

1955 Austin-Healey 100S Chassis Number AHS3802

All Austin-Healey 100S sports cars were produced between February and July of 1955, although several prototypes were produced in 1954. The prototype 100S was officially timed by the American Automobile Association at a mean speed of 143.1 MPH over the measured mile at Bonneville in August 1954. With this *record established 49 cars and 7 works cars capable of high speed and endurance were produced.* Unfortunately, less than 30 cars are known to exist today with less than 10 in the United States.

The 100S was quite advanced for the period with an all alloy body and sub frame members above the chassis, four wheel disc brakes and a 51/49 front to rear weight distribution.

Prominent SCCA racers of the day purchased the first cars: Briggs Cunningham, Jackie Cooper, Bob Fergus, Fred Allen, Vince Sardi, and Jim Ferguson. The majority of the cars were painted Old English White with Lobelia (blue) sides, the American racing colors. There were three notable exceptions: Briggs Cunningham's car (AHS3501) was white with a Lobelia stripe down the center, Jim Ferguson's car (AHS3503) was all red as he was from Canada, and Jackie Cooper's car (AHS3504) was a special request of Spruce Green.

First Owner: John Barnes Mull (1901-1973) of Malvern, Pennsylvania purchased the car from Royston Distributors in Philadelphia in 1955. He raced the car in SCCA events on the East Coast (Watkins Glen, Cumberland, Thompson, Beverly, etc.) along with his AC Bristols and Jaguars. His wife Evelyn (1913-1991) was quite an accomplished driver in her own right and was very active in advocating women to race sports cars. *She published a book in 1958 titled "Women in Sports Car Competition". In late 1956 John sold the car to Thomas P. Luck.*

Second Owner: Thomas P. Luck also raced at Watkins Glen and Allentown in 1956. He sold the car in late 1957 or early 1958 to Fred Losse.

Third Owner: Cdr. Fred L. Losse, a Navy dentist, 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) sports car racing to the Capitol area. To name but a few members: 1. Dr. Dick Thompson (another dentist) who raced at Le Mans six times, won the 1000 kilometer race at Spa in 1956 with Jackie Ickx, and established the Corvette as a true race car. 2. Charlie Wallace, a well known Porsche and Jaguar driver. 3. Bill Kincheloe, a championship Healey 3000 driver.

Prior to acquiring the 100S, Dr. Losse raced a Cad Allard, Veritas and Alfa Romeo at numerous tracks on the East Coast along with John Mull. Dr. Losse's daughter remembers him racing the car on the East Coast as well as her father introducing her to Stirling Moss.

Dr. Losse 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 events. He left the car in New Zealand when he came back to the States in 1960. Between 1958 and 1979, AHS3802 was a regular competitor at many major New Zealand events, including no less than four Terratonga Grand Prix races. The car remained in New Zealand with various owners until 1981 when it was transported to Australia. Then owner Murray Wells, who had seen the car when he lived in New Zealand, raced it in Vintage events until 1997.

Present owner purchased the car from Murray Wells in 2020. Fortunately, it was still in its original condition, although somewhat the worse for wear. After many years of racing, I felt it deserved a complete frame-up restoration to the exact condition it existed when it left England for the United States over five decades ago. Torn Kovacs of Fourintune (who has restored four 100S's, including the Jackie Cooper car) did an impeccable restoration, as the awards and events can attest.

AHS 3802
DOCUMENTED RACING HISTORY

United States

1955

- 04 July – Beverly Sports Car Races – Massachusetts
- 17 Sept – Watkins Glen – New York
- 09 Oct – Thompson Raceway – Connecticut (3rd Place)
- 16 Oct – Fairchild National Sports Car Races – Maryland

1956

- 10 Mar – Waterboro – South Carolina (3rd Place)
- 22 Apr – Thompson Raceway – Connecticut (1st Place)
- 19 May – Cumberland National Championship – Maryland
- 18 Aug – Allentown Sports Car Races – Pennsylvania (2nd Place)
- 15 Sept – Watkins Glen – New York

New Zealand

1958

Entrant for the International Series

- 11 Jan – New Zealand Grand Prix – Ardmore
- 08 Feb – 1st Terratonga International – Terratonga
- 15 Nov – Gold Star Race Meeting – Terratonga

1959

Entrant for the International Series

- 10 Jan – New Zealand Grand Prix – Ardmore
- 31 Jan – Waimate 50 – Waimate (1st Place)
- 07 Feb – 2nd Terratonga International – Terratonga

1960

- 23 Jan – 7th International Lady Wigram Trophy Race – Christchurch
- 30 Jan – New Zealand Championship Road Races – Dunedin
- 06 Feb – 3rd Terratonga International – Terratonga
- 13 Feb – Waimate 50 – Waimate (8th Place)

1961

- 28 Jan – Festival Road Race - Dunedin
- 04 Feb – 4th Terratonga International – Terratonga
- 11 Feb – Waimate 50 – Waimate (6th Place)

1962

- 03 Feb – Festival Road Race – Dunedin
- 10 Feb – Waimate 50 – Waimate (1st Place)

1963

- 02 Feb – New Zealand Gold Star Championship Race – Waimate

1978

- 22 Jan – Peter Stuyvesant International – Terratonga

1979

- 20 Jan – Ascot Hotel International – Terratonga

Australia

1983 – 1997

Amaroo Park – Historic Racing - Sidney