



# A-Antics



*Drive Your MG Day - May 2nd*

*Kimber Birthday Meet Report*

*Business Meet Report*

*Experimental MGA*

*Rowdie Racing*



**MICHIGAN CHAPTER OF NORTH AMERICAN MGA REGISTER**

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**A-Antics:** Published every other month.  
Opinions expressed are those of the writer and not necessarily of NAMGAR or the Chapter. Every effort is made to use appropriate material. The editor reserves the right to edit material for length and content. No placement is guaranteed. The entire contents are copyrighted, Michigan Chapter. Permission to use is granted, provided you give credit to both writer and the club.

**History:** The Chapter was established August 14, 1976. It was NAMGAR's first chapter. We are a low-key club, dedicated to the preservation and enjoyment of our MGA's/ Anyone is welcome to join our chapter and they are asked to join NAMGAR as well.

**Chapter Dues:** \$25 annually (\$40 for printed newsletter)

**Nickname:** Rowdies

**Motto:** People First!

**Rowdies Site:**

<http://www.mgcars.org.uk/michiganrowdies/>

**MG Car Council Site:** <http://www.mgcars.org.uk/mgcouncil/>

**NAMGAR Web Site:** [www.namgar.com](http://www.namgar.com)

**Past Chapter Chairpersons:**

1976-1980	Bruce Nichols
1981-1982	Tom Latta
1983-1984	Dick Feight
1985-1988	Dave Smith
1989-1990	Dave Quinn
1991-1994	Mark Barnhart
1995-1995	Herb Maier
1996-1996	Tom Knoy
1997-1998	Neil Griffin
1999-2002	Bruce Nichols
2003-2004	Bob Sutton
2005-2008	Gordie Bird



# MEMBERS PAGE

Rowdies Website: Larry Pittman, Webmaster

<http://www.mgcars.org.uk/michiganrowdies/>

Larry Pitman's Database Report: 64 Active and Paid-Up Members

Deadline for submitting material for the next issue is: June 20, 2015

**Classified Ads:** For Sale. 1959 MGA Roadster. California Car-No rust. Rebuilt MGB motor (27K miles), rebuilt transmission (6K miles). Rebuilt brakes, new cylinders, including master cylinder, new lines, rebuilt suspension (front and back, including new rear springs), 3:90 rearend. Tires and top are 4 years old. Chrome wire wheels. Original engine goes with car (45-50 psi oil pressure-hot, 6 K miles since valve job), original transmission goes with car (good synchros). MGB alternator (original generator goes with car). Make an offer. Bruce Nichols 269-273-3118.

## Welcome New Members:

Garry and Sharon Wortman

7714 Henry Ave.-Jennison, MI-49428

Home Ph: 616-457-3786 Cell: 616-3408019

email: [worty50@sbcglobal.net](mailto:worty50@sbcglobal.net)

1957 MGA Coupe-1960 MGA 1600

1973 Lotus Europa

## Letters:

### *Racing Enthusiast*

*Dave & Chari Smith send in this report on the Michigan State University Racing Club Event that they attended last Saturday, April 18th:*

The MSU car show on Saturday was hosted by the MSU Racing Club. The show had a turnout of over 1,000 cars from a 1914 Model T pickup truck to the latest European and Asian makes. Many mild & wild street rods and 30's & 40's lead sleds. Amazingly only one triple 5 Chevrolet (1955 Sedan) but it won a major

trophy. The gate closed at 10:00 AM as the show was sold out.

The event had a loud muffler contest. The winner was over 120 Db. The event was about 500 feet from our display area and that was close enough. One fellow in a Subaru got the hard luck & most action award when his engine blew up and tossed a quart of engine oil out the hood scoop. Rev limiters should be required in that activity.

Representing English cars was a Black Austin Healy BN7 roadster that was super nice. Also a continuation series Morgan three wheeler and an original Morgan 3 wheeler. The couple that own the continuation trike live in Okemos and drive it all summer and often out of state. These sell somewhere north of \$60,000 The parking was random, so the British invasion was scattered all over the lot.

Steve Thompson of the BMC club (Lansing based) had his MG Midget, and I parked next to him with my 1962 MGA # 49. We put kids in the race car drivers seat all day long, and had some big smiles while doing that. Hopefully some future MG owners inspiration here.

This show generates funds to operate the MSU racing club. These college students will be the future of our hobby, so it was nice to support them with our entry fees. I spoke with many of the students, and all were very thankful for the great turnout and some stated that they really like the 60's British cars and those cars really capture the excitement of what a sports car should look like.

Attached is a Facebook link to the show so you can see the venue. The lot used is on the south end of the MSU Stadium and was very easy to find and access. <https://www.facebook.com/events/1561462007440810/>

Dave & Chari Smith  
Rowdie Racing

### *Points and Condenser Club Tour*

*(continued next page)*

*Dave Quinn sends in this invitation from the Points and Condenser Club group. This invitation is forwarded from the Points & Condenser Club to any Rowdies who wish to attend:*

“Ken Lingenfelter, who spoke to us at First Saturday this year, has invited PCPS to tour his private collection of cars in Brighton Saturday, May 30.

The 250-car Collection ([www.lingenfelter.com](http://www.lingenfelter.com)) holds a variety of exotics, Corvettes and muscle cars, including some extremely rare European exotics. His collection is not open to the public and is available to visit only by invitation.

The morning’s continental breakfast (8:30 a.m.) will be hosted at the Ypsilanti Automotive Heritage Museum ([www.ypsiautoheritage.org](http://www.ypsiautoheritage.org)). Located at 100 East Cross St., across from the Sidetrack Restaurant, the renovated Museum stands as a tribute to the influence Ypsilanti has had on U.S. auto manufacturing.

Following a driver’s meeting, we will wind our way north on a 2-lane route into Livingston County. Zingerman’s cuisine will again be the order of the day as Alex Young and his staff prepare their predictably good fare for our road weary travelers.

Advance registration for the Tour is \$65 per person thru May 2nd and thereafter \$75. Please mail your check, payable to PCPS, to 100 Huronview Blvd, Ann Arbor, MI 48103.

We will be pre-printing credentials for the Tour, so please Include the names of each participant, as well as your e-mail address. Questions? Contact Bill Milliken, [bill@millikenrealty.com](mailto:bill@millikenrealty.com), 734-821-4321 or Mary LeDuc, [maryleduc@gmail.com](mailto:maryleduc@gmail.com), 734-476-3540.”

