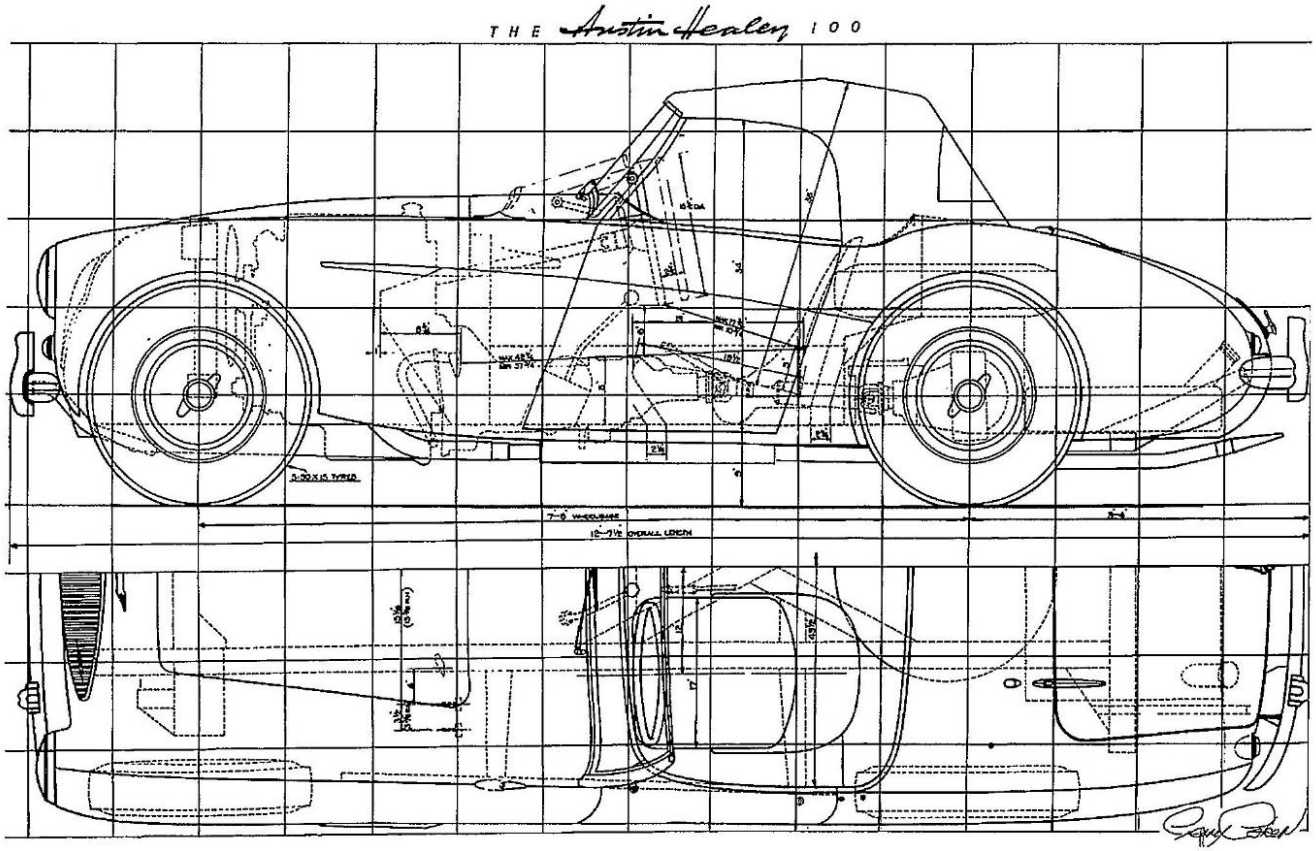
1956 Austin Healey 100M

Vehicle Documentation & Model History

BN2-L/230412



1956 Austin Healey 100M 230412

Car/Chassis Number:	BN2-L/230412
Engine Number (matching):	1B/230412M
Batch/Body Numbers:	5690/11903
Key Number:	FA.507
Built Date:	January 9, 1956
BMIHT Certificate Number:	2020/3020
100M "Le Mans" Registry:	FC202

Selling Dealer:

(Special Order)

British Motor Cars at 1800 Van Ness, San Francisco, California. Owned by Kjell H. Qvale.

Opened December 27, 1953

Selling Dealer San Francisco British Motor Cars Circa 1953 (Notice the MGTD, XK120 and Austin-Healey 100)

Ownership:

1st Owner: (1956 - ?)

Dr. Maas	SF Doctoral Intern
San Francisco, Ca	
Phone Number:	Unknown
Purchase Date:	Unknown (1956)
Purchase Miles:	New
Purchase Price:	$3,275.00 (2020 $31,407)
Title Number: (California)	Unknown

BN2-L/230412 - 1974

2nd Owner: (? – 1974)

Jack Chandonia	
88 Church Street	
Amelia, Ohio	
Purchase Date:	Unknown (est. 1967)
Purchase Miles:	Unknown (est. 47,000)
Purchase Price	Unknown
Title Number: (Ohio)	1328902

BN2-L/230412 - 1989

1956 Austin Healey 100M 230412

3rd Owner: (1974 – 2020)

Clayton A Kuhnell
6919 Montgomery Road
Cincinnati, Ohio

Purchase Date:	2/4/1974
Purchase Miles:	Unknown
Purchase Price	$1,500.00 (2020 $7,844)
Title: (Ohio)	318113770

BN2-L/230412 - 1991

4th Owner: (2020 -)

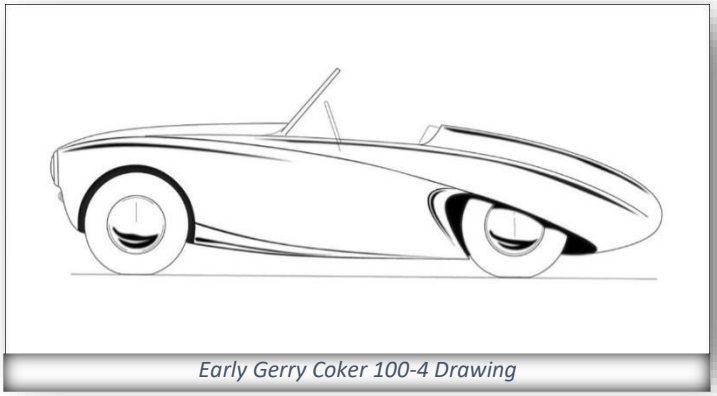
Stephen M Cameron
7042 Burnside Drive
San Jose, Ca 95120

Phone Number:	(408) 202-3409
E-mail Address:	stevec9000@aol.com
Purchase Date:	6/24/2020
Purchase Price	$87,155.00
Purchase Miles:	49,691
Title: (California)	66820082515

BN2-L/230412 - 2021

Brief History of the Austin-Healey 100:

After about 25 years in the automotive racing and manufacturing industries, Donald Healey (or DMH as he was referred to) decided to create a car that would compete with the pre-war BMW 328 sports. He started out of a small area in a cement mixer manufacturing plant in Warwick, England building low production, upmarket Nash-Healey high performance sports cars. By the early 1950s DMH realized the need for a mass production sports car. This market was being fueled by American soldiers in Europe and returning to the USA after the war having been exposed to the European sports cars. The car was to be positioned between the MGTC and the Jaguar XK120, needed to be capable of over 100 miles per hour and sell at a price affordable to the general public. The resulting car was designed by Gerry Coker, DMH's chief stylist and body designer who also created the distinctive folding windshield. Coker's design diverged from the typical British design of the day in favor of the more modern Italian design of the period. The design was not initially liked by Donald and Geoffrey Healey.

