

## Austin Healey BN1/2 Quick Reference Concours Chart of Production Changes by Chassis, Engine and Body Numbers *(Compiled by Curt Arndt - 11/13/2022 - DRAFT -*

Year	Model	Starting numbers	Finishing numbers	Remarks
		Chassis – Engine – Body	Chassis – Engine – Body	
1953-'55	<b>100/BN1</b>	133234 – 136894 – 21	228046 – 228046 – 10030	3 speed transmission

This list denotes changes listed by either chassis, engine, body number and approximate date. **This chart is designed as a quick reference guide with photos to help the owner and others identify the various changes throughout 100 production.** *These are just some of the more obvious or visible changes, and are typical of the questions owners ask about their cars. A more detailed and complete list can be found in the Concours Guidelines and other publications such as the Clausager book.*

**Changes by body number** – Figures in parentheses indicate approximate chassis number. Please note that chassis number change points are approximate as body numbers were never issued in strict order by chassis numbers (or, arguably, vice versa) - **Anders Ditlev Clausager**

Engine no. 139116 Oct '53 – Distance collar\* added between carburetors and adapters. **Photo?**

\*The ½" black Phenolic spacers which help to reduce vapor lock.

Engine no. 139916 Nov '53 – Longer carburetors support brackets and adapter studs. **Photo?**

Chassis no. 146476 Oct '53 – Rear axle bumper (box) brackets modified to improve clearance to tyres.

Body no. 724 (c1496XX) Nov '53 to body no. 877 (c149XXX) Nov./Dec. '53 – Sometime during this period, a side to side cross brace was added to the aluminum bonnet frame for strength and stiffening. This brace is a rectangular "U" shaped channel attached to the underside of the "V" brace with four truss head sheet metal screws. The exact changeover body no. is unknown and may be before no. 877.



Body no. 724



Body no. 598



All cars, body no. 877 and after to no. 3396

Body no. 1001 (c149930) Dec '53 – Adjustable steering column discontinued, driver's seat now on slides. The smaller hub of the non-adjustable steering wheel necessitated a decrease of the width of the aperture in the fascia (dash). The chromed turn signal lever which denoted an adjustable steering column was replaced with a black "beak" type which denoted a non-adjustable steering column. Austin Service Journal dated 10 May 1954 addresses this change.



BN1 adjustable.



Early adjustable, back side.



BN1/2 non-adjustable.

Body no. 1001 (c149930) Dec '53 – Front wings with 3/16" to 1/2" higher wheel cutout. 9" from beading to top of the wheel arch. *Therefore, most early BN1s before body no. 1000 had front wings whose wheel cutout from beading to top of the wheel arch was approximately 9-3/16" to 9-1/2".*



BN1 left wing 9-1/2"  
No.724 Nov. '53

BN1 right wing 9-3/16"



BN1 right/left wing 9"  
No. 7197 Jan. '55

NOS BN1 left wing, 8-1/2"

Chassis no. 148935 Dec '53 – Front hub dust cap extractor added to tool kit.

Body no. 1100 (c149952) Dec '53 – One piece Perspex sidescreen replaced by vinyl sidescreen with signaling flap. Note the four chrome strips per side curtain.



Second style (blue). Frames are different from third style.

Body no. 1855 (c151795) Feb '54 – Fascia and instrument panel changed from two piece to one piece. Regarding the two piece dash, there were two types and two removable instrument cluster sections.



*This type pictured above is the later type for cars with non-adjustable steering. Note the flange extension in the "U" shaped channel for the steering column. This type had the rounded tabs on the back, versus the square tabs.*



*Left- Late non-adjustable cluster w/ rounded tabs*

*Right- Early adjustable cluster w/ square tabs.*

*Two-piece dash instrument cluster held in by eight, no.2 BA or no. 10-32 Phillips pan head screws (pictured right).*



*Early adjustable steering dash. Note the lack of the extra flange in the "U" shaped channel. M. Salter Photos.*



*This is the instrument cluster section for the dash above. This would have had the "square" tabs on the back.*

Body no. 1950 (c152100) Feb '54 – Improved bonnet catch, lock nut replaces lock ring for striker pin.