### **Rowdie Racing**

Friends & Family

Just spoke to Kathy Swinford from SVRA to confirm that Rowdie Racing is going to run at Indy. I remember how special it was to drive my 1959 MGA on the oval at GT-7. Chari and I never thought we could top that drive. However it will be special to

have #49 on the oval at racing speeds. Almost as good is that I have confirmed that my race number will be 49, so no funky homemade alternate number on the door. This event also has a road course for part of the race time, so it will be a busy week.

Dave & Chari Smith

### **Pictures Please**

Rowdies,

I have another request related to GT-40. Thelma Griffin has taken on the task of coming up with a centerpiece design for the Thursday night banquet. She's come up with a very nice design, but each centerpiece requires 2 photos to complete it. The photos are to be of individual MGA's.

So the request is to find a good photo of your car. The photo should be of an MGA or Magnette, *not* another MG or British car you own. Larry Pittman will send out information later about further details of sending it electronically to one member for printing.

Please try to find a good photo for Thelma by approx May 15th to make sure it's included. It would be nice if every Rowdie had a photo on one of the tables at the banquet. Further details will be sent by a club email.

Larry Pittman

### **The almost MGA vehicle**

Looking for a '57 Nash Metropolitan? This one's Saskatchewan-ized! My Aunt Pat had one of these with the 1500cc MGA engine and three on the tree.

It was a fun vehicle to ride in as a 12 year old. You'd be the talk of the town with this...1500cc MGA engine and three on the tree. Now that is sweet!

Dave Smith



# ROWDIES 2015 CALENDAR OF EVENTS

## MAY

- 2 **Drive your MG Day-** Dark Horse Brewing Company, Marshall, MI. Ph: 269-781-9940. Host Bill Weakley to coordinate for MGA caravans to the event.
- 17 **Spring Gathering & Picnic** hosted by WDMGC, Camp Dearborn @ 1 pm.

## JUNE

- 14 Mason Fly In Breakfast at Mason's Jewett Airport, general aviation aircraft on display and rides available.
- 15-19 **GT-40 at Frankenmuth** hosted by the Michigan Rowdies. Be there or be  not
- 20-21 Dearborn Village Motor Muster

## JULY

- 10 Rolling Sculpture Car Show, main streets of downtown Ann Arbor.
- 11-19 Pittsburgh Vintage Grand Prix, the only sports car race still run on city streets. Vintage racing the second weekend. [www.pvgrp.org](http://www.pvgrp.org)
- 12 **Mad Dogs & Englishmen** car show & time trials. Gilmore Museum at Hickory Corners. [www.GilmoreCarMuseum.org](http://www.GilmoreCarMuseum.org)
- 25-26 Waterford Hills Vintage Races. MG and BMC family of race cars featured. Rowdies have private parking, tent, and a prime viewing area of the track. [www.waterfordhills.com](http://www.waterfordhills.com)

## AUGUST

- 9 University Motors Summer Party, Douglas Walker Park, Byron Center in Grand Rapids.
- 16 **Rowdies Annual Birthday Party** at Todd & Connie Binsz, 900 Crystal Drive, Jenison.
- 29 All British Yankee Air Force Event 9:30am, at Willow Run Airport, featuring the Blue Angels. Host Jerry Jesion and the Michigan Rowdies to invite all British car clubs.

## SEPTEMBER

- 1-2 Put-in-Bay Ohio Road Racing on South Bass Island, Ohio. Nightlife and Vintage racing.
- 13 **Battle of the Brits Car Show**, Camp Dearborn, hosted by Detroit Triumph Club

## OCTOBER

- Color Tour**-Larry & Mitzi Pittman. Date TBD depending on weather.
- 11 **Fall Colour & Winery Tour** at Sandhill Crane Winery, Jackson MI. Hosted by BMC club of Lansing.

**NOVEMBER** - No planned events; day in the garage possibility.

## DECEMBER

- 5 **Rowdies Annual Christmas Party**, hosted by Jeff and Debbie Smith. Details to follow.

## 2016

## FEBRUARY

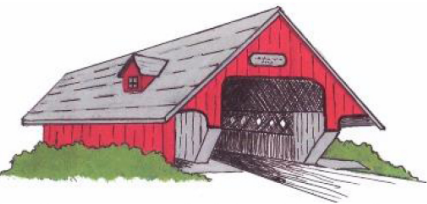
**Rowdies Annual Business Meeting.** Host Needed. Details to follow.

**Register Your MGA With NAMGAR!**

Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Midget, or variant of this noble breed. You'll receive six bi-monthly issues of MGA!, our full-color, award winning magazine, invitations to National and Regional Get-Togethers throughout the U.S. and Canada, plus a knowledge base and support group second to none. All this for just \$37.50 per year (North America), or \$52.50 (International). **Get more information at <http://www.namgar.com>, or contact [registrar@namgar.com](mailto:registrar@namgar.com).**





## NAMGAR GT-40

June 15-19, 2015 • Frankenmuth, MI

<http://gt40.namgar.com>



Don't forget to register for *GT-40 June 15-19, 2015* in Frankenmuth, MI, known as Michigan's Little Bavaria. The town takes great pride in preserving its German heritage. You'll also find flowers and greenery blooming in an area that has what many visitors describe as the most authentic Bavarian architecture to be found anywhere in the United States. The host hotel is the Bavarian Inn Lodge, a German themed hotel that has lots of extras to keep any visitor busy during their stay. In addition to some planned unique events, GT-40 will also celebrate the 60th anniversary of the introduction of the MGA 1500. Details and registration form are available at <http://www.gt40.namgar.com/>

### "It's In The Bank"

#### Treasurer's Report 2014

##### Main income:

Dues paid	\$1,760
Auction:	643
Tech Manual:	30
Misc.	141
Christmas Party	440
<b>Total income</b>	<b>\$3,015</b>

##### Main expenses:

Newsletter:	\$997
Christmas party:	979

50/50 Door prize	50
Meeting expenses	107
Name tags	146
Regalia	0
GT-40 expenses	1,719
<b>Total expenses</b>	<b>\$4,034</b>

##### Net income:

Net income	\$-1,014
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##### Bank account:

Total balance	\$4,513
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## ***Dave Smith's #49 'Rowdie Racing' at Virginia International Raceway***

This year's MG 'Focus Event' vintage racing was held at VIR April 10-12, 2015 and our own Dave Smith was there to take part in the action with his #49 MGA. See pictures below. Dave is also planning to participate in the 2015 Brickyard Vintage Racing Invitational June 10-14, 2015 in Indianapolis, IN this summer. At an earlier interview Dave stated, "it is early to plan, but Mark Barnhart will be the Rowdie Racing crew Chief and the plan is to leave Holt MI on Monday and be on 16th Ave. at the speedway to take advantage of the 8:00 AM loading into the paddock on Tuesday morning." We wish Dave and Chari all the best for a great day at the races!