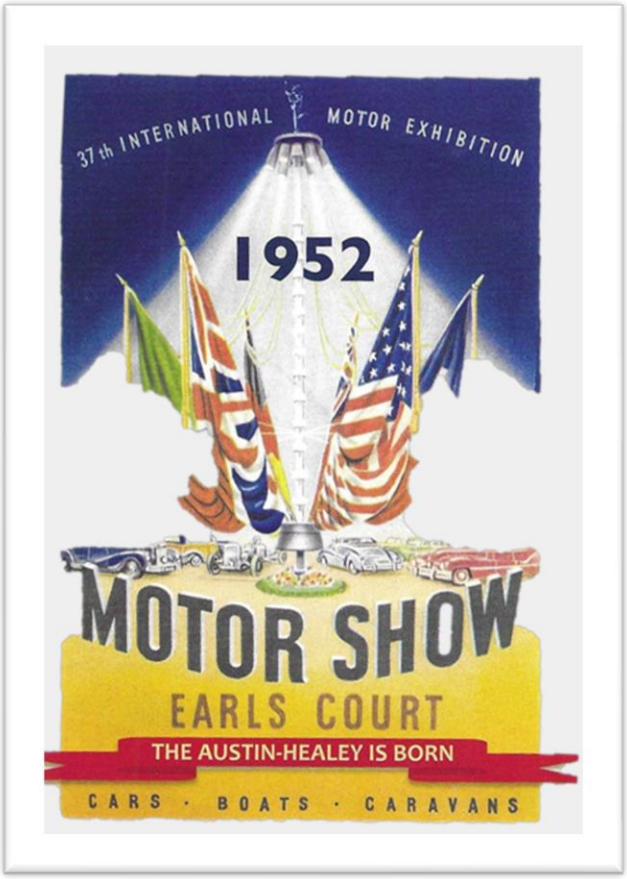


Early Gerry Coker 100-4 Drawing

1956 Austin Healey 100M 230412

In fact, they said it was not good enough for the 1952 Earls Court Auto Show and did not allow it to be transported on the company transport. Roger Menadue (the company's Chief Experimental Engineer) got around this order by personally delivering the car to Earls Court at 6:00AM before the Healey Company booth opened. Donald Healey was especially unhappy with Coker's frontal treatment of the BN1 and had the car positioned so that the front end was obscured by some ornamental brush (see Coker interview @ https://healeyclub.org/gerry-coker-b-1922). To the Donald Healey's surprise, by the end of the first day it was clear that the car was the hit of the show and it was moved to a position of prominence in the booth. Having seen the Healey 100 for the first time that day, Leonard Lord Chairman of the Austin Motor Company was so impressed with the 100 that he presented a proposal to DMH that evening. Under this agreement Austin would manufacture the car at its Longbridge factory but DMH would retain control of the operation. DMH's dream of a mass-produced sports car now could actually be realized, and the Austin-Healey joint venture was created. After the production of 25 preproduction cars, the first production car left the factory in January of 1953 on its way to Los Angeles, California. This first series of 100s was classified as the BN1 with a total production of 10,030 from January, 1953 to July, 1955. Austin-Healey introduced the first BN2 with the new 4-speed transmission in August of 1955. 4,604 cars later the last BN2 left the factory on July 16, 1956. 80% of the 100-4 production was built for the USA market. Gerry Coker lived a long life with his beloved wife Marion supporting the Healy enthusiasts until his passing on November 13, 2020. He always referred to the 100-4 not as an Austin-Healey but as a Healey with a Austin motor .

Gerry Coker experimented with fins on later drawings



Gerry Coker Final 100 Design - Earls Court 1952

1956 Austin Healey 100M 230412

Brief History of the Austin-Healey 100M: Donald Healey convinced Austin to release a new limited-edition high performance BN2 in late 1955 to help with lagging sales prior to the release of the first 6 cylinder model (the BN6) in late 1956. With the exception of the louvered bonnet and leather bonnet strap, the 100M outwardly looked like the conventional BN2 to the untrained eye but had many performance enhancements. These included upgrades to the engine, intake system, distributor and suspension and were based around modifications to earlier BN1s raced in endurance events at Le Mans, Sebring and the Mille Miglia. The 100M modifications raised the horsepower from 90 to 110, the top speed from 102.3 to 109 mph and the 0-60mph time from 11.7 to 9.6 seconds.

The production of the Factory 100Ms was a complex process. The bodies and chassis were produced and painted (single color only) at the Jensen factory like conventional BN2s with the exception of the Coker designed louvred bonnets on the cars scheduled for 100M modifications. The bodies and chassis were then delivered to the Austin Longbridge factory where, in order not to disrupt the production line they were built as mechanically standard cars along with the other BN2s. After installation of the bonnet straps the louvred cars where then transported to the Healey Cape factory in Warwick for 100M modifications. The standard parts were removed and sent back to Longbridge for installation on other BN2s. All engine modifications were done without removing the engines. In order to remove the cam in place it was necessary to bend the left cross brace in front of the radiator – a required identification point for Factory 100Ms. At the beginning of 1956 all 100Ms were also painted at the Warwick factory with a different color below the swage line. After all 100M modifications were completed each car was road-tested by Geoff Price before being transported back to the Longbridge factory for final inspection and distribution.

A total of 640 100Ms were produced between September 5, 1955 and July 16, 1956. These cars are often referred to as “Factory 100M” or “Factory 100M Le Mans”. There are abound 150 of these cars still in existence today. As a side note, one other visual distinction between the BN2 and the 100M is a “M” emblem affixed with two horizontal wires to the 100 grille emblem. For reasons unknown though, not all 100Ms left the factory with the “M” attached. BN2-L/230412 is an example of one such 100M delivered without the “M” emblem.

Factory 100M Warwick Installed Options (110 HP Rated)

- Twin 1 3/4-inch H6 SU carburetors.
- Aluminum intake manifolds.
- Carburetor cold air box and special air tube.
- High-lift camshaft.
- Distributor with modified automatic advance curve.
- Steel-faced cylinder head gasket.
- Valve springs, cups and seats; various gaskets and hardware.
- 8.1:1 high compression pistons (.
- Race-type anti-roll bar (1 5/8” approx.).
- Special-setting front shock absorbers.
- Louvered bonnet with Le Mans-regulation leather bonnet strap.
- Two-tone paint (from January, 1956).

Many other BN1s and BN2s have been converted to 100M specs (or at least partially). These break down into two groups. The first were cars converted early on using the official Donald Healey Motor Company Le Mans kit number P.280. These kits were installed by Austin-Healey dealers, individuals and some even installed on customer or dealer cars at the Warwick plant right alongside of the Factory 100Ms. These cars are not considered Factory 100Ms and do not always have all of the modifications of the 100M. They are often referred to as "100 Le Mans"

P.280 LeMans Kit Contents (100 HP Rated)

- Twin 1 3/4-inch H6 SU carburetors.
- Aluminum intake manifolds.
- Carburetor cold air box and special air tube.
- High-lift camshaft.
- Distributor with modified automatic advance curve.
- Steel-faced cylinder head gasket.
- Valve springs, cups and seats; various gaskets and hardware

cars. The Le Mans P280 kit was available only until the early 1960s but even today, most of the parts to make up the kit are still available in the aftermarket. BN1s and BN2s converted using these aftermarket parts are often referred to as "100 Le Mans Conversions". They may have only a few or even more modifications than the Factory 100M. In the marketplace, the factory 100M can bring as much as double the price of a BN2 whereas the "100 Le Mans Conversions" only command a modest increase in price over the conventional BN2. As far as the "100 Le Mans" early conversions, they also usually only command a modest increased price over the BN2 mainly because there usually is no way to prove that the original kit was used or even what parts of the kit were used or when it was installed.

Factory 100Ms can be identified by the British Motor Industry Heritage Trust Certificate. The BMIHT certificate will specify based on the Car/Chassis number of the BN2 if the vehicle came from the factory with a louvered bonnet and specify "The BMIHT can confirm this vehicle is a genuine factory-built 100M (Le Mans)". This however does not guarantee that the car is in fact a true Factory 100M as there are many counterfeits on the market with modified or forged Car/Chassis numbers. Bill Meade of Watsonville, California maintains the Worldwide 100M Le Mans Registry (https://www.100mregistry.com/) that validates the authenticity of the 100Ms. The purpose of the Registry is:

1.To identify as many as possible of the owners of the 640 original factory-built 100M "Le Mans" cars still in existence, and to provide a registry for late or post-production 100's retro-fitted with "Le Mans" modifications.

2. To encourage owners to obtain Production Record Trace Certificates for their cars from the British Motor Industry Heritage Trust.

3. To encourage the preservation and accurate restoration of 100M "Le Mans" cars.

4. To assist owners of these cars In sharing information and knowledge with one another, thereby increasing the prestige, value and enjoyment of this special series car.