Photo?

Engine no. 207112 Apr '54 – New type of Tecalemit oil filter introduced. Purolator oil filter not changed, and used throughout BN1/2 production.



*Tecalemit Oil filters, early-left versus late-right.*



*Purolator filter assembly.*



*Early Tecalemit*



*Late Tecalemit.*



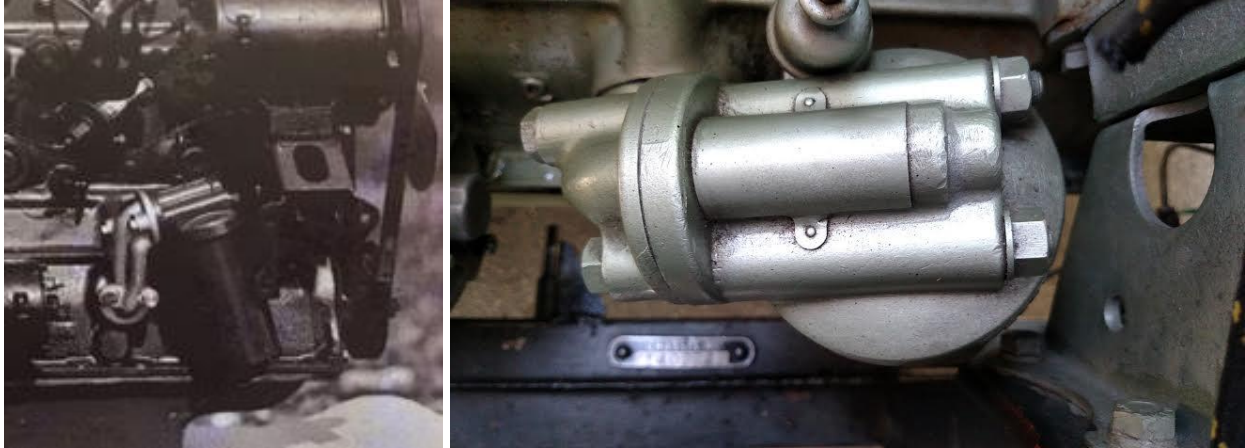
*Purolator filter.*

Engine no. 213XXX May '54 – An "M" suffix was added to the engine number to indicate that the engine was supplied by Morris. The last engines without the M suffix were in the 1B208XXX range.