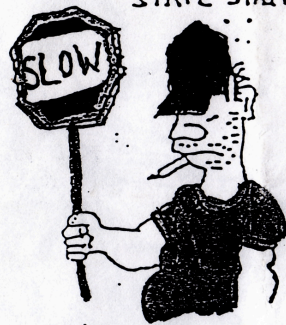


# Welcome to MICHIGAN!

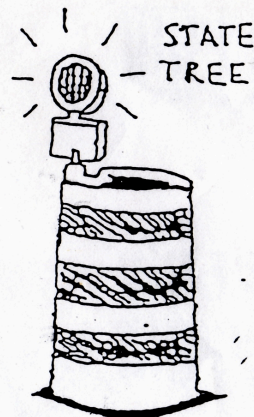
STATE MOTTO



STATE FLAG



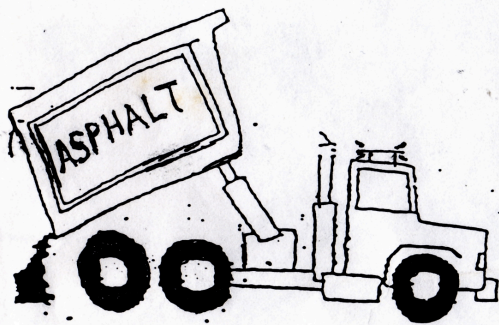
STATE STATUE



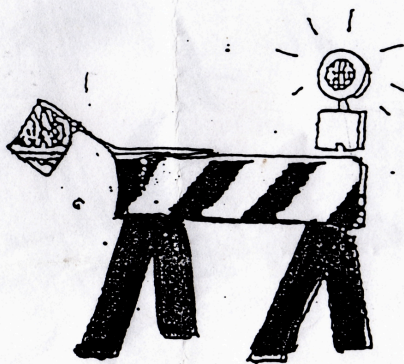
STATE TREE

STATE COLOR:  
ORANGE

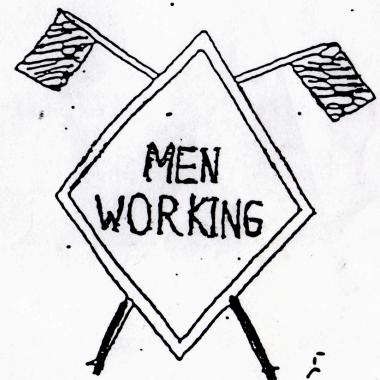
STATE FLOWER



STATE MINERAL



STATE ANIMAL



STATE Joke

Submitted by Neil Griffin



**Michigan Rowdies 2015 Business Meeting Minutes**

*Saturday, February 15, 2015*

The Rowdies 2015 Business Meeting was conducted at Bruce & Willy Mann's home in White Lake Township with 30 members present.

**Chairman's Report Dave Quinn**

Dave reported that the Rowdies membership remains steady at 67, with 85% being NAMGAR members. He welcomed the newest Rowdie, Jerry Jesion who was also present. The drawing for a \$100 gift certificate from Little British Car Co. for members who hosted a Rowdie meet in 2014 was won by Bruce & Willy Mann.

**Treasurer's Report Dave Quinn for Jeff Zorn**

Dave reported that 2014 income was \$3,015 and expenses were \$4,034 for a net income of (\$1,014) and balance in the club account of \$4,513. A printed Treasurer's report itemizing income & expenses is attached for the record.

**Web Master's Report Larry Pittman**

Larry reported that he is working on a new website feature for on-line dues renewal. Details are pending. The website does not allow password reset by user's, but new password requests can be directed to the Webmaster.

**Newsletter Editor's Report Ken Nelson (not present)**

No report.

**Membership Chairman Report Bruce Nichols**

Note chairman's report above for membership data. Bruce reported that Rowdies can register for GT-40 at the NAMGAR member price even if they're not NAMGAR members. This amounts to a \$20 discount. Any registrant is automatically included in the car show. Michigan Rowdies members receive a car show pass automatically.

**Meets Chairman Report Dave Smith**

Dave provided a list of proposed car meets and vintage races in 2014 for consideration of members. Among many scheduled events in Michigan and around the country, the primary focus was on Rowdie-hosted and local meets as follows( Rowdie-hosted events underlined):

February 21 Saturday, 12:00 p.m. Rowdies Business Meeting, Bruce & Willy Mann host, White Lake, MI

April 11 **Saturday, 11:30 a.m. Kimber Birthday Party at the Delhi Café**, 4625 Willoughby Rd., Holt, MI 48842. A Rowdies. A GT-40 Meeting will be conducted at the café after the birthday party.

May 2 **Saturday, Drive Your MG Day. Dark Horse Brewing Co. in Marshall, MI.** Bill Weakly hosts and will make arrangements for groups to caravan from several locations.

May 17 **Sunday, Spring Gathering & Picnic at Camp Dearborn**, Milford MI hosted by the WDMGC.

June 14 **Sunday, Mason Fly-In Breakfast at Mason's Jewett Airport.**

June 15-19 **Monday-Friday, GT-40 at Frankenmuth** hosted by the Michigan Rowdies.

June 20-21 **Saturday-Sunday, Dearborn Village Motor Muster.**

July 10 **Friday, Rolling Sculpture Car Show, main streets of Ann Arbor.** July 12 **Sunday, Mad Dogs & Englishmen**, car show & time trials, Gilmore Museum at Hickory Corner.

July 25 & 26 **Saturday-Sunday, Waterford Hills Vintage Races.** MG & BMC featured.

August 9 **Sunday, University Motors Summer Party**, Douglas Walker Park, Byron Center, MI.

August 16 **Sunday, Rowdies Annual Birthday Party.** Todd & Connie Binsz host, 900 Crystal Dr., Jenison, MI

August 29 **Saturday, 9:30 a.m., All British Yankee Air Force event** at Willow Run Airport. Jerry Jesion host.