5. To provide guidance and materials sources to assist owners in restoration of this limited-production performance sports car.

6. To encourage the Donald Healey spirit of enthusiasm, camaraderie and helpfulness among Healey owners.

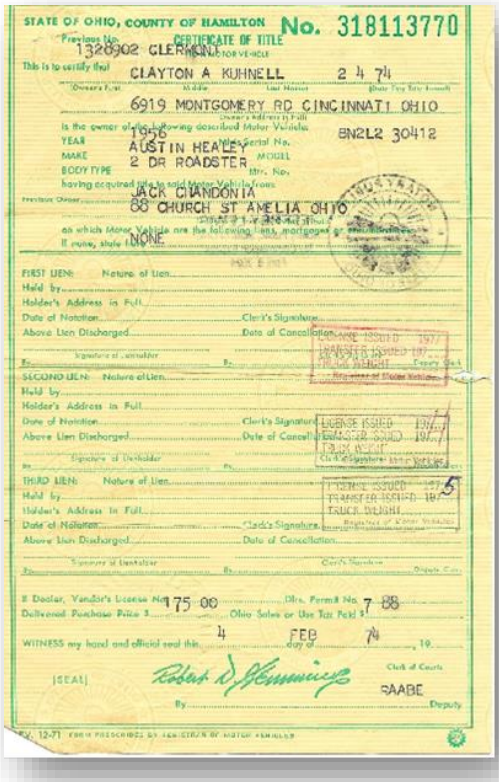
The authenticated 640 Factory 100Ms are classified as "FC" Gold Level cars. This is the highest classification of 100M Le Mans cars and the only cars that can be classified as true Factory 100Ms. The certification process is very rigorous and sometimes takes up to 6 months to complete. The main goal of the FC Registry is to determine if the 100M in question is actually the car that left the Austin-Healey Longbridge factory in 1955 – 1956 as a Factory 100M. Bill Meade looks for 17 points that differentiate a Factory 100M from a conventional BN2 or other 100M Le Mans conversions. These 17 items need not all be present to classify the car as a Factory 100M FC Gold level as the main intention of the Worldwide 100M Le Mans Registry is to verify that the 100M is the actual car that came off the assembly line and not an imposter. This is extremely valuable to a potential buyer who might otherwise be duped by a counterfeiter. The fact that this car was listed in the WW100M Registry under the car owner's name gave me the confidence to bid on the eBay auction even though I had not seen the car.

What the registry does not reveal is how much of the original car remains. The FC Gold Level 100M may be a totaled, roached out car in a field, a 100 point frame off, nut and bolt restoration, a low mileage survivor or anything in between. The FC gold level 100M may not even have it's original engine as in the case of FC207 which did not meet reserve when it was bid to $137K on Bring A Trailer in August of 2020 but three months later sold at the RM Open Roads auction for $236.5K (including buyer's fee) in November of 2020 (https://www.classic.com/veh/1956-austin-healey-100m-bn2-roadster-bn2l231790-nBogLNW/).

You have to realize that the 100Ms are over sixty years old and have gone through a period in the early 1970s when they were not such a valued collector car. During those 60+ years, they most likely had several mechanical parts fail and had been involved in accidents both requiring parts to be replaced like generators, motors, fenders (wings) and even frames. Because these cars were not recognized for their scarcity in those earlier days, the parts most likely were replaced as opposed to rebuilt as this was usually easier, quicker and less expensive. Replacement parts, even rebuilt parts usually do not carry the same identifying part numbers as the original. So even a 100 point FC 100M may not have the original fenders, doors, motor, frame or many of the identifying parts. Even one of the cockpit surrounds may not have the correct body stamping as the car may have been hit in that area damaging the body surround beyond repair.

1956 Austin Healey 100M 230412

BN2-L/230412 Vehicle History:


STATE OF OHIO, COUNTY OF HAMILTON No. 318113770
CERTIFICATE OF TITLE
1328902 CLERK
This is to certify that CLAYTON A KUHNELL 2 4 74
6919 MONTGOMERY RD CINCINNATI OHIO
is the owner of the following described Motor Vehicle: BN2L2 30412
YEAR 1956 Serial No.
MAKE AUSTIN HEALEY MODEL
BODY TYPE 2 DR ROADSTER Mtr. No.
having acquired title to said Motor Vehicle from
JACK CHANDONIA
88 CHURCH ST AMELIA OHIO
on which Motor Vehicle are the following liens, mortgages or encumbrances:
If none, state NONE
FIRST LIEN: Nature of Lien
Held by
Holder's Address in Full
Date of Notation Clerk's Signature
Above Lien Discharged Date of Cancellation
LICENSE ISSUED
TRANSFER ISSUED
TRUCK WEIGHT
SECOND LIEN: Nature of Lien
Held by
Holder's Address in Full
Date of Notation Clerk's Signature
Above Lien Discharged Date of Cancellation
LICENSE ISSUED
TRANSFER ISSUED
TRUCK WEIGHT
THIRD LIEN: Nature of Lien
Held by
Holder's Address in Full
Date of Notation Clerk's Signature
Above Lien Discharged Date of Cancellation
LICENSE ISSUED
TRANSFER ISSUED
TRUCK WEIGHT
If Dealer, Vendor's License No. 175 00 Dlrs. Form 8 No. 7 88
Delivered Purchase Price $ Ohio Sales or Use Tax Paid $
WITNESS my hand and official seal this 4 day of FEB 74, 19
[SEAL] Robert D. Cummings Clerk of Courts
By SAABE Deputy
R.C. 12-71 FORM PRESCRIBED BY TAX COMMISSION OF OHIO

STATE OF OHIO, COUNTY OF HAMILTON No. 318113770

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If none, state NONE

FIRST LIEN: Nature of Lien

Held by

Holder's Address in Full

Date of Notation Clerk's Signature

Above Lien Discharged Date of Cancellation

LICENSE ISSUED

TRANSFER ISSUED

TRUCK WEIGHT

SECOND LIEN: Nature of Lien

Held by

Holder's Address in Full

Date of Notation Clerk's Signature

Above Lien Discharged Date of Cancellation

LICENSE ISSUED

TRANSFER ISSUED

TRUCK WEIGHT

THIRD LIEN: Nature of Lien

Held by

Holder's Address in Full

Date of Notation Clerk's Signature

Above Lien Discharged Date of Cancellation

LICENSE ISSUED

TRANSFER ISSUED

TRUCK WEIGHT

If Dealer, Vendor's License No. 175 00 Dlrs. Form 8 No. 7 88

Delivered Purchase Price $ Ohio Sales or Use Tax Paid $

WITNESS my hand and official seal this 4 day of FEB 74, 19

[SEAL] Robert D. Cummings Clerk of Courts

By SAABE Deputy

R.C. 12-71 FORM PRESCRIBED BY TAX COMMISSION OF OHIO

The third owner Clayton Kuhnell informed me that he had talked to the original owner during his research to get his 100M certified by the Worldwide 100M Registry as a FC Gold level factory 100M. Clayton found out that BN2-L/230412 was ordered by Dr. Maas in 1956 in San Francisco from the local BMC dealer. Dr. Maas was doing his medical internship at a San Francisco hospital at the time and appears to have bought the car as his daily driver. He would often take the car to Laguna Seca on weekends for time trials. At some point later he moved to Ohio taking the 100M with him. Sometime around 1967 after putting about 47,000 miles on the car Dr. Maas moved to Boston and sold the car to Jack Chandonia of Amelia, Ohio who garaged the car and used it sparingly. In February of 1974, Jack sold the vehicle to its third owner, Clayton Kuhnell of Cincinnati, Ohio for $1,500. The Austin-Healey 100s had pretty much gone out of favor by then in favor of the later six-cylinder Big Healeys. Clayton knew he liked the car but did not even know the difference between 100-4 BN2 and a 100M at the time. He also garaged and cared for the car and drove it sparingly for the next 46 years. In June of 2020 Clayton decided to sell the car and posted it on an eBay auction. I was fortunate to win the bidding and had the car transported back to the San Francisco Bay Area, it's original sales location. The e-Bay sale made national news in the September – October 2020 issue of the Austin-Healey USA magazine titles "Does Cabin Fever (Covid-19) Create Auction Fever?". It also appeared in the article on auction news in the October 2020 issue of the Austin-Healey Club of America's Healey Marque Magazine. You can find copies of these articles on pages 18 - 23.