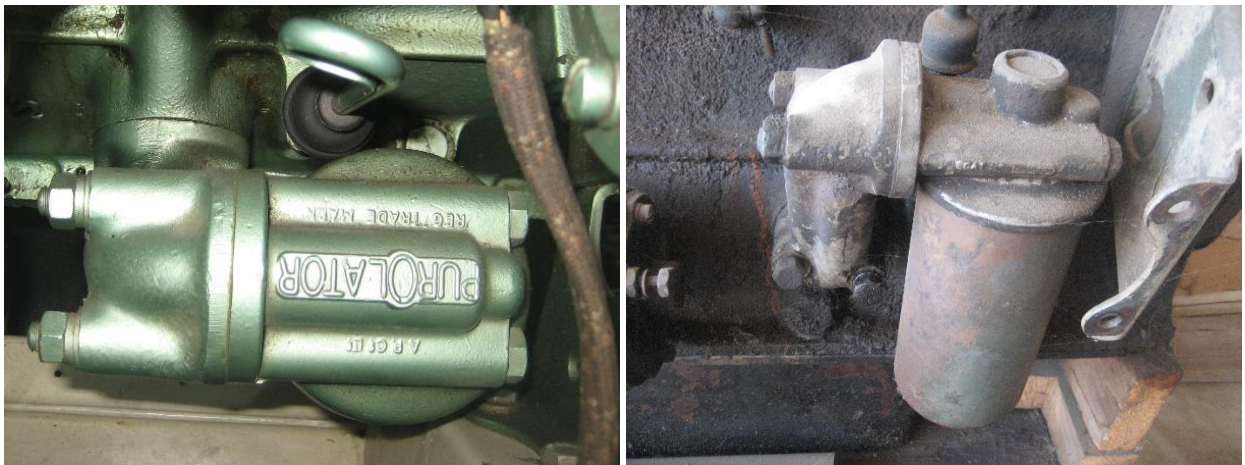


Engine no. 213325 May '54 – Modified adapter to oil filter: filter now vertical rather than angled, for improved clearance to engine mounting. Used on both the early Tecalemit and Purolator oil filters.

*Several of the original oil filter adapters I have seen have been repaired by TIG welding which supports that this was a very necessary change (The oil filter contacting the engine mount, cracking the adapter).*



Early Tecalemit filter assemblies angled forward. The other indication is the two unequal 3/8" adapter to filter head bolts. Note that the "Tecalemit" tag in the right photo has been painted over.



A Purolator and a "late" Tecalemit filter assemblies oriented vertically.

Body no. 3397 (c156120) May '54 – Bonnet changed from aluminum to steel. *It is most likely at this point is where the side to side cross brace was modified; flattened in the center, and now placed between the "V" brace and the bonnet skin.*



Engine no. XXXXXX Xxx '54 – Engine fan blades changed from having round tips to the more squared off tips. *The latest known/documented car with the rounded fan blades is body no. 3015.*



*Square tipped fan, painted in correct "Chinese" Red.*



*Round tipped fan, unpainted.*

Chassis no. 157624 Jun '54 – Steering cross and side tubes changed to non-adjustable ball pins versus the adjustable pins of earlier cars.

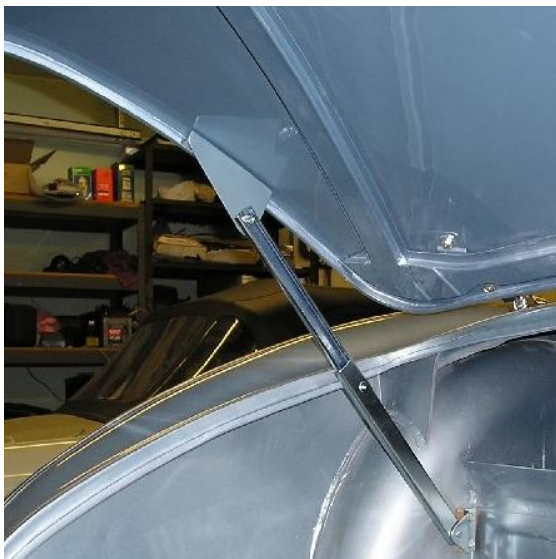


*Early adjustable ball pins. No. 724*



*Non-adjustable ball pins. No. 7197.*

Body no. 4129 (c158100) Jun '54 – Boot changed from aluminum to steel. *With this change, the boot lid prop rod tab changed in design.*





Chassis no. 159257 Jul '54 – Hide-faced hammer in tool kit replaced by Lead hammer.

Body no. 4606 (c159339) Jul '54 – Wider tonneau cover with improved fasteners.



Wider BN1, BN2 Tonneau cover w/ turn button and grommet

Early narrow cover over later wider tonneau.

Gearbox no. **5146** (L.H. Steering) - Estimate August '54 – Gearbox upgraded (Third Speed Mainshaft Gear) Austin Service Journal publication; 32 GEARBOX, Volume 24-CARS and the factory parts manual, pub. 1050 Gearbox and Overdrive pp 2/3. Quote... ***"A modified third gear, incorporating larger and stronger gear teeth is now being fitted, also the first motion shaft and the laygear have been modified to suit the new third speed gear."*** A conversion set was also supplied under part no. 58G 341.