September 13 **Sunday, Battle of the Brits Car Show, Camp Dearborn**, hosted by Detroit Triumph Club.

October 11 **Sunday, Fall Color Tour & Winery Tour at Sandhill Crane Winery, Jackson, MI** hosted by BMC Club of Lansing.

December 5 **Saturday, Rowdies Annual Christmas Party**, hosts Jeff & Debbie Smith. Details to follow.

February 2016 **Rowdies Annual Business Meeting.** Host needed. Details to follow.

**Regalia Report Brian Beery (not present)**  
There was no income or expenses for regalia in 2014.

(continued next page)

**GT-40 Report by Larry Pittman**

Larry reported that 60 registrations for GT-40 have been received with 120 individuals to date. *A special event has been planned for entertainment* at the Orientation Reception on Monday evening. He indicated that the Brewery tour was very popular and already almost full.

Five Tech Sessions will be provided, and a Craft Show with a best-in show prize available to the highest vote-getter. We will provide a gift favor to registrants and samples of these were passed around. One was selected by vote. Larry requested ideas from members for not-too-expensive table centerpieces for the Awards Banquet. He estimated that approximately 40 would be required. All members are encouraged to sign-up and assist the various committees during the GT to expedite services for registration, hospitality, car show, auction and banquet.

**Rowdie Bizness Meet Pictures**



**Officer Elections**

**Dave Quinn**

There were no nominations and current officers will remain. Thanks for their continued support & generous time commitment. Bruce Mann volunteered to be Regalia Chairman to replace Brian Beery. Dave Quinn thanked Brian for 40 years of loyal service to the Rowdies as Regalia Chairman.

**New Business**

**Open Discussion**

Bruce Nichols suggested that recognition of new members be encouraged and some protocol established to provide new members with a welcome gesture. All agreed.

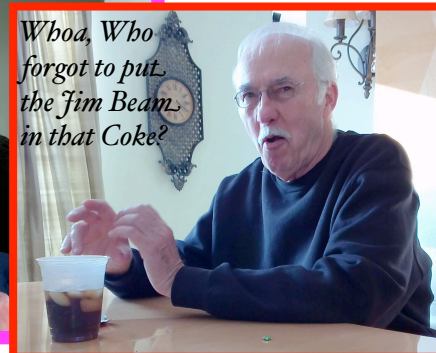
Meeting was adjourned



Larry Pittman lays out our GT-40 plans



Willy's Hot Rod!



Whoa, Who forgot to put the Jim Beam in that Coke?

Photos by Bruce Mann





## CHAIRMAN'S CHATTER

by Dave Quinn

### *GT-40 is approaching FAST.*

At the Rowdies February 2011 business meeting the club voted to carry on the tradition of hosting a GT every 10 years and officially submitted the request to NAMGAR's ViceChairman. We received NAMGAR approval for hosting GT-40 and the proposed mid-June time frame. The Planning Committee, chaired by Ken Nelson, visited and considered five sites during 2011 and selected Frankenmuth in November 2011. NAMGAR inspected the site May 2012, approved it, and after many months of planning we are just weeks away from the big event.

The following Rowdies are registered for GT-40 as of April 27, 2015: Alexander, Auringer, Bachelder, Binsz, Bird, Bonnay, Dickason, Dryden, Fant, Goeddeke, Griffin, Herring, Hoffman, Holle, Holliday, Johnson, Kniff, Mann, Mazurek, Nelson, Newton, Pittman, Pollion, Quinn, Read, Samyn, Smith C, Smith D, Somers, Sprouse, Tyler, Weakley, White, Whitmire, Wigent, Williams. Wortman, and Zorn. With still six weeks to go we have 249 attendees and 118 cars registered.

If you are reading this and you do not see your name on the list, it's time to stop procrastinating and act. We know from past experience that there will be a surge of sign-ups now that spring is finally arriving and the weather turning nice, so those numbers will grow for sure.

Please plan to attend even if your car is not running or if you are not sure it will be. If you can only get one day off from work, come Tuesday night and see the car show early Wednesday morning on the banks of the Cass River beside the Inn. It will be a memorable fun experience that will fire you up to

finish your project. It is your chance to see some of the most beautiful MGAs in the world! You already know there will be over 100 and it's all happening right here in Michigan. There will be 1500's, 1600's, MkII's, Twin Cam's, Deluxe's, Coupes, and Magnette's plus an MGA Police Car that is registered. T-series and other British cars will be on the field too. In celebration of the MGA hitting 60 years of age there will be a unique walk around tour of a 1955 MGA 1500 (one of 1003 produced in year one) to point out the differences in the very earliest A's. If you've never attended a National Meet this is certainly your chance. Believe me, you will be impressed and glad you did it. The car show is open to the public with free admission, so tell your friends and relatives to check it out.

MG technical sessions will be offered throughout the GT on subjects ranging from MG electrical, tyres, valve cover racing, shocks, vintage racing, and a rolling tech session. We have a great host hotel, great entertainment planned, Bavarian theme flower lined city, cooking classes, boat rides, landmark restaurants and shops, brewery dinner, car drive, gimmick rally, valve cover racing, arts and craft voting, a wonderful assortment of raffle items, banquet dinner, and the hospitality room will be open every evening. I'm looking forward to seeing you all at the GT.

**Hey Stirling,  
are you going to  
GT-40? Dave Quinn  
said you could  
bring your GT-40.  
Everybody'll be  
there!**





# Kimber Meet Birthday Bash

This year's Kimber Meet was held April 11th in honor of the 127th birthday of our founding father, Cecil Kimber. He was unable to attend due to a prior commitment, but he was again able to supply the birthday cake for the group, thanks to Tom Greiner. The various Michigan MG and British car clubs supplied enough members to enthusiastically celebrate the event, and Mother Nature did her part by providing wonderful weather. The parking lot of the Delhi Cafe in Holt, MI was crammed full of LBC's in the form of MGA's, MGB's, MGB-GT's, and MGC's. One party-goer even showed up in his proper British cars remained under wraps from the winter. He was allowed to park with the more sporting Morris Garages cars, but admonished not to make a regular habit of this.