Mileage History:

1. Oil Change recorded Date-Miles 3/31/1966 – 41,134 SOHIO 40 W (SOHIO Oil Sticker on driver door)
2. Oil Change recorded Date-Miles 3/03/1967 – 46,900 (recorded service in factory Service Manual)
3. Years 1956 – 1967 46,900 Miles (4,264 miles/year)
4. Years 1967 – 7/31/20 2,791 Miles (53 miles/year)

Other Information:

1. Color: The first 195 100M's produced from September 1955 – December 1955 were all monotone finishes. Starting on January

3rd, 1956 the remaining 445 cars were all duotone. BN2-L/230412 was therefore built on the 6th day of duotone 100M production. The car was repainted in monotone red sometime prior to 2/4/74.

2. Upholstery: The car appears to have it's original upholstery, panels, trim, Armacord and even carpet (with the OEM roofing felt and juke lining). Prior to January, 1956 the red 100Ms were painted in Carmine Red with Persimmon Red upholstery. Having been built on 1/9/1956 and per the BMIHT Certificate, BN2-L/230412 was originally painted Reno Red over Black with the newer more scarlet shade of red leather upholstery. In the years since the upholstery has faded into a more orange (Persimmon color).

To Preserve or Restore:

With a car like FC202, the first question a collector asks himself is – "Do I preserve or restore this car?". With most cars, the poor condition of the original car precludes the possibility of preservation. I have seen many 100Ms that have been meticulously restored into a beautiful, correct and better than showroom condition. Often these cars started restoration as a rusted-out shell. It always amazes me the skill, time and money that is needed to restore such a car to a near 100 point car. These cars however could not have been a preservation project as there was not a lot to preserve. To top it off, they may still be in the Worldwide 100M Registry as Gold Level FC certified even with many non-original parts. The goal of the registry is to assure that each BMIHT certified as a factory-built 100M is actually the car listed on the certificate and not a counterfeit. As such a 100M could still qualify as a FC Gold Level car even though it has a replacement engine, several ID stampings missing (parts had been replaced at some point), replaced fenders and floor pans and even a replacement frame.

The quintessential example of an unrestored 100M survivor is the car owned by the Fink Collection (the car's second owner) sold at the 2015 RM Amelia Island auction. After the passing of George Fink, his wife hired Wayne Carini to handle the sale of three of her husband's cars, one of which was a 1956 Factory 100M chassis #BN2L/230966 with 37,253 original miles. After rebuilding the engine, buffing the paint and thorough cleaning, Wayne entered the car in the Amelia auction. The vehicle received international attention and sold for $206,800.00 all in. The car later appeared in two episodes of Counting Classic Cars.

Fink Collection 1956 100M

Wayne's long time mechanic, Roger Barr said about the car "That is the sweetest car you have put in front of me in a long time.", quite an accolade for someone who has restored hundreds of cars, many worth ten times the value of the Fink 100M. See the bibliography for the episodes on the Fink 100M.

BN2L/230966 is not in the same level as the Fink 100M. Unlike the Fink car, my 100M was repainted once (removing the original lower black) had about 12K more miles, had upholstery that although original was very deteriorated and the car had not been cared for nearly as well as the Fink car. It is clear from my research the car had been "driven hard and put away wet" for about 12 years of its early life, spending the next 52 years driven little

and relatively unmolested. As a matter of fact, when I bought the car it had the same tires on it as when it was purchased by the third owner in 1974.

Some say that technically my 100M cannot be called a survivor as it has had one repaint. However, that paint job was done over 47 years ago and as such has a long history and patina. The fact that it cannot technically be called a survivor does not preclude preserving the car over restoring the car. I have put many hours into cleaning, repairing and maintaining FC202 already and have found no rust and all 22 of the identification parts examined are as specified in the 100M Registry. I have not opened the engine yet so I do not know if the pistons and camshaft carry the proper identification numbers, but I have no reason to suspect that they will not be original. So that is the quandary. To preserve or restore. I am leaning toward preservation as my goal for the time being is not so much to show the car as to drive it and enjoy it. The other day, I was removing the rear bumper and installing bumper blanking plates. In the process my screwdriver slipped and cut a 2" scratch in the paint. If this car had been totally restored, I would have been heartbroken but as it is another scratch just adds to the patina and the cars history. There may come a day when I want to turn my 100M into a concourse grade car but I am in no hurry to do this though. For the time being I am enjoying caring for the car and driving it. Bill Meade told me "A car is only original once. You can restore a 100M to perfection, but you can't restore it back to original again". For now, I am going to take heed of David Gooding's description of patina as "the fingerprints of the manufacturers there and the owner. You look at a car with great patina and you know it has character like nothing else. It's got a personality, a unique personality, and you see those cars get restored – they just totally lose it. It all gets cleansed and cleaned off and buffed and then It's just like everything else, and back down to a level." FC202 has had over 47 years since it was repainted creating its own distinct patina and personality in those years. Besides, I believe David is not just referring to the paint when it comes to patina but the entire car and this 100M certainly has the fingerprints of the manufacturer and the car's owners.

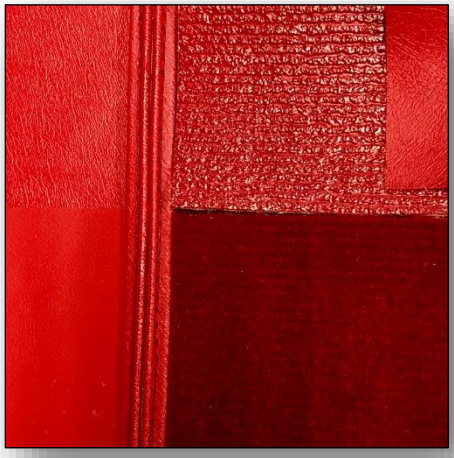
"A car is only original once. You can restore a 100M to perfection, but you can't restore it back to original again."

So yes, the decision is made for the time being. But that does not make things easy or cheap. Often times preservation takes more time and money than restoration as in the case of R&R (rebuild and return) of all mechanicals as opposed to replacing. And then there are the questions that will need answers. Do I have the seats recovered to original (see https://www.rightwayheritagetrim.com/), how about the carpet, panels, Armacord. How about the paint? Do I fix the paint holiday in the front fender and how about the small door ding on the driver's door (a garage accident reported by the third owner)? Will these changes look out of place? Will they remove the "fingerprints"? How about when keeping the original is possible but makes the car less reliable. My goal is to enjoy driving this car after all. There will be many more decisions and I will try not to kick myself too hard when I feel I made a mistake. As long as I concentrate on repairing and not replacing as much as possible and do my best to be a good steward and caretaker of the car, I probably can't go too far wrong. One thing I know is that it will be fun.

Preservation Progress:

After owning FC202 for almost a year and spending numerous hours cleaning, polishing and repairing the car I decided to do some upgrades. Although my goal is to keep the car a survivor, I have decided to upgrade some items that were seriously aged or making the car less reliable. My goal in any such repair or restoration is to make such modifications as true to the original car as possible and at a level that will be acceptable should I decide at some

point to restore this car to a concours level. All replaced items have been kept if they were considered to be original to the car.



Reno Red Trim Colors

Carmine Red Trim Colors

Upholstery and Trim:

Seats: This was a hard decision as I am sure the seats were original to the car but they were so heavily worn and torn that they were no longer serviceable. After some research I identified Geoff Chrysler of Rightway Heritage Trimming as one of the premier craftsman for Big Healey trimming. Prior to sending the seats to his shop in Victoria, Canada I did some research on seat and trim color. Geoff has a 402 page blog that has very detailed information on Big Healey trimming which can be found here. The seats on the car appeared to be of the Persimmon color used on Carmine Red BN2s prior to 1956 but the Heritage Certificate indicated the car was produced in January of 1956 and left the factory in Reno Red color. The seats in the Reno Red models were of a slightly more scarlet shade of red color, so I opted to have the seats and armrest restored in that original color with Connolly leather. My seats were later featured in Geoff's blog on seat foam and padding from May of 2021 which can be found here. An interesting comment in that blog was that "the trimmers often signing their initials on the bottom (of the seats) as a token of pride". I had seen a marking on the bottom of the seat base that looked like "BN" which I thought referred to the car model the seats were built for but in his blog, Geoff indicates that these were accually the initials of the original trimmer. The original hardware was polished and installed where possible.