Parts – Summary of alteration - Gearbox gears changed. *New, stronger gears.*

- 1st motion shaft and cone adapter.
- 3rd speed mainshaft gear with cone and adapter.
- Laygear with bushes.

Chassis no. 159801 Aug '54 – Flat hub wire wheels fitted up to this chassis number. **Photo?**

Chassis no. 160315 Aug '54 – Rubber cover to petrol pump introduced.



Chassis no. 161885 Aug '54 – Last car with pre-unified chassis and engine number.

Chassis no. 219001 Sep '54 – First car with unified chassis/engine number, and the preceding series of engines used in AH 100s appears to have ended in the range of 216XXX. *This appears to be the point where the plastic chassis and engine no. tag on the foot well trim panel was changed to the oval aluminum unified chassis/engine no. tag. Also, at this point the aluminum chassis tag was removed from the right frame rail in the engine compartment by the master cylinder bracket, however the two mounting holes for this tag remained through the end of BN2 production. This new oval aluminum tag remained in the driver's foot well at least until early Jan. '55, when it was moved to the firewall below the batch/body number tag.*



Plastic chassis & engine no tag in foot well.



Oval metal (aluminum) chassis tag in foot well.



Chassis tag riveted to right frame rail.



Oval metal (aluminum) chassis tag moved to firewall, underneath the batch/body tag.

Body no. 5100 (c219046) Sep '54 – Aluminum door hinges changed to steel. Improved check straps.



Original assembly from a very early BN1.



Moss Motors current offering of the later assembly.





Body no. 5639 Sep '54 – Improved boot floor mat.



Early... no. 6046 (yes, this does not conform to the documented changeover point! Nothing is absolute.)

Late... no. 7197

Body no. 6128 (c221310) Sep '54 - Rear reflectors on pods fitted (NY Auto Show Car). *Early reflector pods were sand cast brass, car 6182 had brass pods and at least one car as late as body no. 7197 Jan. '55. However, pot metal pods have been found on cars as early as 6973. Further documentation is needed.*

Chassis no. 221536 Nov '54 – Hypoid rear axle replaced Spiral Bevel axle with wider (from 1 3/4" to 2 1/4") rear brakes. Rear axle bumper (box) brackets and bumper box rubber changed to accommodate the new axle.

Body no. 7200? (c222800?) Jan '55 – Boot lid emblem "Austin of England" changed to "Austin-Healey". *There is definitely some debate on this issue, with some documents stating (Clausager) that the Austin Healey badge was introduced with the addition of the rear reflector pods. However, this appears to be incorrect as cars with chassis nos. 221342, 222333, 222344, 222529, 222664 and 222764 all built in Dec '54 and Jan. '55 had both reflector pods and the Austin of England boot badge. Both 222664 and 222764 (pictured below) are the same with 222764 an unrestored and well documented car w/ 18K original miles.*



c222664, body no. 7197 built Jan. 11, '55.

c222764, body no. and build date unknown. Unrestored car. Reflector pods w/ Austin of England boot badge. Note original orange reflexes on these Jan. '55 built cars.

Chassis no. 222571 Dec '54 – Rear axle hub threads changed from BSF to UNF.

Body no. 7258 (c222600) Jan '55 – Third style of sidescreen with full length signaling flap.



Second style (Sage green).



Third style (dark green).

Note the four chrome strips per side curtain on the left versus the three on the right.

Chassis no. 223155 Jan '55 – Dynamo with longer rear bearing cover. This is the point where the dynamo commutator end plate w/ the brass oiler was superseded.



NOS Lucas Commutator end plate w/ brass oiler.



Lucas Commutator end plate w/ oiler hole.

Chassis no. 222781 Dec '54/Jan '55 – Brake pedal lever strengthened.



BN1 original brake and clutch pedals. Note how they are "butt" welded to the shaft.



