through the countryside until we clocked in at Reggio Emilia. By this time, it was late and everyone was looking forward to the finish. It was pitch dark and yet, at all the roundabouts, people were waving flags and clapping as the cars go by.

The cars arrived in Brescia between ten pm and midnight (who was counting at this time?). No matter what time you arrived in Brescia, after your official check-in, all the cars were expected to cross the line in numerical order. Although the cars were parked over several blocks on arrival, they all seemed to sort out the order and finished correctly.

We reached the finish line about 11:30 pm, and suddenly lights came on and photographers came rushing our way. Fred began adjusting his hat and sitting up straight. Alas, I had to tell him they were photographing and planning to interview Alex Zanardi, the Cart champion from Bologna, a remarkable individual who



lost both legs in a racing accident, and was driving a 1957 BMW 507 that was directly behind us.

#### 14 May – Sunday

The awards ceremony is very formal and impressive. Many dignitaries spoke and silver cups were given to the top ten finishers as well as for other special awards. It can be noted that the Italians have placed first since 1987 and first, second and third in 1987 to 1997. And as for us? We were “close” behind, placing 278th in 2005 and 207th in 2006. There is always room for improvement, and we considered our results not bad for rookies.

After the awards ceremony, the farewell luncheon was held again at the Monastery of St. Eufemia della Fonte. Now the stories and exploits of the past three days were exchanged among old friends and newly acquired ones. The social strata of the entrants is very eclectic but all have one thing in common—a passion for old cars and the enjoyment of running them a great distance in a short period of time at speeds we won't discuss.

The Mille Miglia is without question a spectacular and historic event. If the opportunity ever arises, it is not to be missed. To again paraphrase Roger Menadue, “If you never apply, you will never be accepted.”

## The Venerables

Some of the 2006 entries that had actually run a Mille Miglia or similar event in the historic period.

### Mercedes Benz (sponsor)

300SLR — 2nd place 1955 Mille Miglia  
driven by Jochen Mass

### Alfa Romeo

6C1750GS — 1st place 1930 Tourist Trophy  
8C2600 Monza — 1st place Finnish, Swedish  
& Norwegian Grand Prix  
1750GS Zagato — 1933 Mille Miglia

### BMW

328 — 1st 1940 Mille Miglia  
507 — 1957 Mille Miglia — driven by Alex Zanardi

### Bugatti

T37 — Winner of several Grand Prix races  
1928 through 1931.  
T37A — 1928 Targa Florio

### Ferrari

340A — 1951, 1952 Mille Miglia  
166MM — 2nd place 1950 Mille Miglia  
750 Monza — 6th place 1955 Mille Miglia  
225S — 1st place 1953 Buenos Aires Grand Prix

### Fiat

8V Zagato Body — GT class 1957 Mille Miglia  
Siata 508 Coupe — 1940 Mille Miglia  
Florida 508S — 1937 Mille Miglia

Lancia 1954 Aurelia B20 — Driven by Miki Biasion,  
two-time World Rally Champion.

Maserati — A6GCS — 3rd place 1954 Mille Miglia

### Porsche

550RS — 1st place 1954 Mille Miglia  
550RS — 1st place 1955 Le Mans  
driven by former F1 driver, Jackie Ickx  
550RS — 1st place Nurburgring 1000 km  
driven by Gijs Van Lennep  
(winner of Le Mans twice and Targa Florio)

356A — 1st class 1956 Mille Miglia

AC Bristol — 1956 Mille Miglia

### Aston Martin

International — 1st place 1929 MCC Brooklands Trial  
Ulster — 1st place 1935 Targa Abruzzo

Blower Bentley — 1st place Le Mans — 1928, 1930

### Jaguar

C-Type — 1953 Mille Miglia  
D-Type — 1st place Rheims 12 hour  
MGA — 2nd class 1956 Mille Miglia