Note Trimmers Initials "BN" on Original Seat Base

Tonneau Cover: The original tonneau was torn, heavily, previously repaired and no longer fitted so I chose to buy a new cover from Rightway. Geoff makes a cover that is true to the original right down to the zipper so that is what I ordered.

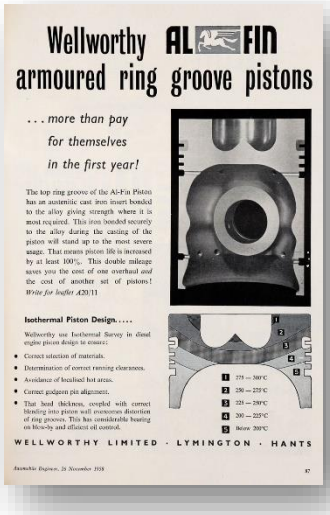
Carpet Kit: The car had the original carpet, jute and felt but they were beyond being serviceable. At the same time as the seats and tonneau were ordered I ordered a factory style Karvel carpet kit that Geoff makes. I also had previously received a factory style felt underlayer kit from Roger Monument and this was installed along with the carpet kit. These I plan to install when I do a restoration as the current pieces are still serviceable when rubber mats are installed.

1956 Austin Healey 100M 230412

Panels and Armacord: I chose to keep the original panels and Armacord for the time being as they are still serviceable. These were just cleaned, missing hardware replaced and reinstalled.

Engine:

Ever since purchasing FC202 I have noticed excessive engine noise. After a little over one year of limited driving and limiting RPMs to 3K, I decided to have the pan pulled at Union Jack in San Martin, California. In addition to finding the cause of the engine noise, I also wanted to document the cam and pistons. A leak down and A compression check had been performed when the car was purchased with compression at 149, 150, 150, 150 PSI. A test was performed before engine tear down with leak down at 78/80, 80/80, 78/80, 78/80 PSI (near perfect). Upon tear down, rod bearings were green plastigaged - **TECH REPORT: 1/ 0.0015 2/0.001 3/0.001 4/0.002, ROD BEARING TOLERANCE ..0005 - .002, ROD BEARINGS ARE AT STANDARD**. The timing chain was found to be very sloppy and the tensioner in pieces on the bottom of the cam. Upgraded timing chain as well as both gears and tensioner were replaced. The cam was inspected and found to be 1B2892. The Worldwide 100M Registry 100M Identification Guidelines shows that the 100M cam should be 1B2882 or 1B2895. I figured the 1B2882 was a misprint and should be 1B2892 but Bill Meade of the registry could not verify or refute that. To verify this to be a 100M cam, the cam lift was measured at the push rod with a dial indicator and found to be .315 - conforming to the 100M (and 100S) valve lift of .435. The 100M rockers have a ratio of 1.42 so the cam lift of .315 times the rocker ratio of 1.42 equals .447 less the valve lash of .012 gives a valve lift of .435. Also, the piston skirts were inspected and found to be non-original Alfin Wellworthy brand with stamping number 52808-15. I have not been able to get specs on this part number and I am not sure why these might have been replaced. Perhaps they were considered to be upgraded pistons as they were advertised to increase piston life by 100% or perhaps they are were higher compression pistons. Oil pressure was within specification but perhaps a little low (40 – 50psi) so the oil pump and drive shaft were replaced with new Denis Welch parts (ENG465 & ENG466A). Also, it was found that the oil return hole under the valve cover had been partially blocked with silicon sealer during a previous replacement. Next the rocker shaft was removed and inspected and the rockers reprofiled at the machine shop. A tune-up was performed as well as inspecting, repairing, adjusting and balancing the SU H6 carbs. The oil filter was replaced with a Wix 51302 and Vavoline Racing 20-50 oil (non-synthetic with zinc) and a can of Moss ZDP as well as installing two missing filter washers. Finally a full set of Denis Welch black silicon wrapped (OE design) hoses was installed.



One note, a little bubbling was noted in the head gasket at the junction of the cylinder head and the block above the engine ID plate. Upon research on the Austin-Healey of USA site, I found that this is a common problem on the 4 cylinder Austin 2.6 liter motors and usually is not a problem.

It is great to have a smooth, quiet running motor that I can depend on and can run up to 4,000 RPM or a little higher without worry.

BN2-L/230412 (FC202) is one of the most original of the remaining roughly 150 Factory 100Ms still in existence.

Identifying Numbers/Conditions Present: (In order of importance as listed by the Worldwide 100M Registry)	
1. Bonnet	Correct 11903, Steel, 2-Piece Front Brace, Gary Coker Design Louvers
2. LeMans Bonnet Strap	Correct Hardware (replacement strap)
3. Cockpit Surrounds	All 4 Aluminum Surround Pieces Stamped 11903 in correct locations
4. Body and Batch Number Plate	Correct Original Plate – Batch 5690, Body 11903
5. Chassis Number (V.I.N.) Plate	Correct Original Chassis Plate BN2L 230412
6. Distributor	Correct 40422B (Early 100M Production); 5 17 10 Vacuum Advance Stamping (5=the vacuum inches of mercury where advance begins, 17=vacuum at which advance reaches Maximum, 10=total degrees of Vacuum Advance); Correct Primary and Secondary Advance Springs.
7. Carburetors & Manifolds	Correct Front Manifold 1B2893, Rear Manifold 1B2894, Carb Type H6 AUC6040X, Front Carb Etching - 6053, Rear Carb Etching - 6047
8. Cold Air Box	Correct Original Thin Aluminum w/Original Plaque (Modified at some point with 2 through Bolts)
9. Left Shroud Brace	Correct Left Bent 100M "C" Channel
10. Camshaft	Factory 100M 1B2892
11. Front Left Cross Brace	Correct Lower Right Brace Bent to Allow Factory 100M Cam Replacement
12. Pistons 8:1	Pistons have been replaced at some point with Wellworthy 52.808-15
13. Front Sway Bar	Correct 5/8" approx. (BN2 was ½")
14. "M" Emblem	O.E. Style (Wired on) Reproduction (Not All Factory 100Ms Came With the Emblem)
15. Front Valence/Boot Lid Bracket	Correct - Both stamped 11903
16. Engine Number Plate	Numbers Matching 1B/230412M
17. Other BN2 ID Points	Correct 4 Speed Transmission, Correct Small Rear Reflectors, Correct Overdrive Switch, Correct Larger BN2 Front Wing Openings, Correct Wiper Motor Shelf

The following pages have images of these 17 FC Gold Level 100M identification features that are all present on BN2-L/2304123:

1a. Louvred Hood With Correct Radius

1b.Louvred Hood Body Number 11903

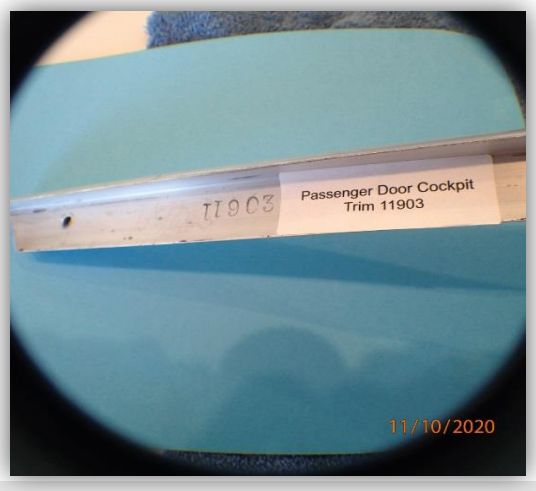
1c. Louvred Hood Two Piece Brace

2a. Original Strap Bracket Hardware

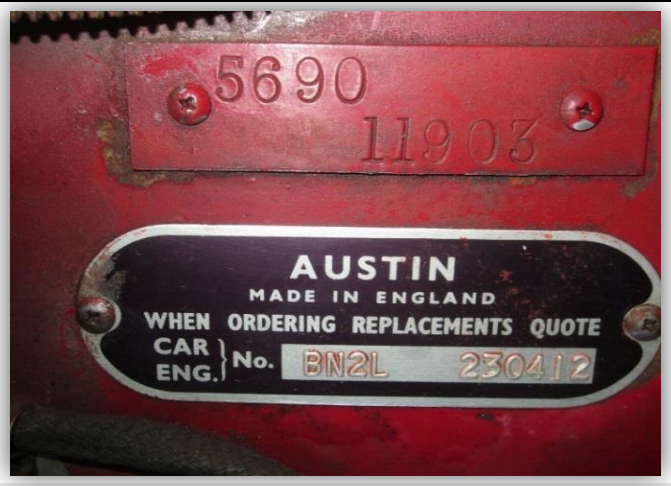
3a. Rear Shroud Cockpit Trim Body Number