Once again the Delhi meeting room was packed full of socializing members who had survived yet one more Michigan winter and just recently poked their heads out of snowdrifts in anticipation of enjoying another summer driving season. Jim Neal chaired the event in Dave Smith's absence, while he was away racing MGA #49 at the



Virginia International Raceway. Jim had all the various club members stand and introduce themselves, and then led the group in a rousing rendition of "Feliz Compañeros" or "Happy Birthday" as it is better known. Larry Pittman then got up and invited each and all to join the Michigan Rowdies at GT-40 in Frankemuth, MI June 15-19, 2015 for the yearly MGA gathering which this year is also celebrating the 60th year of the introduction of the MGA 1500. After another spirited round of tire kicking in the parking lot we headed back home again and made our plans for "Drive Your MG Day" on May 2nd. We hope the weather is every bit as lovely!

(See pictures on next page)





# Kimber Meet Pics



Photos by Ken Nelson.

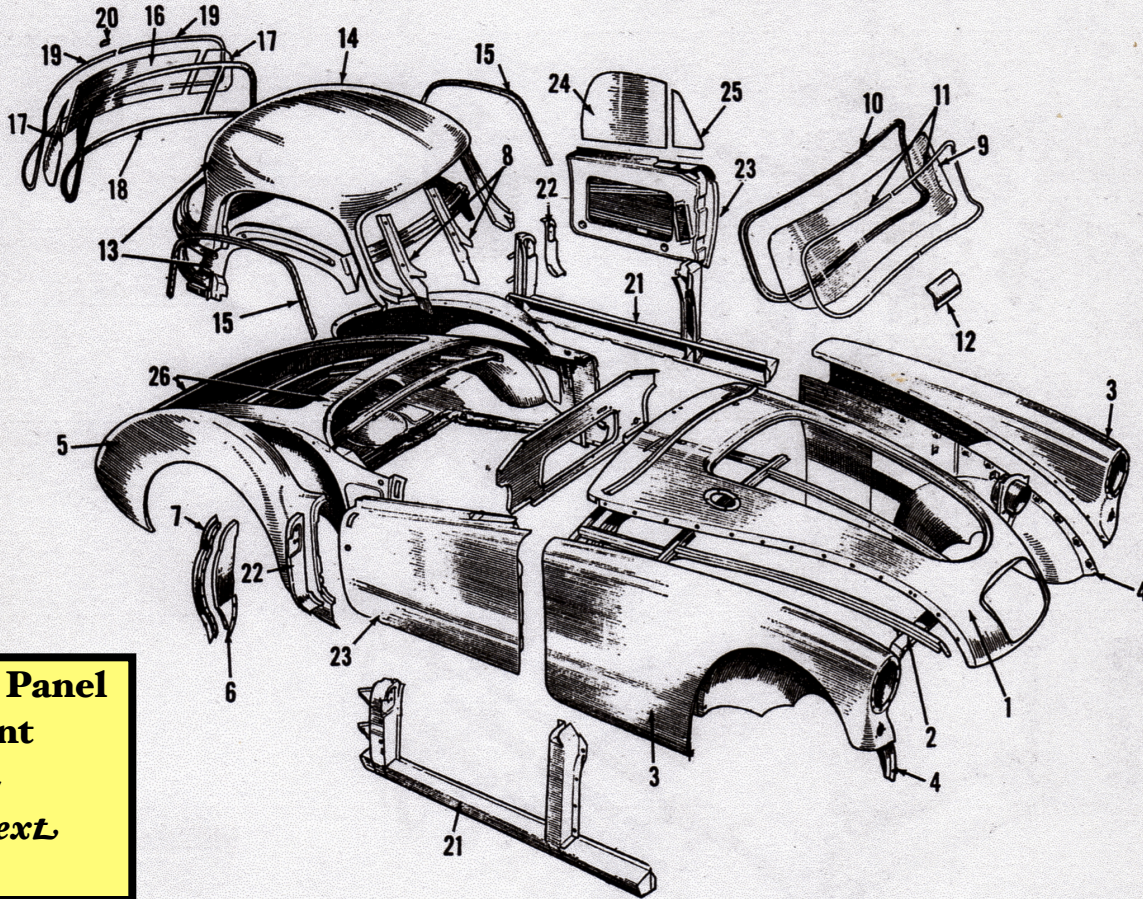






MGA COUPE 1500 - 1600 MKI & MKII

**0**  
**Collision Parts**



**MGA Body Panel Replacement Chart-1962**  
*(prices on next page)*

**BODY PARTS**

1. Panel Hood Surround	AFH3866	All Coupes	9. Windshield Glass	AFH3830	All Coupes
2. Surround Reinforcement	AFH3867	All Coupes	10. Rubber Windshield Surround	AFH3831	All Coupes
3. Front Fender RH	AFH4478	1500 Coupe	11. Chrome Finisher Windshield RH	AFH3832	All Coupes
Front Fender LH	AFH4479	1500 Coupe	Chrome Finisher Windshield LH	AFH3833	All Coupes
Front Fender RH	AFH6618	1600 & T/Cam Coupe	12. Jointing Piece (2)	AFH3778	All Coupes
Front Fender LH	AFH6619	1600 & T/Cam Coupe	13. Roof Assy.	AFH4748	All Coupes
4. Ft. Side Assy. RH	AFH4896	1500 & 1600 Coupe	14. Roof Panel Only	AFH4464	All Coupes
Ft. Side Assy. LH	AFH4897	1500 & 1600 Coupe	15. Drip Mldg. RH	AFH4482	All Coupes
Ft. Side Assy. RH	AFH5838	T/Cam Coupe	Drip Mldg. LH	AFH4483	All Coupes
Ft. Side Assy. LH	AFH5839	T/Cam Coupe	16. Backlight Glass Center	AFH3836	All Coupes
5. Rear Fender RH	AFH4480	All Coupes	17. Backlight Glass RH	AFH3834	All Coupes
Rear Fender LH	AFH4481	All Coupes	Backlight Glass LH	AFH3835	All Coupes
Rear Fender RH	AFH7478	1600 MK II Coupe	18. Backlight Glass Rubber	AFH3837	All Coupes
Rear Fender LH	AFH7479	1600 MK II Coupe	19. Finisher RH	AFH3838	All Coupes
6. Rear Fender Splash Plate RH	AFH4782	All Coupes	Finisher LH	AFH3839	All Coupes
Rear Fender Splash Plate LH	AFH4783	All Coupes	20. Jointing Piece (2)	AFH3778	All Coupes
7. Seal for Splash Plate RH	AFH4784	All Coupes	21. Sill Reinforcement & Pillar RH	AFH3882	All Coupes
Seal for Splash Plate LH	AFH4785	All Coupes	Sill Reinforcement & Pillar LH	AFH3883	All Coupes
8. Windshield Pillar Reinforcement RH	AFH4466	All Coupes	22. Panel Facing Shut Pillar RH	AFH3786	All Coupes
Windshield Pillar Reinforcement LH	AFH4467	All Coupes	Panel Facing Shut Pillar LH	AFH3787	All Coupes
			23. Door RH	AFH3884	All Coupes
			Door LH	AFH3885	All Coupes
			24. Door Glass (2)	AFH4453	All Coupes
			25. Vent Glass (2)	AFH4847	All Coupes
			26. Tonneau Panel	AFH3881	All Coupes