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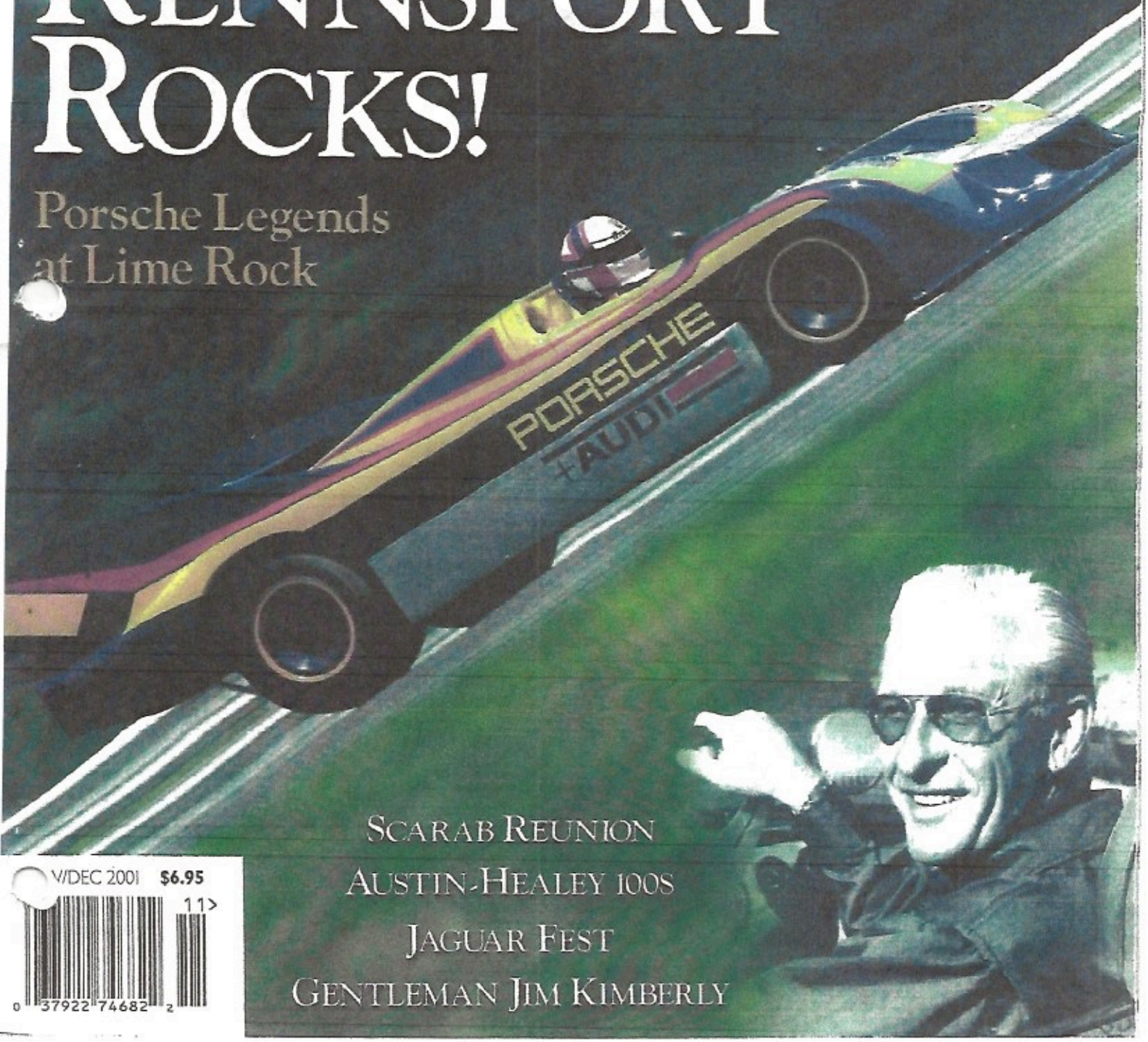
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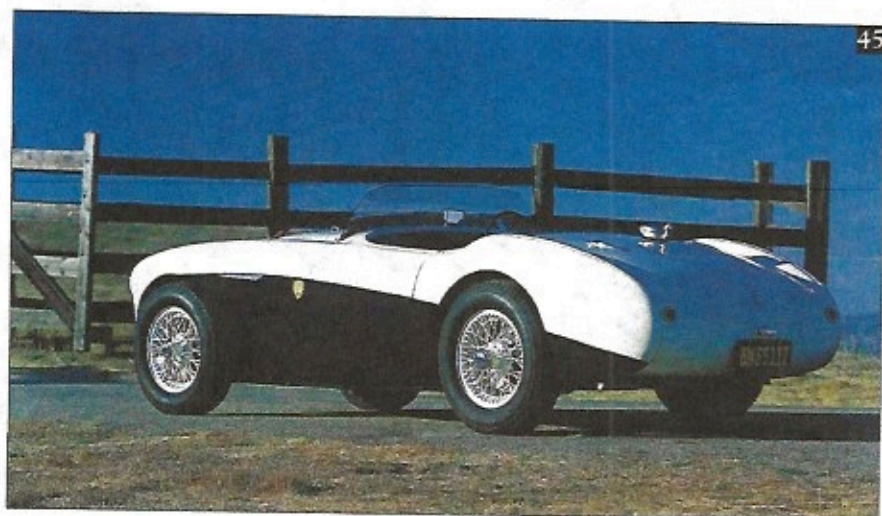
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**Cover:** Roger Penske pilots the Mark Donohue Porsche 917-30 at the Rennsport Reunion. Photography by Gary Gold. Jim Kimberly photo by Leo Cummings from the Art Bly collection.



