

Values, Identification Numbers, Condition**[Revised 2019-05-13]***C:\British Cars\Austin Healey\Tech\P - Bodywork\Top-Hard\Values-ID No's, Condition.doc***Identification Number [I.D.]**

Number is stamped on the aluminum over the RHS window

1st No : 6=2 seater; BN6, BN7

4=4 seater; BN4, BT7

2nd No's : month of manufacture3rd No's : year of manufacture4th No's : number made / serial number**Dimensions:** [include the pins that fit into the chassis]

Overall width = 51 " 48"

Overall length = 52 " 52"

Overall height = 21 " 21"

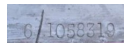
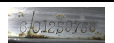
Weight 36 pounds

Note: Logic suggests that there was no '1st No' code for 100-6 BN4 4-seater at the beginning of production in 1956. The need for such a code only would have become necessary in 1958 when the BN6 2-seater was introduced. And it sort of seems obvious as to where the code '4' used for the BN4 4-seater and '6' used for the BN6 2-seater came from. ☺

Note: 'eBay Dates' are ending dates from auction in question for which I have a complete copy **or** some other sale or source.

–J. Scott Morris [jstmorris@yahoo.com]

2 Seater Roadster Factory Hardtops

Year/Mth	Serial #	Picture/Source	Sale Date	Condition ^[1]	Price
58-05	6-05-58- 13		2009-02-02	C	1,500.00
58-08	6-08-58-140	Mike Brouillette [d]	2017-04-14	C	1,700.00
58-08	6-08-58-140		2017-05-28	C	2,950.00
58-10	6-10-58-271		2007-04-01	C	????
58-10	6-10-58-310		2010-01-18	C	1,257.00
58-10	6-10-58-312		2014-11-16	A	3,800.00
58-10	6-10-58-319		2010-09-10	C	No Sale
58-11	6-11-58-371		2001-09-09	C	1,303.00
58-11	6-11-58-375		2018-09-05	B	3,227.00
58-12	6-12-58-470		2003-10-28	B	2,995.00
59-01	6-01-59-491	Scott Morris [a]	2009-12-13	D	125.00
59-02	6-02-59-530		2009-09-29	D	1,055.55
59-03	6-03-59-531		2011-09-03	A	4,100.00
59-03	6-03-59-559		2005-09-23	C	????
59-07	6-07-59-619		2015-11-29	C	2,395.00
59-08	6-08-59-688	Bill Wycoff  [b]	2001-??-??	B	????
59-10	6-10-59-705		2012-07-26	C	1,400.00
59-12	6-12-59-756		2009-07-30	B	????
60-04	6-04-60-885		2010-01-12	D	No Sale
60-07	6-07-60-974	Gilbert Gauthier [c]	2014-06-28	A	7,000.00
60-07	6-07-60-1004	Bill Wycoff [b]	2002-03-??	B	????
62-02	6-02-62-1147		2010-04-17	A	2,500.00
62-09	6-09-62-1191		2009-09-27	A	5,400.00

[1] Condition: A=excellent/restored; B=good/restorable; C=fair/restorable; D=poor/shell

[a] Scott Morris purchased from Wally Stokes 2009-12-13

[b] Bill Wycoff <Wwycoffbn7@aol.com> see: [C:\Austin Healey\Tech\P - Bodywork\Top-Hard\Identification-Hard Top numbering.doc](#)
[C:\British Cars\Austin Healey\Individuals\Wycoff, Bill\12-10-01 HT 4 04 63 3781 & 6 08 59 688.doc](#)

[c] Gilbert Gauthier <comkanuk@cgocable.ca>

see: [C:\British Cars\Austin Healey\Tech\P - Bodywork\Top-Hard\FS-2 Seater\14-06-28 BN7 HT-6-7-60-974 by Gilbert Gauthier.doc](#)

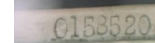
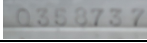
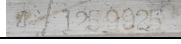
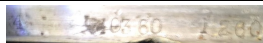
59-08 6 08 59 688 B (headliner intact, no damage) ?? 2001

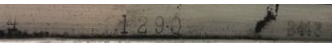
60-07 6 07 60 1004 B (headliner intact, no damage) March 2002

[d] Mike Brouillette <m.brouillette@comcast.net> Note: purchaser said he would have paid up to \$2500

See: [C:\Scott's Stuff\British Cars\Austin Healey\Tech\P - Bodywork\Top-Hard\Values.doc](#)