*BN1/2-Brake pedal strengthened.*



*These are reproductions, note the strengthened clutch pedal, which I don't believe is original.*

Chassis no. 225780 May '55– Oil filled aluminum ignition coil replaced the original black steel B12/1



*Original BN1 coil, model B12, part no. 45012A/D.*



*Lucas late BN1, BN2 coil, model HA 12, part no. 45054D/E.*



*The BN2/100M coil brackets were very unique and looked like this photo above.*

Chassis no. 227339 Jul '55 – New type of lifting jack. King Dick B. 1077 (not dated).



Chassis no. 227560 Jul '55 – The rear flexible brake hose was enclosed in spring steel armour to prevent chaffing.



Chassis no. 228012 Aug. '55 – Oil filler plug moved from differential carrier to the rear of the axle casing.



BN1 Hypoid Bevel rear axle filler pug on carrier.  
Note original red paint remnants on plug.



BN2 Hypoid Bevel rear axle filler pug on top of axle casing.

Also, the rear hub lock nut threads became “handed”, with left- and right-hand threads, instead of both sides having right hand threads.

Year	Model	Starting numbers	Finishing numbers	Remarks
		Chassis – Engine – Body	Chassis – Engine – Body	
1955-'56	<b>100/BN2</b>	228047 – 228047 – 10031	233455 – 233455 – 14634	4 speed transmission

Chassis no. 228047 Aug '55 – Four speed gearbox and wider (from 1 3/4" to 2 1/4") front brakes introduced. Self-parking wipers and ignition lock and overdrive switch transposed on fascia. *Regarding the total friction area of the various brake combinations for all 100s; a BN2 with 2 1/4" brake drums on all four corners had a total friction area of 188 sq. in., a Late BN1 with 1 3/4" drums on the front and to 2 1/4" drums on the rear had a total friction area of 165 sq. in., and an early BN1 with 1 3/4" drums on all four corners had a total friction area of the brake linings of 142 sq. in.*

Body no. 10XXX\* Sep '55 – Front wings with 1 1/2" higher wheel cutout. 7 1/2" from beading to top of the wheel arch. **Photos - No. 7197 versus no. 10792**

Body no. 10XXX\* Sep-Oct '55 – Rear wings with swage line continued behind wheel arch.

Chassis no. 229080 Oct '55 – New type of lifting jack. Shelley LJ 21 (dated with year, '55 or '56).



Chassis no. 229654 Nov '55 – Lead hammer in tool kit replaced by Copper hammer.



Accurate reproductions of the BN1/early BN2 lead knockoff hammer.



Modern Thor Size 1 or 2 copper/copper hammer.

Body no. XXXXX (c2XXXXX) Oct/Nov '55 – Stiffening ridges on front inner fenders eliminated?



BN2 no. 13340 w/out front inner fender stiffening ridges.



BN1 no. 7197 with stiffening ridges.

"Last documented BN2 with the stiffening ridges is... TBD?"