# Special-Purpose Healey



*The ultra-rare all-aluminum Austin-Healey 100S made the transition from touring sports car to racer.*

BY HARRY NEWTON | PHOTOGRAPHY BY D. RANDY RIGGS

Less than two years after the introduction of the Austin-Healey nameplate, the marque made its debut as a full-fledged contender on the international sports car racing calendar. This sort of sales promotional activity was right up Donald Healey's alley, and, to their credit, Austin management didn't erect any roadblocks that could well have doomed Healey's program ... they cooperated!

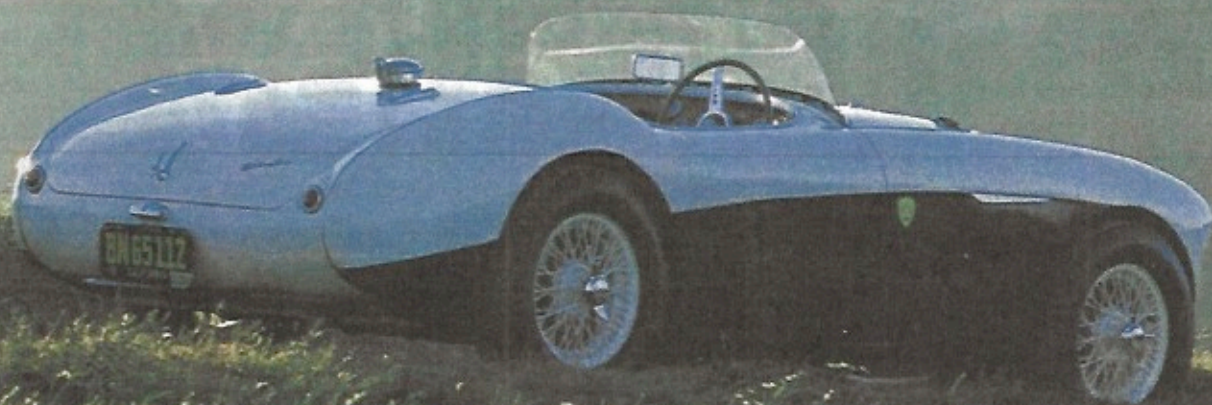
Initially introduced to fill the sizeable market niche between MG and Jaguar, the

Austin-Healey was an instant success. Brilliantly styled, the 100mph sports car was based on already amortized mechanical components and would be distributed through an already-established dealer network.

The normally conservative Austin management responded quickly to early feedback from the market. A first step was to augment the original 100/4 (BN1) model with a Le Mans (BN2) designation, almost identical but featuring a gearbox

with a more traditional 4-speed H-shift pattern. The electrically actuated Laycock de Normanville overdrive was carried over. A liberally louvered hood with leather hold-down straps declared the upgrade. This merely became a starting point for Donald Healey, who knew what changes were needed for his sports car to become a serious player on the international racing circuit. The result was a limited run of 50 aluminum-bodied cars, designated 100S—"S" for Sebring—vehicles with a mission.





In making the transition from touring sports car and club racer to the 100S, whose primary emphasis was racing, Donald Healey mandated a range of modifications to the 100/M, concentrating on weight reduction (almost 250lbs.), power increases and durability. Aluminum body panels and superstructure were adopted and riveted to a steel frame, while such amenities as heater and windshield wipers were eliminated, as were front and rear bumpers. As a tip-off to Healey watchers, a low, wind-cheating windshield was fitted, the grille was more symmetrical and an external, quick-fill fuel cap dominated the rear cowl. The trunk compartment was occupied solely by a large capacity, 26-gallon fuel tank and the spare wheel was relegated to a shelf behind the cockpit.

Under the hood, power from the 2.66-liter Austin A90 engine was increased more than 40 percent, from the stock

Healey's 90hp to 132hp at 4700rpm. Aside from a lighter, better-breathing aluminum cylinder head developed by Harry Weslake, this output resulted mainly from balancing and blueprinting the Austin A90 sedan engine.

Another important difference was fitting Dunlop disc brakes at all four corners, whereas street Healeys used drums.