INSIST ON GENUINE **BMC** PARTS—INSURE CUSTOMER SATISFACTION

**0-9**



**Body Panel Price List-1962**  
*(submitted by Neil Griffin)*

**Collision Parts**

**SUGGESTED PRICE LIST**

ACH6168	D \$ 5.49 ea.	AFH3882	\$24.93 ea.	AHH4003	\$14.30 ea.
ADA0461	.99 ea.	AFH3883	24.93 ea.	AHH5002	A 257.53 ea.
ADA0463	.13 ea.	AFH3884	78.24 ea.	AHH5093	6.60 ea.
ADA0682	8.34 ea.	AFH3885	78.24 ea.	AHH5094	6.60 ea.
ADA0687	23.87 ea.	AFH4453	4.25 ea.	AHH5104	5.87 ea.
ADA0688	23.87 ea.	AFH4464		AHH5121	35.81 ea.
ADA1578	2.15 ea.	INT AFH4748	A 326.87 ea.	AHH5139	2.54 ea.
ADA1579	2.15 ea.	AFH4466	2.35 ea.	AHH5140	2.54 ea.
ADA1602	7.18 ea.	AFH4467	2.35 ea.	AHH5143	D 1.30 ea.
ADA1616	6.44 ea.	AFH4478	83.55 ea.	AHH5179	.41 ea.
ADA3576	.21 ea.	AFH4479	83.55 ea.	AHH5474	A 25.67 ea.
ADA3580	2.65 ea.	AFH4480	31.83 ea.	AHH5476	A 3.71 ea.
ADG0474	1.32 ea.	AFH4481	31.83 ea.	AHH5478	9.55 ea.
ADH0456	.39 ea.	AFH4482	9.47 ea.	AHH5481	A 35.04 ea.
AFH0898	4.43 ea.	AFH4483	9.47 ea.	AHH5482	3.14 ea.
AFH0899	4.43 ea.	AFH4748	A 326.87 ea.	AHH5486	A 21.23 ea.
AFH0900	10.76 ea.	AFH4782	3.11 ea.	AHH5487	A 21.23 ea.
AFH1520	65.11 ea.	AFH4783	3.11 ea.	AHH5488	.15 ea.
AFH1521	46.23 ea.	AFH4784	1.21 ea.	AHH5546	10.38 ea.
AFH1524	28.91 ea.	AFH4785	1.21 ea.	AHH5708	A 249.61 ea.
AFH1577	62.42 ea.	AFH4847	1.25 ea.	AHH5924	16.55 ea.
AFH1620	27.85 ea.	AFH4893	10.34 ea.	AHH5925	7.63 ea.
AFH1621	27.85 ea.	AFH4894	43.95 ea.	AHH5950	B 211.68 ea.
AFH1656	2.39 ea.	AFH4895	46.68 ea.	AHH6000	A 25.50 ea.
AFH1657	2.39 ea.	AFH4896	44.94 ea.	AHH6003	18.57 ea.
AFH1658	2.92 ea.	AFH4897	47.74 ea.	AHH6016	34.46 ea.
AFH1659	2.92 ea.	AFH5472	27.47 ea.	AHH6019	8.68 ea.
AFH1666	74.26 ea.	AFH5474	61.00 ea.	AHH6020	18.72 ea.
AFH1667	74.26 ea.	AFH5837	47.74 ea.	AHH6022	28.86 ea.
AFH1690	83.55 ea.	AFH6614	83.55 ea.	AHH6028	10.84 ea.
AFH1691	83.55 ea.	AFH6615	83.55 ea.	AHH6131	A 249.61 ea.
AFH1692	1.80 ea.	AFH6618	83.55 ea.	AJA5108	5.57 ea.
AFH1693	1.48 ea.	AFH6619	83.55 ea.	ALA1812	17.05 ea.
AFH1702	5.00 ea.	AFH7462	31.83 ea.	ALA1822	17.23 ea.
AFH1703	5.00 ea.	AFH7463	31.83 ea.	ALA1824	18.04 ea.
AFH1710	1.53 ea.	AFH7478	31.83 ea.	ALA1825	10.88 ea.
AFH1711	1.53 ea.	AFH7479	31.83 ea.	ALA1869	8.03 ea.
AFH1754	A 149.96 ea.	AHA5147	27.85 ea.	ALA2663	28.96 ea.
AFH1768	32.44 ea.	AHA5148	25.85 ea.	ALA2690	58.35 ea.
AFH1769	32.44 ea.	AHA5149	25.85 ea.	ALA2700	1.75 ea.
AFH1871	47.10 ea.	AHA5173	21.47 ea.	ALA2701	1.75 ea.
AFH1896	20.18 ea.	AHA5174	6.74 ea.	ALA2708	13.91 ea.
AFH2624	6.14 ea.	AHA5175	7.08 ea.	ALA2709	
AFH2625	6.14 ea.	AHA5176	8.42 ea.	INT ALA2703	13.91 ea.
AFH3778	.43 ea.	AHA5177	8.42 ea.	ALA2722	33.95 ea.
AFH3786	6.36 ea.	AHA5179	109.86 ea.	ALA2723	33.95 ea.
AFH3787	6.36 ea.	AHA5211	1.32 ea.	ALA2799	31.18 ea.
AFH3830	66.99 ea.	AHA5291	2.54 ea.	ALA2830	11.40 ea.
AFH3831	9.17 ea.	AHA5292	2.54 ea.	ALA2831	11.40 ea.
AFH3832	3.98 ea.	AHA5967	2.54 ea.	ALA4574	37.13 ea.
AFH3833	3.98 ea.	AHB5748	1.32 ea.	APA0763	1.25 ea.
AFH3834	9.02 ea.	AHB6000		APA0764	1.25 ea.
AFH3835	9.02 ea.	INT 8G0624	17.24 ea.	APA0814	16.62 ea.
AFH3836	15.95 ea.	AHB8861	1.14 ea.	APA0815	18.95 ea.
AFH3837	15.95 ea.	AHB8883	D 13.68 ea.	ARA0023	4.89 ea.
AFH3838	3.98 ea.	AHB8952	11.14 ea.	ARA0086	18.57 ea.
AFH3839	3.98 ea.	AHB9005	5.30 ea.	ARA0088	.80 ea.
AFH3866	90.18 ea.	AHB9014	4.13 ea.	ARA0089	.88 ea.
AFH3867	44.94 ea.	AHB9092	1.33 ea.	ARA0092	A 56.93 ea.
AFH3881	51.87 ea.	AHB9093	1.33 ea.	ARA0097	A 49.94 ea.