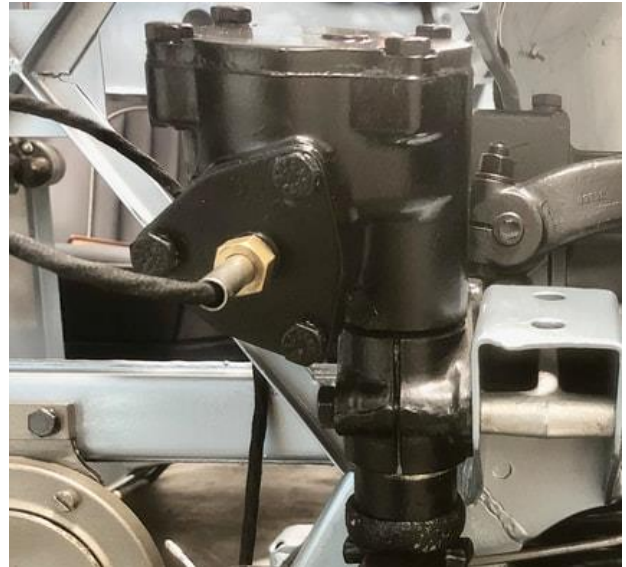
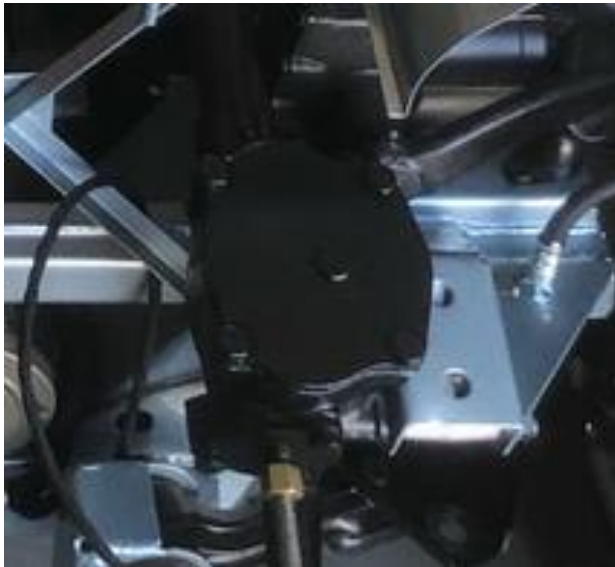
Body no. 11143 (c229180) Nov '55 – Improved rubber seal between door and scuttle to prevent water entering at this point.



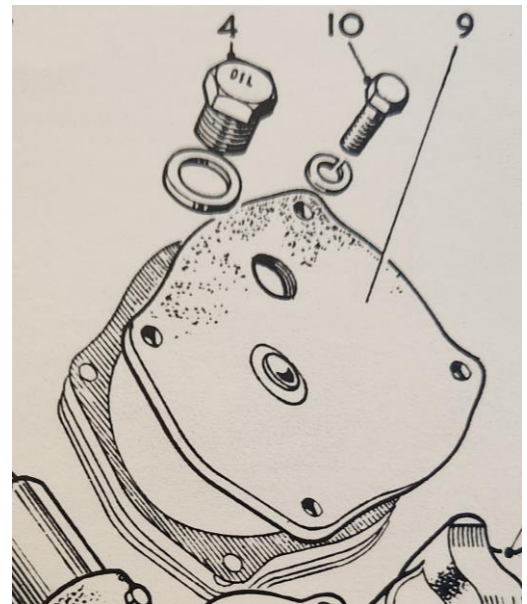
*NOS improved scuttle seal installed. There was a BMC Service Bulletin on the modification.*

Chassis no. 229XXX, body no. 11XXX Dec. '55/Jan. '56 Two tone paint introduced. **Photos?**

Chassis no. 231109 Mar '56 – “Cam Gears” steering box and idler replaces the “Burman” steering gear. *The earlier Burman idler was cast iron while the new Cam Gears idler was aluminum.*



*Very early BN1 Burman steering box. No “OIL” cap, adjustment nut, nor locking plate on top plate cover. Used in 1953.*



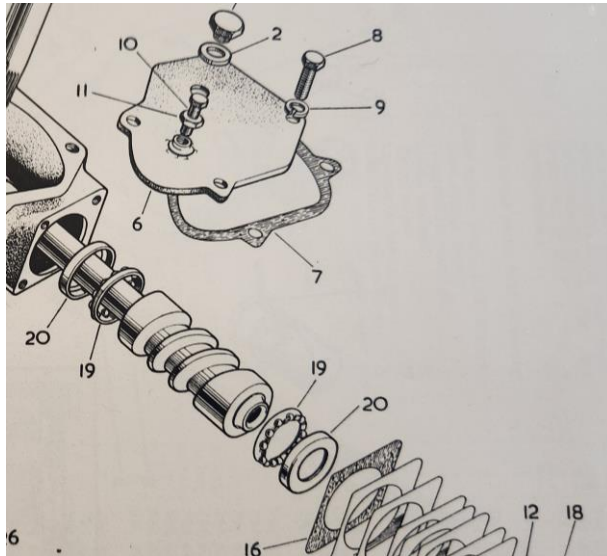
*This is the second type of Burman steering box used in 1954. Note the addition of the “OIL” Hex plug screw #4 on the top plate.*



**Burman**, later (third) box design with adjuster & locking plate.



**Cam Gears** steering box with flat steel top cover & aluminum idler. Note the 4 UNF versus 3 BSF hex screws on the front plate.