Missing from the 100S was the Laycock overdrive that was a standard, but potentially troublesome feature of the production model, replaced by a range of several different final-drive ratios that enabled optimum performance on a wide variety of racing circuits. This was a purpose-built, athletic machine that was aimed at a relatively small target market of serious competition drivers who would appreciate and value the 100S for its spartan persona.

Whether by good luck or brilliant planning, the 100S entered competition

with a combination of professional drivers and avid amateurs, with Stirling Moss and Lance Macklin in the forefront. The first customer car could not have found its way into more appropriate hands...it was designated for the Briggs Cunningham scuderia. Twenty cars came to the U.S., with the remaining 30-some-odd vehicles being distributed in England, Switzerland, Sweden, Belgium, France and Portugal on the European continent, plus Egypt, Madagascar and East Africa in Africa. Australia and New Zealand were allocated a half dozen, but years later, more than twice that number had migrated Down Under.

#### **Sebring 1955**

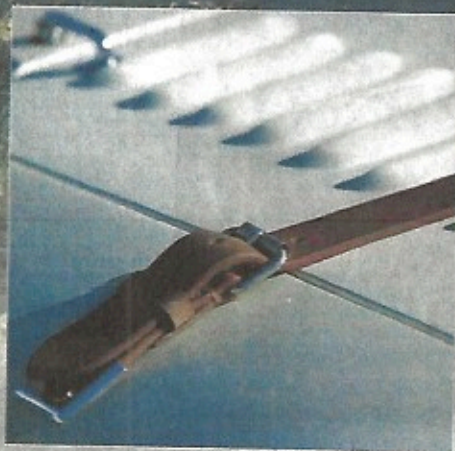
The Sebring 12 Hours in 1955 validated Austin-Healey as a contender...with seven 100S entries finishing the enduro. Classified in sixth place overall was the



*It's all in the details, right down to the proper California license plate and the original factory A-H 100S plate and dash plaques from races in the '50s attached to the instrument panel.*



*The beautifully lowered aluminum hood is secured in place with two chromed spring-loaded fasteners and a leather strap.*



Moss/Macklin entry which completed 176 laps, only six less than the race-winning D-type Jaguar of Mike Hawthorn and Phil Walters. The Moss/Macklin car also achieved fourth place in the Index of Performance ranking. Only two 100S entries failed to complete the race, while others were ranked in 15th, 16th, 22nd, 24th, 32nd and 41st places. Though a few S prototypes had competed earlier, including an appearance by Moss at the 1954 Sebring race, and by Lance Macklin, Tommy Wisdom and Louis Chiron in the 1954 Mille Miglia, the production version of the new, built-for-racing Healey really made its competition debut at Alec Ulmann's Sebring extravaganza in 1955.

Despite the fact that their engine displacement put them in the same FIA class as many of the contenders for overall victory at Sebring, the improved Austin-Healeys lacked the ultra-sophisticated

overhead camshafts of some competitors. They were really racing for class honors and for showroom sales. Here was an early example of the "win on Sunday, sell on Monday" syndrome as applied to imported sports cars.

On the international scene, the seven-car Sebring presence was the prelude to an active year of competition—with four cars entered in the British Empire Trophy races at Oulton Park a month later (Macklin, 14th); four in the Mille Miglia (Abecassis, 11th OA, 1st-in-class/Macklin, 36th OA, 2nd-in-class); BRDC/Silverstone (Macklin, 17th OA, 6th-in-class) and at Le Mans where the Lance Macklin/Les Leston 100S was retired following its involvement in the Levegh tragedy. An active year, 1955 ended with the return of Stirling Moss and Fred Allen to the Bahamas in December for Nassau Speedweeks, where both Austin-Healeys DNF'd.

*The Austin-Healey 100 S ("S" for Sebring) model's interior was all business, with lightweight bucket seats and the spare tire secured behind them, since the trunk was stuffed with a 26-gallon fuel tank.*



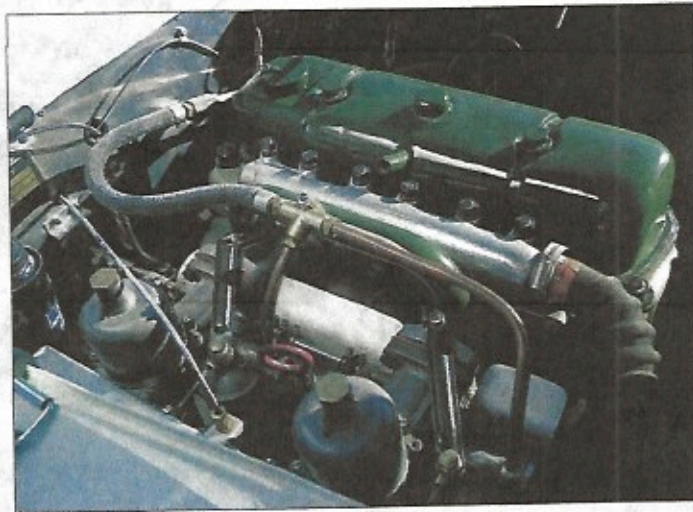
*Painted wire wheels did little to conceal four-wheel disc brakes, very rare in their day. Special wood/aluminum steering wheel was fitted with a "Sebring" horn button.*