**2** All prices are suggested list only and subject to change without notice. Prices effective Jan. 15, 1962.



***Chris Longridge had a mammoth struggle to establish his car's right to keep its original registration number. He uncovered some fascinating MG history in the process***

Seven years of driving sensible modern hatchbacks is a long time and my memories of carefree motoring in my MGB were fading fast. A visit to the MG Car Club event at the National Motor Museum in August 1984 was the final straw. It was time, I declared, to get another MG — and this time my heart was set on an MGA.

Several months of diligent searching later and I ran down a likely looking MGA at a local dealership. It was showing the effects of a couple of years disuse and needed some restoration but was just about roadworthy so I purchased it and set about bringing it out of retirement. The first step was to get its licence renewed, a simple enough task, or so I thought. A quick visit to our local post office shattered any such hope. I was told that it was likely that the car's original registration number would be lost altogether as the previous owner had neglected to re-register its green log book with the DVLC.

I telephoned the DVLC who confirmed that at present the car's number, KMO 326, was void. The clerk at the end of the line was sympathetic but, as the regulations stated, they would only consider reallocating the original number if we could prove that the car had a special historical significance. Otherwise I would have to register the car with a new number with no relevance to the car. But did the car have any historical significance? Remembering what the dealer had said to me when I bought the car, this seemed a distinct possibility. It was time for Sherlock Holmes to go to work!

The dealer had mentioned that the car was once owned by Roger Enever, the son of MG Chief Engineer Sydney Enever, and at an early stage in its life had been used for MGB prototype development work. At the time the name Enever meant nothing to me, but as I researched into the background of

MG in an effort to establish my car's history I realised that Sydney Enever was just the person I needed to get in touch with. My first move was to contact the MG Car Club. They were most helpful, telling me that yes, there was a Mr S Enever on their list, a long-established club member. Was this the Sydney Enever of MG Works fame?

Another phone call established that it was indeed. I spoke to Sydney Enever's wife, who kindly passed me on to their son, Roger, who she thought could help me. With great excitement I listened to Roger recall his days with KMO 326, but he had more information than I could take in over one telephone conversation so we agreed to meet. Frustratingly, he was just about to embark on a lengthy business trip abroad, so the earliest date we could set for this meeting was several months hence.

In the meantime the MG Car Club advised me to write to Anders Clausager of the British Motor Industry Heritage Trust. This I did, giving full details of the car and quoting its chassis number. Imagine my surprise when I was told that officially my car didn't exist! The last recorded chassis number was 109070 and mine was 109071.

Eventually I was able to meet Roger Enever for an interesting discussion about the car. He confirmed that the car was a prototype, possibly the first of the experimental department's MGAs and recalled that surprisingly it had started life as a two-seater, being later converted for experimental work during the development of the coupé derivative. He also clearly remembered his father having to remove the original chassis number plate so as to give the car a normal chassis number when he bought it for him from the works early in 1964. Armed with this information I wrote back to the DVLC.

Their response was encouraging but posed me a difficult task: they would be happy to consider my application for the reissuing of the original number if I could supply documentary evidence from the manufacturer confirming the car's historical significance. Fair enough, but the leads were drying up; Roger Enever had mentioned that his father, now in his eighties, was not in the best of health and could supply no more information than we already had, while neither the MG Car Club or the BMIHT had any documentation of the car's existence. The one avenue open



*Above, KMO 326, looking slightly tatty round the edges while awaiting restoration but with original registration number intact*

*Left, although it looks quite standard the car has several unusual features dating from its development days, including MGB front disc brakes*

was to contact the sole name on the green log book, Peter Cornwell, who owned the car before it was passed to the dealer who sold it to me.

After making inquiries I managed to contact Peter Cornwell who, it emerged, had enjoyed rallying the car during his 18 years of ownership and shared with me his happy memories of it. Unfortunately, he had no knowledge of the car's life before he owned it. He did, however, mention that he'd bought it through Parade Motors of Mitcham in Surrey, and his stepson recalled that while they were on a sailing holiday in Cornwall they'd met a sailing



*Reprinted from Thoroughbred  
and Classic Cars-June 1989*

Photographs: Maurice Rowe



instructor who turned out to be an ex-MG employee who had been involved with the car at Abingdon. They couldn't remember his name, but they could remember where they had stayed — the Lugger Inn at Fowey. Sherlock Holmes now had two clear leads — Parade Motors and the sailing instructor in Cornwall.

Andrew Smith of Parade Motors confirmed that Sydney Enever had asked him to sell KMO 326 on his behalf. The car was bought by K R Clark of Chipstead in Surrey on May 8 1965, and he in turn asked Parade Motors to re-sell it a year later, when it was bought

**MGA**  
**EXPERIMENTAL**

9 THOROUGHbred & CLASSIC CARS JUNE 1989

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**EXPERIMENTAL MGA**

by Peter Cornwell. This completed the chain of ownership from the MG Works to the present day, but I still hadn't established the car's early history.

Contacting the Lugger Inn in Cornwall was the next move. A telephone call revealed that the sailing instructor in question still lived in the area. He turned out to be John Sharpe, who had joined the MG Car Company in August 1959 as Technical Assistant to the Development Department. Discussions with John proved fruitful. He revealed that he had actually driven KMO 326 on his first day with the company, to a meeting in Swindon with Pressed Steel. Later he drove the car for many miles of development work, which included carrying out cooling tests and exhaust system assessment. In due course the car was converted to MkII 1600 mechanical specification.