3b. Front Cowl Cockpit Trim Body Number

3c. Driver Door Trim Body Number 11903



3d. Passenger Door Trim Body Number 11903



4/5. Batch/Body and Car/Engine Number Plates With Correct Phillips Screws

6a. 100M Distributor Number 40422 Built October 1955

6b. 100M Vacuum Advance Number 5-17-10

7a. 100M Front Intake Manifold 1B2893

7b. 100M Rear Intake Manifold 1B2894

7c. Front SU H6 Carb AUX6040X "6053" Etched

7d.Rear SU H6 Carb AUX6040X "6047" Etched

8a. 100M Cold Air Box and Hose

8b. Original 100M Cold Air Box Plaque with Correct Slotted Brass Screws

9. Notched Cold Air Clearance Bracket

Picture Courtesy Union Jack

10. 100M Cam (Should be 1B2892/1B2895)

11. 100M Bent Brace For Cam Installation

Pictures Courtesy Union Jack

12. Pistons Wellworthy 52808-15

13. Front 5/8" Heavy Duty Sway Bar

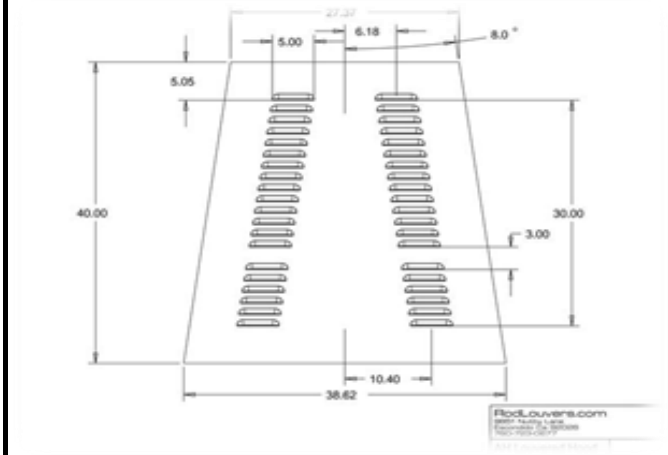
14. Aftermarket "M" on Factory 100 Emblem

15a. Front Valence Body Number 11903

15b. Boot Lid Bracket Body Number 11903

16. Original Engine ID Number Plate

Other: Original Ignition Switch FA.507



Correct Coker Bonnet Louvre Design

Original Generator 22483A

Original Starter 25571 Date Code 11 55

1956 Austin Healey 100M 230412

Other Part ID Numbers:

1.	Fuel Gauge:	X.49422/19
2.	Dual Safety Gauge:	X.42638/38
3.	Coil	HA12 945075 Date Code 0156
4.	Starter	25571 Date Code 11-55
5.	Generator	22483A
6.	Distributor	40422B Date Code 1055
7.	Rear View Mirror	Original Eversure M677
8.	Voltage Regulator	
9.	Turn Signal Relay	
10.	Ignition Switch	
11.	Starter Solenoid	
12.	Overdrive Throttle Switch	

THIS CAR IS A "CONFIRMED FACTORY-BUILT 100M"
AS VERIFIED BY EXAMINATION, BY THE REGISTRY, OF SEVEN
BODY NUMBERS, KEY, CARBURETORS AND DISTRIBUTOR.

Austin Healey

100M

THIS CAR HAS BEEN FITTED WITH A LE MANS MODIFICATION KIT

100 M "LE MANS" REGISTRY

Certificate of Membership

Genuine Factory-Built Austin Healey 100M "LeMans"

THIS CAR HAS BEEN CONFIRMED BY THE REGISTRY AS A "FACTORY-BUILT 100M"

This Certificate hereby registers the individual named below as the owner of one of the remaining original 640 Austin Healey 100M "LeMans" high-performance models built between 1955 and 1956 by the Austin Motor Company, Ltd. (England). This registration has been confirmed by a Production Record Trace undertaken by the British Motor Industry Heritage Trust.

These limited-production factory-built high-performance sports cars had 1-3/4" H 6 S.U. carburation and special inlet manifolds, cold air box and air tube, high compression pistons, high lift camshaft, special distributor, race-type anti-roll bar, and a factory louvered hood, with LeMans regulation strap. Those modifications increased the horsepower from 90 to 110. Each car's registered body plate number also appears on the hood left edge, back of aluminum cockpit surround trims and on the trunk lid support bracket.

This Registration Certificate entitles the automobile's owner to all the benefits of membership in the Registry, so long as it is kept current, and may be transferred to a new owner by notifying the Registry.

Car/Chassis Number BN2-L / 230412 Engine Number 1B / 230412M Body Number 5690 / 11903

Stephen Cameron FC202 — Registered Owner

100M "LeMans" Registry Founder

Aug, 2020 — Date

1956 Austin Healey 100M 230412

BRITISH MOTOR INDUSTRY HERITAGE TRUST

CERTIFIED COPY OF A FACTORY RECORD

BMIHT certifies that the details given below are a true copy of an entry in the original factory records for the vehicle with the chassis number quoted.

This Certificate does not constitute verification of the present condition of a specific vehicle. These are the details of the car as it left the assembly line. Cars were sometimes modified by the manufacturer after production and prior to shipment.