#### **The Saga of 100S, No. 3802**

As impressive as was the Austin-Healey entry at Sebring, it was the cars' subsequent competition record that justified Donald Healey's strategy of establishing the marque's image through the exploits of a relatively small number of special-purpose cars. Whether conscious planning or just uncommon luck the reason, many 100S racers found their way into the hands of enthusiasts who competed competently and often. On the negative side, accident attrition soon reduced the universe of these vehicles, and Ford and Chevrolet V8 transplants further diminished their ranks.

The car featured here was first purchased by a noted suburban Philadelphia sports car racer, John Mull, whose wife Evelyn was as avid, and talented, as he. The Mulls owned and raced a number of British-built cars, including AC Bristols, Arnolt Bristols, Jaguars and





*Healey watchers know a 100S by its lack of bumpers, lowered hood, cut-down Perspex windscreen and quick-fill fuel cap. The 2.6-liter Four produced 132hp at 4700rpm, more than 40 percent higher than the standard model.*



Aston Martins, many of which were factory improved for the popular, well-known American couple.

This Austin-Healey is referred to in some accounts as having been prepared for the 1955 Sebring race, but it was delivered to Mull by Royston Motors several months after the Florida event. It did compete in the July 4 SCCA Nationals at Beverly, Mass., where it was outclassed by an intimidating field of Ferraris, Maseratis, Allards and Cunninghams, driven by the sport's elite, including Bill Spear, Walt Hansgen and Jim Kimberly. Against this formidable field, film star Jackie Cooper drove his 100S to a most creditable seventh overall. Mull also competed several more times that year at events in the Northeast, and when he was not at the wheel, the driver was Walter Huggler, who looked after the couple's sports cars. A few modifications appear to have been made during this period, the most obvious being the installa-

tion of a custom Perspex windshield that appeared more aerodynamic than those fitted to the factory Sebring team cars. Later, in a race at Thompson, Conn., Mull posted a third-place finish behind Walt Hansgen and Briggs Cunningham, who drove a 100S and Ferrari Monza, respectively.

After a year in the Mull stable, Austin-Healey 100S No. 3802 went to a U.S. Navy dentist, Commander Fred Losee, who was a member of the colorful Washington, D.C.-based Lavender Hill Mob, an enthusiast group whose members included Dr. Dick Thompson, Charlie Wallace, a sports car salesman and Bill Kincheloe, another whose name has been closely involved with Austin-Healey competition.

Losee raced his 100S a few times in the

U.S. before being assigned to duty in New Zealand in 1958. Losee served there for about two years, competing regularly with some success. Before returning to the U.S., he sold the car to a local club racer, Ernest Timms, the first of several long-term owners. Between 1958 and 1979, No. 3802 was a regular competitor at many major New Zealand events, including no less than five Terratonga GPs.

Next to own No. 3802 was another Kiwi, Tony Shelly, an enthusiast who got enjoyment from watching others compete at the wheel of his car. In 1968, then owner Philip Eglinton had the well-used car restored, after which he took part in only a few events. From 1970 to 1981, No. 3802 occupied a place of honor in the Queenstown Motor Museum before being purchased by Australian vintage racer, Murray Wells, who maintained a busy vintage competition schedule until 1993. In 1995, the fairly weary Austin-Healey was delivered to noted British car restorer Steve Pike, who rebuilt the engine and transmission and rewired the 40-year-old sports car.

Wells, who had purchased the car sight unseen, was to be the vintage racer's longest-term owner. In addition to racing the Healey, Wells had it repainted and re-trimmed, as well as fitting a custom-made hardtop and full touring trim. After very light use, only 2000 miles since the Steve Pike mechanical rebuild in 1995, the Healey was put up for sale in 1999, at which time it was purchased by the present owner, Robert Griffin, who like Losee is a former U.S. Navy dentist residing in northern California, and another who bought the car sight unseen.