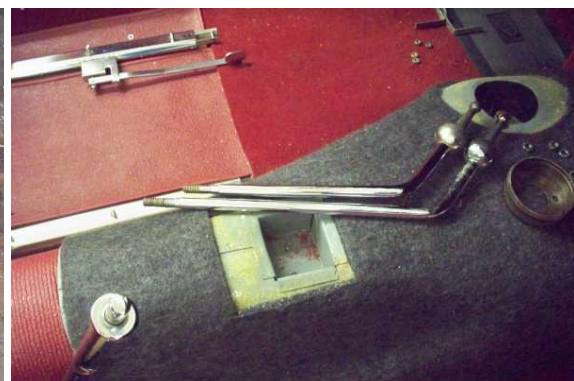


**Cam Gears** steering box with steel cover plate. These steering boxes now used UNF versus BSF fasteners.



**Cam Gears** steering box with aluminum cover plate for later 100-six, 3000 cars. NOT used on BN2s!

Chassis no. 231968 Apr. '56 – As per the 100 Parts List, an alternate Change Speed Lever (shift lever) was introduced at C.E. 231968. The alternate was approximately 2.5 inches shorter than the lever used prior to that, however several examples of original BN2s with earlier C.E. numbers having the shorter lever have been documented. The earliest examples of original installations of the shorter lever date from early Feb 1956.



Photos courtesy of Lynn Martin, Forever Healeys.

Chassis no. 233455, body no. 14634 Jul '56 – Last car.

## Notes & Supplemental Information:

Wire wheel knockoff spinners on all BN1 and BN2s were steel.

*\*Early BN2s had BN1 bodies with the smaller front wheel arch opening and no swage line behind the rear wing wheel arch. BN2-L/ 229028 (b10996) built in Oct '55 had no swage line behind the rear wing wheel arch.*

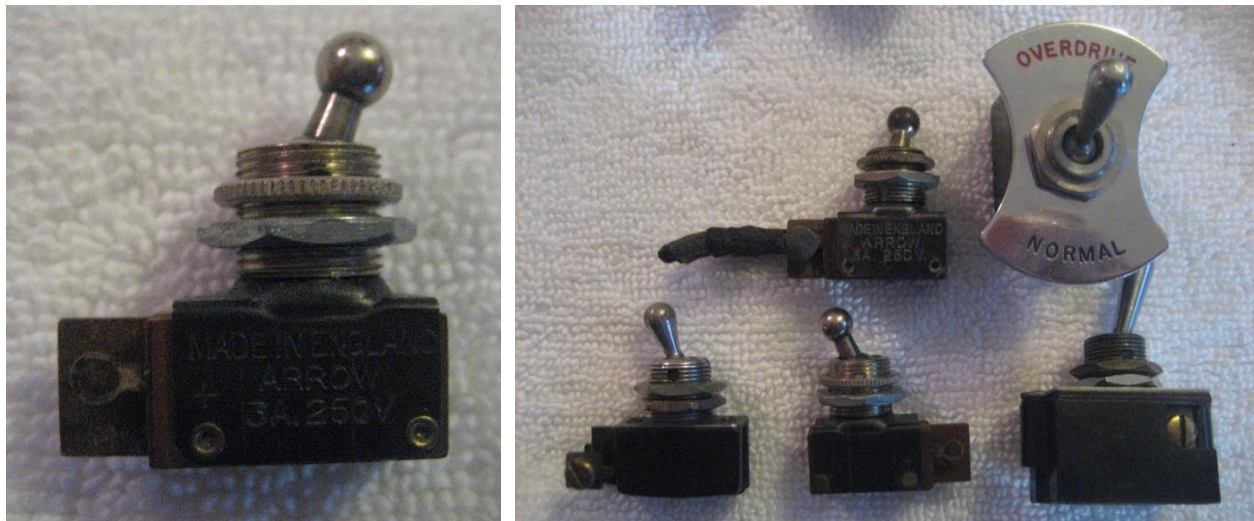
*\*\*The body and chassis number change points are not absolute, and there will be some overlap, e.g.*