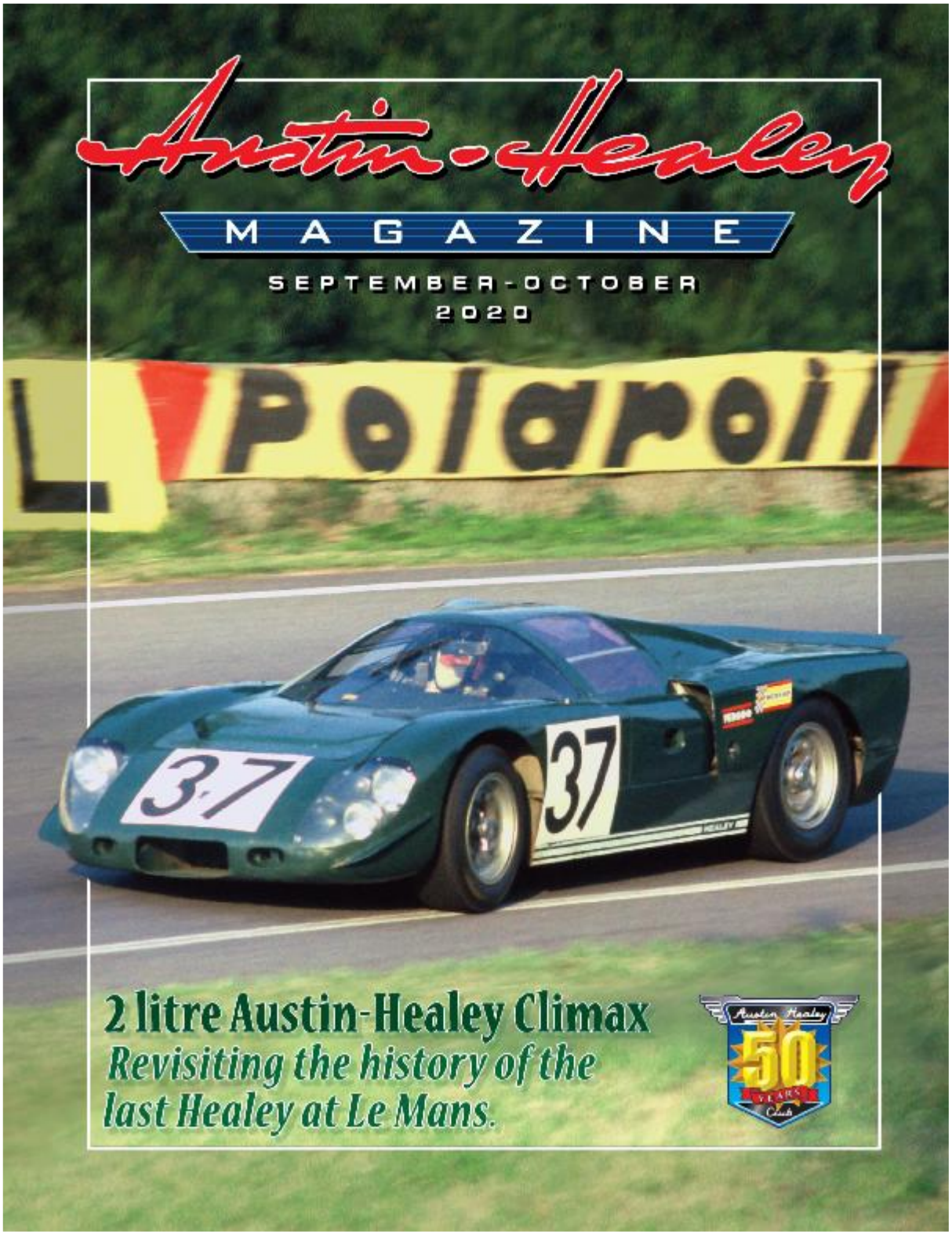
Certificate Number: **2020/3020**

1. Make & Model		**AUSTIN-HEALEY 100 `M`**
2. Car/Chassis Number		**BN2-L/230412**
3. Engine Number		**1B/230412**
4. Body Number		**5690/11903**
5. Specification		**LHD, North American Export**
6. Colour	a) exterior	**Reno Red and Black**
	b) trim	**Red**
	c) hood (top)	**Black**
7. Date of Build		**9th January 1956**
8. Date of Despatch		**Not Recorded**
9. Destination (Dealer)		**U.S.A.**
10. Other Numbers (where recorded)		**Key Number: FA.507**
11. Details of Factory Fitted Equipment		**Heater, Laminated windscreen, Louvred bonnet**
12. Other Information		**The BMIHT can confirm this vehicle is a genuine factory-built 100M (Le Mans)**
13. Issued to		**Stephen Cameron**
14. Date of Issue		**17 August 2020**
15. Signature of Archivist		

While every care has been taken to ensure the correctness of the information supplied neither BMIHT nor any of its associated Trust or Companies will be held liable for any errors or omissions or the consequences thereof. BMIHT accepts no liability if incorrect numbers have been quoted by the enquirer.

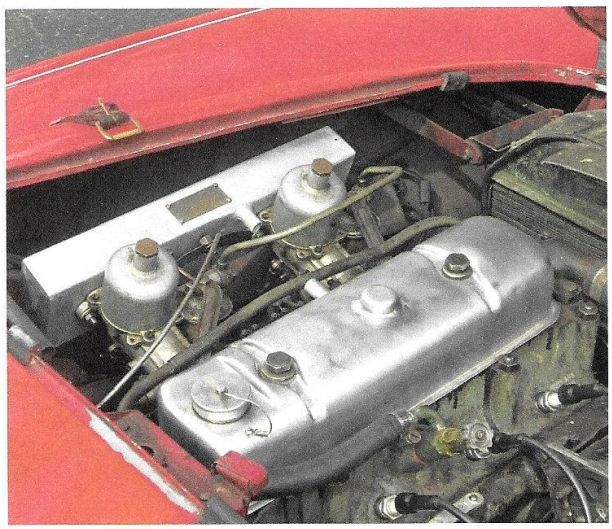
1956 Austin Healey 100M 230412

The sale of BN2-L/230412 on eBay in 2020 brought quite a bit of attention in the Austin-Healey world with mentions in articles in the Austin Healey Magazine (Austin-Healey America Club) September – October 2020 and the Healey Marque Magazine (Austin-Healey USA Club) October 2020. The following are copies of those articles:



DOES CABIN FEVER CREATE AUCTION FEVER?

By Dave Ketchen



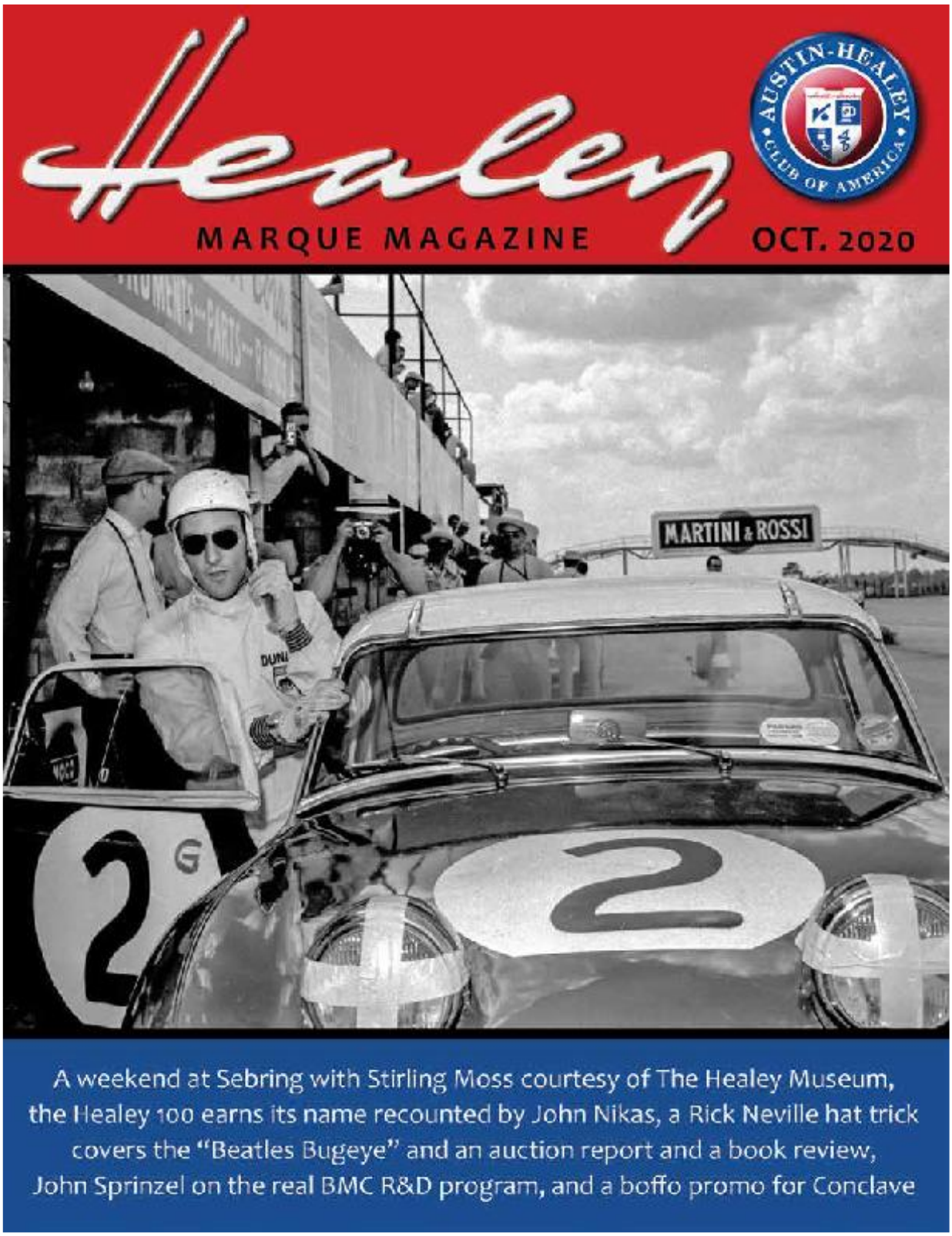
We are living in unusual times, and like me you are probably tired of talking about them. So, let's talk instead about an unusual listing that showed up on eBay recently. According to the listing, this is a "1956 Austin Healey 100 M Le Mans Genuine factory-built car. I have owned this car since 1974, I am the third owner. Factory color is red over black but was painted solid red sometime before I purchased it. It has always been garaged and periodically driven and maintained. The car comes with the British Motor Industry Heritage Trust certificate and the 100M Le Mans registry certificate." The seller offered some details as follows:

- All factory matching numbers, body, louvered hood, trunk, and aluminum cockpit surround, engine to body.
- Solid rust-free body. Good chrome and glass.
- Original top, side curtains, seats, tonneau cover, and trunk lining.
- Everything works, electrical and mechanical (brakes need adjustment).
- Tires drivable but not road worthy.
- Good running condition — transmission and overdrive work smooth.