With just 34 100S models remaining and just seven of those in the U.S., the current owner commissioned a comprehensive restoration by noted Wisconsin-based Healey authority Tom Kovacs and his Fourintune operation, with a mandate to return the car to its original condition. That included the white and blue livery, and the instrument panel that still sports three dash plaques from East Coast events that somehow have remained in place since the mid-1950s.

At the 2001 Meadowbrook Hall Concours d'Elegance, Dr. Griffin's 100S made its reappearance on the American scene, earning a well-deserved blue ribbon in class. It then won the Race Car class at the Brian Redman International Challenge at Road America, and completed the 1000-mile Colorado Grand in September, luckily surviving a hailstorm and Eagle-sized insects without damage. ♦



# Austin-Healey

M A G A Z I N E

MARCH-APRIL 2015

## The COLORADO GRAND

*Not just another ride in the country.*

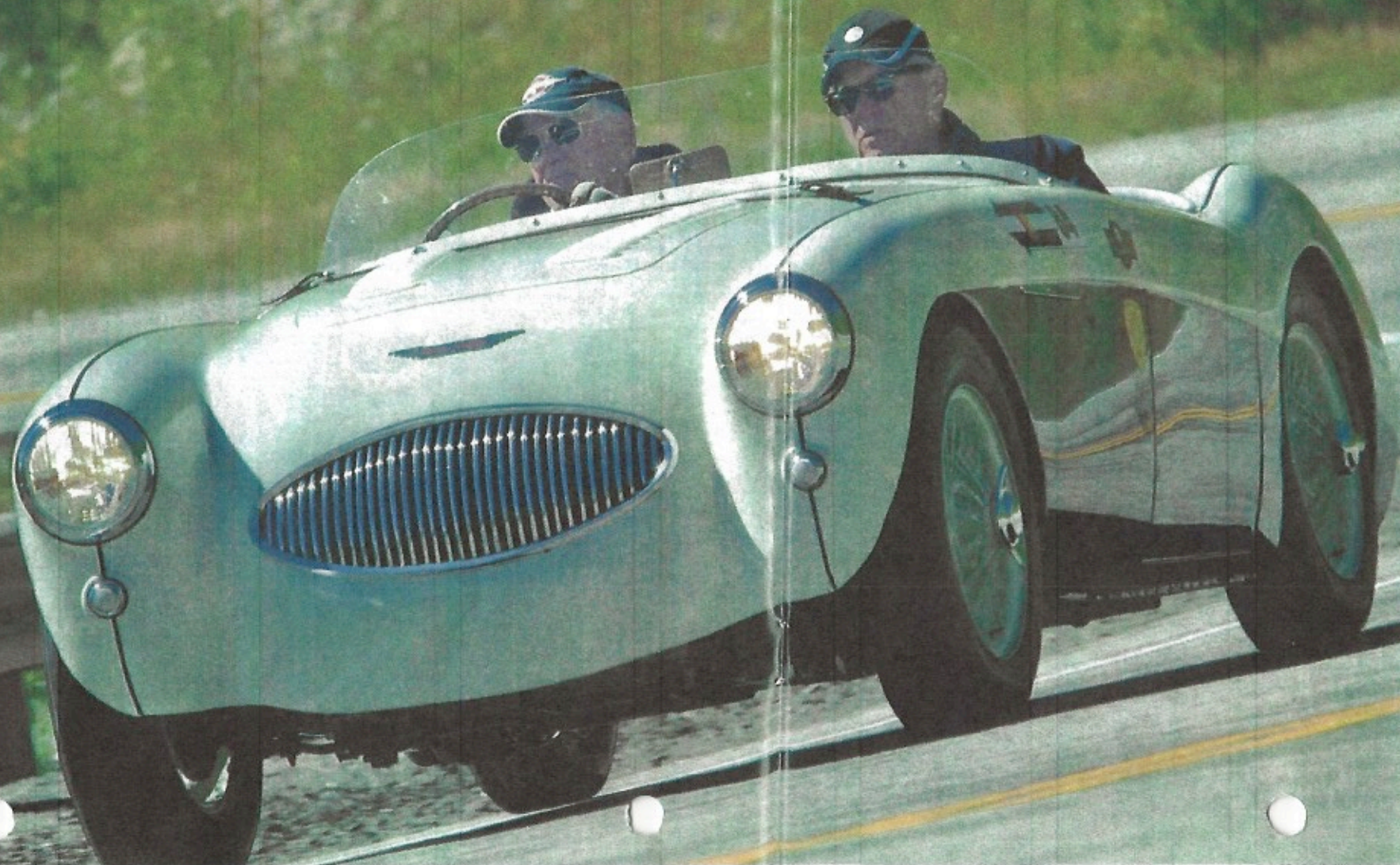


Austin Healey





Bob Griffin at the wheel of  
his 100S with co-driver  
Brooks Waldman on the  
2010 Colorado Grand.