4 Seater Roadster Factory Hardtops 1957 to 1963

Year/Mth	Serial #	Picture/Source	Date	Condition ^[1]	Price
57-01	? 01-57- 89		2013-06-03	C	810.00
57-01	? 01-57-254		2008-12-13	C	1,481.78
57-09	? 09-57-240		2017-04-14	C	????
57-11	? 11-57-380	 [e]	2014-07-18		email
58-01	? 01-58-520		2016-02-27	B	No Sale
58-01	? 01-58-545		2012-03-28	C	850.00
58-01	? 01-58-554		2010-12-13	B	1,425.00
58-01	? 01-58-570		2016-08-07 2017-09-28	C C	NS 3,300.00 2,250.00
58-02	? 02-58-636		2007-11-13	D	535.00
58-03	? 03-58-726		2010-08-05	B	1,800.00
58-03	? 03-58-737		2013-07-27	B	1,380.00
58-03	? 03-58-766		2015-05-30	A	3,400.00
58-04	? 04-58-863		2010-09-14	B	1,802.00
59-02	4-02-59-124		2019-01-16	B	NS 2,815.00
59-02	4-02-59-144	S & M Miller [d]	2010-12-05		email
59-03	4-03-59-173		2019-04-05	C	1,500.00
59-04	4-04-59-271		2015-03-22	B	2,350.00
59-04	4-04-59-274		2009-03-03	B	1,304.00
59-04	4-04-59-281		2010-03-07	B	1,650.00
59-04	4-04-59-288		2007-04-03	B	No Sale
59-07	4-07-59-441		2009-10-12	C	665.55
59-09	4 09-59-602		2017-05-26	B	2,750.00
59-12	4-12-59-????		2002-05-08	B	2,200.00
59-12	4-12-59-880		2015-04-03	C	946.00
59-12	4-12-59-883	Bruce Starke [k]	2019-05-09		
59-12	4-12-59-897		2014-04-27	C	790.00
59-12	4-12-59-925		2017-12-30	C	2,200.00
60-01	4-01-60-983		2016-01-02	C	1,095.00
60-03	4-03-60-1213	Scott Morris [a]	1984-08-02	C	w/ car
60-03	4-03-60-1260		2014-06-11	D	362.57
60-03	4-03-60-1264		2008-06-18	B	No Sale
60-04	4-04-60-1485		2005-07-05	D	401.00
60-05	4-05-60-1655		2017-06-11	B	No Sale
60-05	4-05-60-1664		2012-07-29	C	1,084.00
60-07	4-07-60-1903	Scott Morris [b]	1991-04-10	B	456.13

60-08	4-08-60-1023	Think it s/b 1923	2018-12-16	A	1,775.00
60-08	4-08-60-1958		2008-07-06	D	350.00
60-08	4-08-60-1960		2014-08-24	D	625.00
60-08	4-08-60-2013		2009-09-29	B	1,825.00
60-08	4-08-60-2025		2015-12-02	A	NS 2,899.00
60-08	? 08-60-2078	Andy Thorp [e]	2014-07-19		email
60-08	4-08-60-2287		2005-06-24	C	No Sale
60-09	4-09-60-2270		2014-10-20	B	No Sale
60-09	4-09-60-2229		2011-09-14	A	No Sale
60-10	4-10-60-2312		2009-06-15	B	1,686.47
60-10	4-10-60-2346		2003-12-11	D	711.01
60-10	4-10-60-2378		2009-11-17	B	1,795.00
60-11	4-11-60-2392		2014-08-20	D	462.57
60-12	4-12-60-2443 4-12-60-2443		2018-05-13	B	BIN 3,499.00
60-12	4-12-60-2443 4-12-60-2443		2018-11-24	B	BIN 3,299.00
61-01	4-01-61-2543	 [i]	2016-05-12 2016-10-06	C C	1,250.50 1,900.00
61-01	4-01-61-xxxx	[g]	2015-01-31	A	
61-01	4-01-61-2494		2016-10-26/30	C	1,200.00
61-06	4-06-61-2780	Bryan [f]	2013-12-21		1,299.00
61-06	4-06-61-2920	[j]	2017-09-09	A	5,140.00
61-09	4-09-61-3004		2018-08-15	B	FB
61-11	4-11-61-3176		2012-02-28	C	1,450.00
61-11	4-11-61-3227		2010-04-24	C	665.00
61-12	4-12-61-3313		2016-01-29	B	2,800.00
61-12	4-12-61-3329		2001-09-09	C	765.00
62-02	4-02-62-3464		2017-08-08	A/B	2,500.00
62-03	4-03-62-3618		2004-09-19	D	????
62-06	4-06-62-3665		2017-01-24	E	377.80
63-03	4-03-63-3738	Ryan Clark  [h]	2015-02-17		????
63-04	4-04-63-3781	Bill Wycoff  [c]	2012-08-17	C	1,300.00

[1] Condition: A=excellent/restored; B=good/restorable; C=fair/restorable; D=poor/shell; E=parts only FB=Facebook

- [a] Scott Morris-bought with Tricarb in 1984-08-02 4-03-60-1213
- [b] Scott Morris-bought from Martyn Jansen 1991-04-10 for 456.13 [incls tax] 4-07-60-1903
- [c] Bill Wycoff-bought August 17, 2012 for \$1300, this includes tax 4-04-63-3781 Condition C minus
C:\British Cars\Austin Healey\Individuals\Wycoff, Bill\12-10-01 HT 4 04 63 3781 & 6 08 59 688.doc
- [d] S & T Miller <stmiller96@hotmail.com>, 2010-12-05 on Healey List
- [e] Jim Leshher <lesherj@outlook.com>, 2014-07-18 on Healey List ?-11-57- 380
 Andy Thorp <bce257@yahoo.co.nz>, 2014-07-18 on Healey List ?-08-60-2078
- [f] Bryan 250-335-3176, btreen@telus.net see saved pdf file 4-06-61-2780
C:\British Cars\Austin Healey\Tech\P - Bodywork\Top-Hard\Identification 2 v 4 seater-em.doc
- [g] *C:\British Cars\Austin Healey\Tech\P - Bodywork\Top-Hard\Identification & Value [BCF 15-01-31].doc*
- [h] *C:\British Cars\Austin Healey\Tech\P - Bodywork\Top-Hard\FS 4 Seater\15-02-17 AH 3000 BT7 Factory HT-SN 4-0363-3738.doc*
- [i] Joppa Estate auction
- [j] Bonham Auction
- [k] Bruce Starke *C:\British Cars\Austin Healey\Individuals\zb Others\Starke,Bruce-62 Tricarb.doc*