

RARITY RESCUED!



As purchased in British Racing Green.

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Bainbridge Island, Washington
Cascade Austin-Healey Club

With eight different Big Healeys in my scrap-book, none were the early BN1s or BN2s. Then I met Jim Smalley who lives not too far from me, and I saw one of his 100Ms. It was black with a red interior. I went weak in the knees when I first saw it. The hook was set. With no restorable 100Ms on the market (not to mention within my budget), I decided I could be happy with a Le Mans upgraded Healey and set off in search of a candidate.

In early 2013 I purchased a BN1 from a shop in Florida along with a number of the Le Mans parts such as H6 carbs and a cold air box, and also a louvered bonnet and leather bonnet strap. The car arrived and was a terrible disappointment. One more reason to take the time and go see the car. But we've all done that, right? So I decided to keep this car, for parts if nothing else, and went off to locate a better candidate.

In July of 2013 a nice-looking BN1 popped up on eBay. California car. Restored in 1990 and only driven 4,000 miles in the past 23 years. British racing green with a black interior. In addition, the car had a 4-speed. All looked good. I flew down to take a look and made the deal. Three weeks later the car arrived and it was everything I had hoped for. It drove like a dream. Powerful, tight, shifted smoothly. Even the overdrive worked flawlessly.



Hastily applied flat black paint covered most of the lovely Lustreen Green.

At this point I must introduce my good friend and neighbor, Walter Johnsen. Walt sold his general contracting business in 1984 and returned to his true love/talent of high-end auto restorations. Walt is a legend on the West Coast and has probably won more trophies at Pebble Beach than anyone on the planet. Over our 30-year friendship, Walt and I had done some assorted restorations, one of which was a 100-Six. Walt took the BN1 for a drive and we decided to add the Le Mans upgrades from the first BN1, clean up the engine compartment, and call it good. In Walt's terms: "A drive-through restoration."

Better than new, and now in the correct color.



And then disassembly revealed something interesting, and it turned out to be Lustreen Green.



Once in Walt's shop (it was now November of 2013), we pulled the engine and transmission and set about cleaning things up. However, after taking a few things off the firewall, we saw an unusual green paint, like nothing any other production Healey color in our memory. I went back to the paperwork with the purchase of the car and found the BMIHT certificate which stated clearly the special color "Lustreen Green" and the special Jensen's interior of "Pale Beige." What have we got here? Walt quickly convinced me that we should take a closer look at our new rare bird, and within a few weeks the car was completely disassembled.

The chassis and body were in remarkably good condition with virtually no rust, having lived in California most of its life and getting very little driving time. In addition to doing a full-on "rotisserie restoration," I decided to continue with the Le Mans specification, so the engine went off to the machine shop to receive a high-lift camshaft, lifters, pistons and a lighter flywheel. Additionally, we chose to install that hideously expensive head gasket, guaranteed not to leak.

The H6 carbs that I purchased with the first BN1 were sent off to Joe Curto in New York for a rebuild. I then packed up the instruments and sent them all to Nisonger for a facelift. All the other items were readily available from

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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: 2014/31644

1. Make & Model	AUSTIN-HEALEY 100
2. Car/Chassis Number	BN1-L/151422
3. Engine Number	1B/205565
4. Body Number	1273
5. Specification	LHD, North American Export
6. Colour	a) exterior b) trim c) hood (top)
	Lustreen Green Pale Beige Not recorded
7. Date of Build	22 January 1954
8. Date of Despatch	Not recorded
9. Destination (Dealer)	USA
10. Other Numbers (where recorded)	Distributor type number: 3H2312, Dynamo type number: C45PV5, Starter motor type number: M418G
11. Details of Factory Fitted Equipment	Twelve volt electrics, Smiths miles-per-hour speedometer, SU type H4 carburetters
12. Other Information	This car was finished in a special paint colour only found on very few cars, and was specially trimmed by Jensons
13. Issued to	Donald Roose
14. Date of Issue	23 February 2014
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



the many sources in California and England, and by February of this year we had stripped most of the chassis and made some minor repairs in the panels. The chassis got its new coat of Lustreen Green, and I finally got to do the fun part – putting all those new and shiny parts back in the car.

With the engine compartment now filling up, it was time to re-install the transmission and engine and continue to bolt on more fun parts. Note the H6 carbs and the Le Mans cold air box.

To be continued **HM**

This is not red.

This is Austin Healey Colorado Red, Code 3742

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