Only 640 of these cars were made, and they command a premium as a result. According to the Hagerty Price Guide, a Concours-caliber #1 car is worth $250,000. Hagerty says that #2 and #3 cars are worth $172,000 and $140,000 respectively.

Based on the photos in the listing, this particular car seems to best fit the description of #4 cars: "daily drivers, with flaws visible to the naked eye. The chrome might have pitting or scratches, the windshield might be chipped. Paintwork is imperfect, and perhaps the body has a minor dent. Split seams or a cracked dash, where applicable, might be present. No major parts are missing, but the wheels could differ from the originals, or other non-stock additions might be present. A #4 vehicle can also be a deteriorated restoration. 'Fair' is the one word that describes a #4 vehicle." Hagerty's analysis says $95,000 is the value of a #4 example. This car attracted $87,155 after 7 bids. Well bought? Perhaps. Was eBay the right venue to offer this sort of car? Perhaps not. But with in-person auctions shut down, it was likely a decent choice.

1956 Austin Healey 100M 230412



1956 Austin Healey 100M 230412

AUCTION REPORT

Rick Neville
HEALEY MARQUE
AUCTION REPORTER

Time was Sprites didn't get all that much respect from the owners of big Healeys. In fact, some Healey clubs (not the AHCA, thankfully) wouldn't even admit them to membership. However, now that big Healeys are taking a Dixie in auction prices (OK, not a full Dixie, more like a long slow slide) Spridget owners are basking in the increase of their cars' selling prices.

This Bugeye broke the $30,000 barrier on Bring a Trailer.

It's hard to tell what's driving the phenomenon, if it is one, but how else to explain a $30,500 sale price of a very nice Bugeye on Bring a Trailer (BaT) in August? A very solid example in Primrose with matching factory hardtop, 1275 motor with ribcase transmission and Panasport wheels, it was a Best of Show winner at the Austin-Healey Sports and Touring Club's "Encounter" in Carlisle in 2008. And there were three bidders hanging in there hovering around the $30k mark.

This was a BaT record Bugeye sale, eclipsing the $28,000 sale I chronicled in the August issue. Since June of 2020, three other Bugeyes sold on BaT above $20,000. Then there was the outlier, a Carroll Shelby School of High Performance Driving Bugeye trainer that sold for $95,700 at Barrett-Jackson Scottsdale earlier this year. Good times for the Bugeye sellers.

Looking for insight, I turned to "Bugeye Guy" David Silberkleit who reports he's been selling Bugeyes in the $30-50k range for a long time. He credits the car's different possibilities that appeal to a wider audience than many vintage cars. Both concours-stock lovers who want everything just right, and also outrageous performance builds that push the envelope, find the little Healey attractive. "The Bugeye transcends all age groups and is not locked into any particular demographic or build profile. Such a simple car transcends so many boundaries, it has a much broader appeal than the big Healey which is much more limited in build possibilities and in fact discourages variance," he said.

And auction results have shown this to be true. Highly modified Sprites with engine changes, non-standard paint colors and interiors and even funky chassis numbers seem to attract bidders rather than drive them away as they do for the big Healey crowd. That's why I was a bit surprised that a very

The MG Midget-based Lenham GT.

sanitary Lenham GT MG Midget (and we all know a Midget is just a Sprite with a dress-up kit) fastback coupe failed to meet reserve on BaT at $17,409. Lenham GTs are Spridgets with a streamlined fiberglass nose and Kamm-back fastback that are more often seen in the UK and Europe than in the States. Indeed, this one was imported to the US in 2015 and sported a 100 HP motor and five-speed Ford transmission. A very-comfortable cockpit was kitted out with custom-made Rigard seats and the entire build was done to a high standard that in my mind should have fetched more


The MG "Mongoose" Cobra-killer.


Not your usual MG Midget motor.

than the offer. On the other hand, just because a car doesn't sell during the auction proper doesn't mean a sale isn't made after the hammer falls and we'll never know.

An even more modified Midget, this one with a Ford 289 V8 and five-speed transmission couldn't be coaxed from the owner's hands despite a solid $21,000 bid. It was a good


The eBay 100M with a sole owner since 1974.

illustration of the axiom not to expect to get your money back on a hot rod build and this one must have cost plenty with custom front suspension, four wheel discs, tube frame and coil over suspension. The engine sounded very healthy at idle in the accompanying video, but perhaps a video with the beast driving might have pushed the bidding higher on the miniature Cobra killer named the MG Mongoose.

1956 Austin Healey 100M 230412

There seems to continue to be a lot of movement of factory 100Ms, though still not commanding the beaucoup bucks of a few years ago. It's rare to see one come to market that hasn't undergone a full restoration, but BN2L 230412 came to eBay in June having been with the same owner since 1974 with what looked like a one-repaint body and a well-worn original interior. Still and all, it brought $87,155. Might have been a high buy-in if it were bought to be restored, and it would take a lot of restraint to leave it as-is.

kept tradition alive with its Shift/Monterey online auction in August. Bucking the trend of declining M values was BN2L 230966, an original, unrestored example with under 38,000 miles. The red over black coves car sold for an impressive $192,500.

Back at BaT, another online substitute for the live Monterey auctions didn't bring BN2 231790 a great deal of luck. A seller really needs to perform an interesting calculus before offering a high-end Healey there. On the one hand, the car will get a great deal of worldwide exposure at a low cost, but that exposure brings with it a cadre of marque experts that call out vehicle imperfections that might otherwise go unnoticed in the hustle and bustle of a live auction. With certifications from both the British Motor Industry Heritage Trust and the Austin-Healey Worldwide 100M Le Mans Registry that this was indeed a factory 100M, it had a replacement motor that was said, without verification, to have come from another M, which undoubtedly hurt the value. Moreover, a sharp-eyed commenter noticed the left rear wheel appeared too close to the rear of the dogleg, raising questions about possible chassis damage or less-than-precise panel alignment. Once raised, questions like this are hard to dispel and bidding petered out short of reserve at $137,000. HM

This 100M brought a very respectable $192,500 in an RM/Sotheby's online auction.

A high bid of $137,000 didn't meet the reserve on this looker.

The Monterey Peninsula must seem strangely empty this year with all the live auctions being cancelled, but RM/Sotheby's

Note: The Blue over White 100M above that didn't meet reserve on BAT on 8/13/2020 sold for almost $100K more ($236,500) at the RM Open Roads Auction in Marina Del Rey, California three months later.

Bibliography

The following publications and video were consulted for the history and other vehicle information in this article. They are valuable resources for anyone owning or interested in an Austin-Healey 100 or other "Big Healey".

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Austin-Healey 100 In Detail	Bill Piggott, 2005
Austin Healey 100 and 3000	R.M. Clark, Brooklands Book Distribution, Ltd.
Austin-Healey Super Profile	John Wheatley, 1986
Chasing Classic Cars	Season 7, Episode 22; Season 8, Episode 9
Healey The Men and Their Machines	John Nikas with Gerry Coker, 2019
Identification Guidelines for 100M "LeMans" Cars	Bill Meade, 100M Registry, 1996
The Heritage of the 100M	Gary Anderson, Austin-Healey Magazine, Sept-Oct 2012
The Most Recognized Austin-Healey 100M "Le Mans" in the World.	William R. Meade, III, Classic Car Collections, 2021
Protecting Your 100M	Bill Meade, Healey Marque Magazine, February 2013
Survivor *The Unrestored Collector Car*	Kris Palmer, 2008
What is an Austin-Healey 100M	Reid Trummel, British Car Forum, November 2011