John recalled that, accompanied by test driver Tom Haig and foreman fitter Cliff Bray, he had taken the car, along with a black fixedhead MGA 1600, to Germany for maximum speed durability testing: "The aim was to maintain maximum speed over 25,000 miles", he told me. "We used the *Autobahn* between Munich and Hof, at the East German border. This was the old Munich-Berlin highway, little used after the war as the road had been destroyed at the border.

"Dividing our mileage by our elapsed running time gave us an average speed of about 100mph — not bad a quarter of a century ago, when you compare it with our present day overcrowded roads and speed limits! We had trouble with one engine which was caused by pulling valve crash in top gear. In fact both cars were used for the test.

"One of the last tests I recall using a fixedhead MGA for was to assess MGA versus MGB maximum speed capability with the same engine and using optimal final drive ratios and tyre sizes. The MGA proved to be 4mph faster than its replacement, the MGB!"

John suggested that to fill in the car's very early history I should contact Henry Stone, pointing out that "At Abingdon our budget was not large — our staff consisted of Syd Enever, Chief Engineer; the Chief Development Engineer and myself; Chief Chassis Draughtsman, Chief Body Draughtsman, approximately 10 Draughtsmen and 10 Fitters; unfortunately no archive keepers."

I met Henry Stone at the 1986 MG Regency Run. He recalled that my car was originally the first prototype MGA development tourer, painted in Tyrolite Green, and believed that the chassis from this tourer was later used to produce the first prototype coupé, subsequently given the registration mark KMO 326.

Shortly after meeting Henry, I had a real stroke of luck. Former MG Chief Engineer, Don Hayter, had seen KMO 326 mentioned in an MGA Register newsletter and sent in a letter which to my delight verified Henry Stone's

***"The MGA proved to be 4mph faster than its replacement, the MGB"***

memories. He confirmed that "this was indeed one of our development cars, specially ordered from the bodies branch as the first representative production standard-build car. It did many miles using development parts and comparative alternatives supplied by manufacturers, and was at that time painted gold and brown.

"However, the registration number wasn't on this car originally, but on a Tyrolite Green MGA Tourer — also an earlier development car, one I used myself on almost daily journeys to Coventry and MIRA. I also used it when I got married so it has strong personal associations for me."

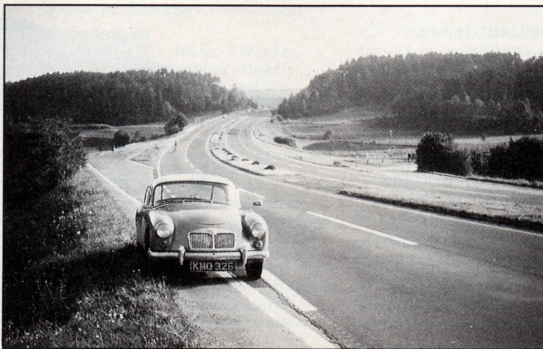
All the information I needed to confirm that the car had played an important part in MG history was now verbally complete but I still had to produce documentary evidence for the DVLC. After discussing the matter with Don Hayter he kindly offered to take on the task of obtaining this vital proof.

At the next year's Regency Run he was able to hand me copies taken from the Roneos kept by Cliff Bray, and

originally signed by Alec Hounslow — the Chief Development Engineer then responsible for the complete MGA programme. These confirmed the Experimental number and the *Autobahn* test carried out in September 1961, and identified KMO 326 as a development shop car in August 1963. Don Hayter also found that before it was bought by Syd Enever the car had been used for detailed development of the 1,622cc engine and suspension and brakes later to be fitted to the MGB. Now I understood why the dealer who sold me the car had told me that MGB front discs were fitted and that the car had been used for MGB development work.

Finally, 2 ½ years after I first tried to re-register KMO 326, I was able to write to the DVLC giving full details of the car's history and documentary evidence of its significance in the development of the MGA and MGB. A week or so later the DVLC's reply arrived. In trepidation I opened it to read, to my elation, that "in view of the historical significance of your particular vehicle it has, exceptionally, been decided to allow registration under the number KMO 326."

And with this matter brought to a successful conclusion all that remains is the straightforward — by comparison — task of restoring this fascinating and unique MG. ▲



Above, previous owner Peter Cornwell on his way to a class win in the Lands End Trials

Left, pictured in September 1961, KMO 326 takes a brief pause from high-speed endurance testing on the Munich to Hof *Autobahn*



Tools and their Uses-A Simple Glossary of MGA Restoration Tools and Definitions-from Dave Smith



WIRE WHEEL:

Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh\*t'.



CHANNEL LOCKS:

Used to round off bolt heads. Sometimes used in the creation of blood-blisters.



HACKSAW:

One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.



WISE-GRIPS:

Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.



TWO-TON ENGINE HOIST:

A tool for testing the maximum tensile strength of all the crap you forgot to disconnect.



PHILLIPS SCREWDRIVER:

Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.



HAMMER:

Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent to the object we are trying to hit.

SON OF A B\*TCH TOOL:

Any handy tool that you grab and throw across the garage while yelling 'Son of a b\*tch' at the top of your lungs. It is also, most often, the next tool that you will need.





**Sunday, May 17, 2015, 11am – 4pm**

Camp Dearborn

1700 General Motors Road, Milford, MI 48380

**The Windsor-Detroit MG Club is proud to sponsor the third annual Spring British Car Gathering & Picnic at Camp Dearborn in Milford, MI.**

No registration, no formal car show or class parking, and no awards; just an opportunity to share our passion with fellow British car owners and clubs, and to get to know one another.

We have reserved a large grassy and well shaded area at Camp Dearborn in Milford. We will have access to a large drum grill fired-up for anyone to use. BYO picnic lunch, something to throw on the grill, beverages, etc.

The park entrance fee is \$5 per car.

### **BOOT SALE**

Have some spare parts, tools, etc. that are cluttering your garage? Bring them along and offer them for sale from the boot of your car. We are not looking to host a full blown swap meet, so please no trailers full of stuff.

Whatever you can get in your car or bring pictures of larger items that you want to sell.

For more information contact us at [Board@WDMGC.com](mailto:Board@WDMGC.com)

or contact [Steve Finch](#) at (248)343-1614

The Camp Dearborn Web Site is [www.campdearborn.com](http://www.campdearborn.com)