APRIL 2008

*Healey*

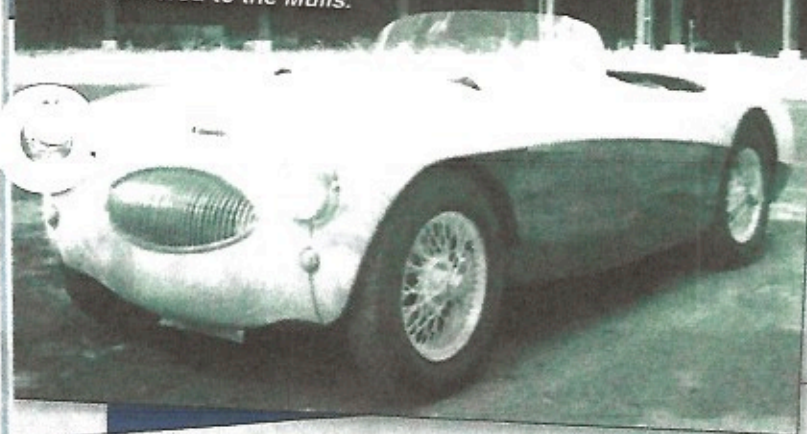
**MARQUE**



**AUSTIN-HEALEY CLUB OF AMERICA**



The 100S on the day it was delivered to the Mulls.



# GOING RACING IN A NEW 100S

**Robert E. Griffin**  
San Rafael, California  
Golden Gate Austin-Healey Club

The first owners of my 100S, AHS 3802, were John and Evelyn Mull, and their daughter sent me a couple of old photos of the car.

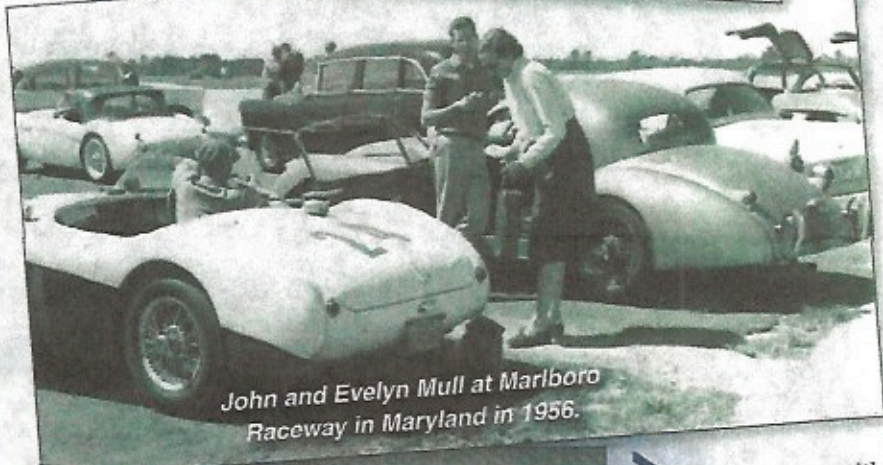
The first is a slightly fuzzy old snapshot that shows the car on the day it was delivered at the Mulls' home in Malvern, Pennsylvania. What an exciting day that must have been! The Mulls raced the car from 1955 to sometime in 1956-57, and then became more involved with a D-Type Jaguar and two AC Bristols. In fact, Evelyn was actually a factory driver for a time for the AC Bristol, and she wrote a book titled *Women in Sports Car Competition*, which described the women of the times and why they raced. This was quite progressive for the 1950s!

The second photo is also a fuzzy old snapshot, this one showing the 100S at Marlboro Raceway in Maryland in 1956. Note the other Healey in the background, at left, with its wide whitewall tires. Perhaps very stylish, but not the right look for a race car.

I found this 100S in Australia about six years ago. Fortunately, it was still in its original condition, although somewhat the worse for wear. After many years of racing, it needed a complete frame-up restoration to return it to the exact condition as when it left England for the United States over 50 years ago.