*Body no. 7197 had the 3<sup>rd</sup> style of sidescreen even though the change point lists 7258.*

*Body no. 6046 (an OEW car with a green interior) had the 3<sup>rd</sup> style of sidescreen even though the change point lists 7258. It also had the early style of boot Armacord matting over the gas tank even though the change point lists 5639 as the change to the later version. Photos shown above*

*What we can imply from this is that there are no absolutes with regard to changeover points.*

- Overdrive fascia/dash toggle switches – Starting with the first BN1s produced in '53, the overdrive toggle switch was a 3A (amp) 250V unit made by “ARROW” and had a short toggle with a ball on the end. The two terminals for this switch required the wiring to be soldered in place.



Most likely in late '53 or early '54 this switch was replaced by a 3A, 250V one made from “ARCOELECTRIC”, and had a short but tapered toggle and two BA slotted brass screws to secure the wiring. This switch appears to have been used through the end of BN1 production.



Starting with BN2 production in Aug. '55, an updated 5A (amp) 250V “ARCOELECTRIC” switch with a larger Bakelite case and longer tapered toggle was used. This switch was not only used through the end of BN2 production but lasted through BJ7 production.





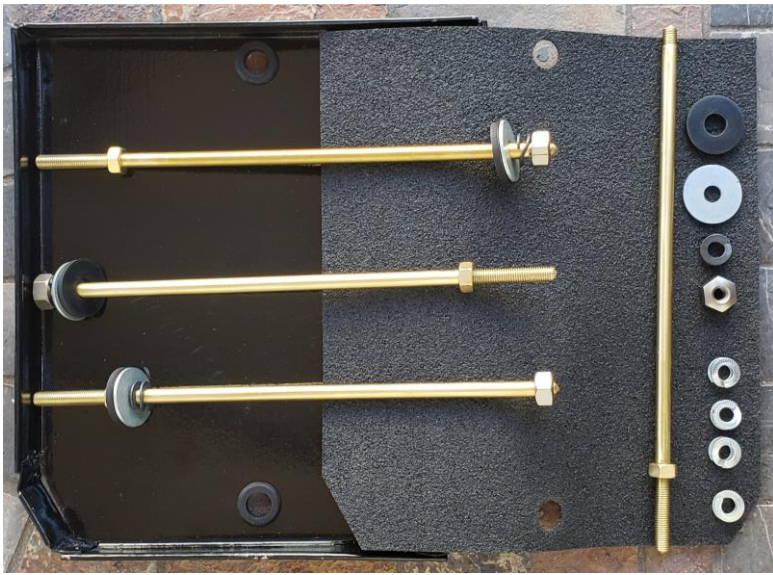
- Six-volt battery trays – It appears that there were two types of battery trays, one used on BN1s and the second, an upgraded version used on BN2s.



*BN1 battery tray with separate pieces for the angled corners, spot welded in place.*



*BN2 battery tray with integral angled corners, spot welded on one end. A more efficient design.*



- Aluminum louvered bonnets w/ steel frames (most likely used on 100S and factory race cars) – FWIW, here is a very original Aluminum louvered bonnet w/ steel frames, hand stamped “SP 21”. Note the cross brace attached w/ original “truss head”, sheet metal screws.

