

AHS 3507

Bill Lillibridge
USA

Editor's Note: Since the time this article was written, the subject car has been sold. See Table on pages 28-29 for current owner.

AHS3507 was dispatched by ship to New York on 9 February 1955 for Vincent Sardi's entry at Sebring. However, he decided not to race there as he believed competing with different classes on the track at the same time was unsafe.

Walt Hansgen cut the extra grill in as it was thought it would help with cooling. Vincent did race the car, one of his favorites, at Lime Rock, Watkins Glen, Thompson,



The Weber carburetors came from one of the cars prepared for the 1956 Sebring race.



Geoff Healey inspecting 3507 before the restoration.



The "grill beneath the grill" was cut by Walt Hansgen shortly after the car was delivered to Vincent Sardi.

Bridgehampton and other area courses. He and Jackie Cooper would often drive to a track on Saturday morning, practice, return to New York for a show (for Jackie) and to work at the restaurant (for Vincent) then return Sunday for the race.

Warren Cox, now a prominent Washington DC architect, subsequently purchased the car from a Providence, Rhode Island used car dealer in the winter of 1957-58. Warren used it as his daily driver, had it painted dark blue and added a hood and windshield. He sold it to "some middle aged guy" in New York City for \$2200.

Two owners followed in the next three years. It was converted to a very successful drag racer (class winner at the Dover Drag Strip) complete with a Corvette engine and racing slicks. Barry Davis, a Healey guy from New Jersey then rescued it in Saratoga Springs, parked it at his mother's house and went into the Air Force for 20 years. England was one of his stations where he met Joe Jarick from Australia, owner of AHS 3807. Joe had obtained the engine out of AHS 3904 (which now has the engine from NOJ 391) from Peter Jay in 1974. Barry purchased this engine to replace the Corvette V8. Upon retirement, Barry returned, with the 100S, to one of his previous stations in Minot, North Dakota where a job awaited him.

One of my many faults is asking, wherever I go, every gas station jockey if there are any Healeys around. And who'd ever think that a 100S would be in a carport in Minot, North Dakota? Well, there was, and it was a gas station jockey who led me to it. And Barry Davis, still the owner of it after all those years, had slowly come to the realization that he couldn't afford to restore the car.

The frame was nearly rusted in half, every panel was dented, rear wings were cut away for the racing slicks and the bonnet had a big hole in it for the small block carbs. The Westlake head was unusable, rear brakes, oil cooler & carbs were missing, etc., etc., etc.

The car was carefully disassembled in order to determine how the car was assembled and painted. Fortunately, although the 100S community is small, it came through in spades with NOS and used parts including a 2.92 differential and a lot of invaluable advice.



This card, written by Vincent Sardi and addressed to current owner Bill Lillibridge, reads: "8/22/91 To Bill Lillibridge — Thank you for giving my "100S" a new lease on life. Vincent Sardi"

Peter Jay provided a new head made from the original patents, an oil cooler that he had cast, and the correct-size rivets that he had specially made. Many others including Mike Salter of Toronto and Steve Pike of Melbourne were also of great help.

The car was reassembled using aircraft glue as well as rivets and various bits from Kilmartins of Australia. 3507 is now powered by a pair of 45 DCO3 carburetors from one of the two factory-prepared 1956 Sebring cars. Geoff Healey, in his book *The Healey Story*, described these cars as "the most highly developed ever to be raced".

Last year, Simon Read, a New Zealand club member, set a land speed record on the south island in it and pulled down a \$400 speeding ticket in the process. It's still a very fast car.