As mentioned, the first owner was John Mull who purchased the car from Royston Distributors in Philadelphia, probably the latter part of 1955. He and his wife raced the car in SCCA events on the East Coast along with his AC Bristols and Jaguars. In about late 1956 or early 1957, John sold the car to US Navy Commander Fred Losee, a Navy dentist. Losee was an original member of the well-known "Lavender Hill Mob." This was a group of Washington D.C. SCCA Region members who brought organized (and sometimes disorganized - witness the SCCA's annual "Halloween Holocausts") sports car racing to the Capitol area. To name but a few other members of the Lavender Hill Mob, there was Dick Thompson (another dentist) who raced at Le Mans six times, won the 1000-kilometer race at Spa in 1966 with Jackie Ickx, and established the Corvette as a true race car; Charlie Wallace, a well-known Porsche and Jaguar driver; and Bill Kincheloe, a championship Healey 3000 driver.

Losee was transferred to New Zealand in 1958 and raced the car there as well as allowing a professional driver (Graham Pierce) to use the car in various events. Between 1958 and 1979, AHS3802 was a regular competitor at many major New Zealand races, including no less than five Terrantonga Grand Prix races. Losee left the car in New Zealand when he came back to the states in 1960, and it remained in New Zealand until 1981 when it was transported to Australia. The owner there raced it in vintage events until 1997, and several years later I was able to buy it. It now resides with me in California. **RM**



John and Evelyn Mull at Marlboro Raceway in Maryland in 1956.



**AHS 3802 AS IT APPEARS TODAY**



# Austin Healey

M A G A Z I N E

JULY-AUGUST 2013



AMELIA ISLAND

Concours d'Elegance 2013





## Member Profile: Bob Griffin



**D**r. Robert (Bob) Griffin has a private orthodontics practice in San Rafael, California. He also is an Associate Professor of Orthodontics at the University of the Pacific's School of Dentistry. Bob attended the University of Colorado and received his Doctor-

ate of Dental Surgery degree from Northwestern University. He completed an oral surgery internship at Georgetown University and practiced oral surgery in the U.S. Navy for two years. Bob then earned his Certificate in Orthodontics from Columbia University.

Bob's 1955 100S was the lone Austin-Healey on display at the 2013 edition of the Amelia Island Concours d'Elegance. The rarity and history of this 100S made it a very fitting representative of the Healey marque. According to factory records, the production run of the 100S was just fifty cars. The 100S was ahead of its time in many ways. For example, the cars were made with all alloy bodies and four wheel disc brakes.

Bob's 100S was raced in the United States, New Zealand, and Australia by its previous owners. Since purchasing the car in 1999, Bob has driven it in a wide variety of prestigious events, including three times in the Mille Miglia and twelve times in the Colorado Grand. We asked Bob about his car and his experience at Amelia Island.

### Austin-Healey Magazine ...

**Who did the restoration of your 100S?**

The car was restored by Fourintune in 2000.



Staging for the Amelia Island Concours d'Elegance started Saturday afternoon on the golf course. Bob's daughter, Sarah, has "skinny fingers" so she got busy on the wire wheels while Bob unpacked the trunk and cockpit.

### Austin-Healey Magazine ...

**What is your personal history with Healeys and other classic cars?**

In the past, I have owned a Mercedes Benz 190SL, a Maserati Mexico, BJ7, and an Austin-Healey 100M. I sold the Mexico (my wife has a premise that I can only have one car at a time) to buy a BJ7 as a project for my youngest son and myself to do a complete restoration in our garage. It actually missed a Gold by three points at a Healey Conclave in Park City. It was my college education in doing restorations. I learned that you only do it once! I then found a 100M (factory) which needed a complete restoration, so the BJ7 had to be sold. I wanted a superb restoration and Fourintune did the work. The car received a Gold at a Conclave in Indianapolis. I loved the 100M and had great fun with it until one day Tom Kovacs called and said there was a very good and complete 100S for sale in Australia. I bought it that day "sight unseen." I sold the 100M and sent the 100S to Tom to restore. The car is a joy to drive and it is anything but a trailer queen.



An evening shot from the Mille Miglia 2005. This is the second night when the cars arrive in Rome before returning to Brescia.

### Austin-Healey Magazine ...

**How did your car end up as part of the Amelia Island Concours d'Elegance?**

I simply applied to Amelia Island and was fortunate to be accepted. As a wrestling coach of mine in school once said "Can't never did anything."

### Austin-Healey Magazine ...

**How would you describe the judging process?**

The car was in the Sports and GT Cars class (Post-War to 1957). Our judges were the grandson of Ugo Zagato, his wife and the co-founder of Concorso d'Italia at Meadow Brook Hall. The judging is on the "French" subjective standard.

### Austin-Healey Magazine ...

**How much did you enjoy participating in the Concours?**

The Concours is very well run, great fun with fabulous cars, lovely surroundings, ease of viewing, and a very relaxed ambiance. It is certainly an event that one should not miss if at all possible.

