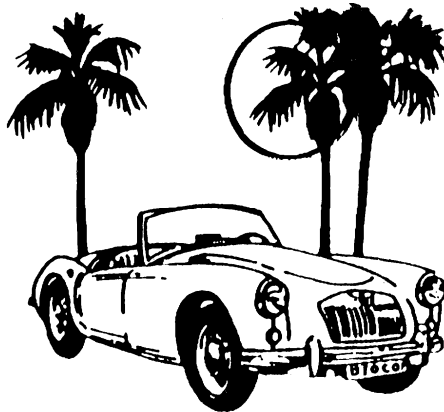


**Glenn's MG & British Car Repair**



**Florida's number one choice for  
British Car repairs and restoration!**

3130 39th Avenue North  
St. Petersburg, FL. 33714

Web site: [GlennsMG.com](http://GlennsMG.com)  
E-Mail: [Glenn@GlennsMG.com](mailto:Glenn@GlennsMG.com)  
Phone/FAX/Message: (727) 521-9890  
Toll Free: 1 (888) 521-9890



Website: [www.britcar.org](http://www.britcar.org)

# WELCOME TO GLENN'S MG & BRITISH CAR REPAIR

**Owner and Technician:** Glenn A. Lenhard

**Office Manager:** Gail P. Lenhard

**Part Time Parts Manager:** Curt Brownhill

**Technician:** Chuck Helt, Cory Redmond, & James Morris

**Restoration/Body Specialist/Fabricator:** Richard Sancho

**Paint/Body Repair Specialist:** Mitch Rosen

Whether we are performing a full or partial restoration of your vehicle, it is important that we have a good understanding of your expectations. There are several different types of restorations being performed in the automobile industry. There is the full course, no holds barred restorations, the type that may be performed on Maseratis, Ferraris, Dusenburgs, and other irreplaceable vehicles of that nature. There is also "the top of the line" restoration that you wish to have performed on a more ordinary vehicles. You may wish only to have a complete paint and interior freshening. That would be considered a "driver" restoration. Another type you may be inquiring about is merely a cosmetic touch up, usually performed to a good quality restoration that may be starting to age cosmetically.

Obviously if you have looked around our shop, you have not seen any \$300,000 vehicles here, so Glenn's MG & British Car Repair should be considered as an excellent choice to perform restorations that could be termed "show quality," "daily driver," and the "freshening up."

Here at Glenn's MG & British Car Repair we perform most operations in-house. Engine, transmission, differential, and most other mechanical repairs are performed by our staff. Body repair, welding, and painting may be done either here or at other facilities either chosen by us, or you, the customer.

The first step is to consider the overall condition of the vehicle. Is the body badly rusted away, requiring great amounts of metal repair? If so, it may be necessary to reevaluate the value of this

particular vehicle. If another example of this car can be purchased cheaply enough that is much better condition to begin with, that may be an excellent money saving option. However, if your car is very special to you and you wish to continue, that is certainly an understandable commitment.

The mechanical condition of the drive train is very important to ascertain early-on, if possible. A complete engine and transmission overhaul may constitute fully one-third the total cost of the restoration. We have received cars that were stored for 10 or 15 years that required nothing more to the engines than a complete freshening to the external components, such as the cooling and fuel systems. Others have either seized completely or lost all compression. Of course the extent of damage of this type cannot be determined without a complete teardown and inspection.

You can expect to have to replace all the tires and the brake hydraulic components, as well as most other rubber components. The entire fuel system will need to be reconditioned, including the gas tank, fuel pump, and the carburetor(s). The condition of the interior and trim components are the easiest to evaluate for obvious reasons.

The initial stage is a complete inspection of the body including the undercarriage. Pictures are taken at all steps by a digital camera. These will be your visual record of exactly what is being accomplished. We will try to determine the extent of rust damage to the body so we can begin to get an idea of the amount of body and paint work required. We can also get a good idea of the condition of the suspension and brake systems at this point.

The next thing we will try to do, if possible, is to get the engine running. Even if the car was running perfectly when put away many years ago, damage can occur just from moisture and age related problems. We may have to rebuild the carburetor and fuel supply system to help in this. If we can drive the car, then this is the best way to know what, if anything, needs to be done to the engine, transmission, and differential.

These are all the preliminaries, but the most important step is COMMUNICATION. We must know what you envision the final result to be. And YOU must be kept aware of the progress made,

so that you can verify that we are performing to those expectations. This process can be a very long relationship, and any difficulties that arise must be dealt with to everyone's satisfaction.

### **Invoicing**

All invoices are maintained by a computerized billing system. There is an itemized listing of all parts, supplies, and labor performed to your vehicle. The invoice will have a rough detail of the work performed in a particular period, and the technician's computerized time logs will be available to inspect if requested.

### **Deposit and Payments**

A deposit is required to start your project. We will work off of that deposit, and when the invoice has come close to that amount, we will contact you for further funds. The invoices are generally closed and posted at the end of each month and you can receive copies of these via e-mail or hard copy, whichever is more convenient. Each invoice will show the work completed during each day the car was worked on, and a listing of all the parts used. If you choose, you may make payments with a credit card that we will keep on file. We would notify you before funds are drawn on that card.

### **Schedule of work; completion time**

You may choose to have us work on this vehicle to a specific timetable, and while we will use that to guide our work, we cannot guarantee an exact completion date. We may need to wait for parts or be trying to locate a hard-to-find part. This would also be a factor in the progress rate. Also, the time consuming nature of restoration work dictates that the main technician doing the work cannot possibly work on only your car until it is finished. He would "burn-out" if he were to try this, and the quality would surely suffer. Expect your vehicle to be one of the three or four long-term projects that we can be working on at any one time.

### **Labor estimates and billing procedures**

It is very difficult to know exactly how much time we will have to spend on a particular car, but certain jobs do have general guidelines we have determined from past experience. Examples of

these would be an engine overhaul, transmission overhaul, or front end overhaul. Body and rust repair is different from car to car, so this would be harder to do anything other than an estimate of the time that may be required. We don't expect you to give us a "blank check" when restoring your car, but the car itself really is in charge of the size of the bill.

Here are some general guidelines for typical jobs: These are ***labor guides*** only. The parts required vary from car to car depending on what is found to be worn. The most important thing to remember is these ***are not*** the typical 4 year old Toyota's or Chevrolet's that may need an oil change and brake job, easily estimated and performed. These are 25, 35, or even 55-year-old cars that were not intended to be around after 10 or 15 years of age. They need special attention and specialized skills for a lasting and correct repair.

#### **Typical body repairs /rust repairs**

Replace complete floor pan, MGB—one side.	10.0 hours
Replace rear fender patch panel.	5.0 hours
Replace front fender patch panel.	6.0 hours
Remove and replace engine and transmission MGB, strip engine compartment complete, refinish, and reassemble all components.	40.0 hours
Replace full rocker (added to both of above jobs)	10.0 hours
Replace one door "skin" MGB	8.0 hours
(All of the above are <b><i>before</i></b> paint and finishing)	

#### **Typical mechanical repairs**

Remove and replace engine and transmission MGTD	16.0 hours
Remove and replace windshield glass MGB	7.0 hours
Remove and replace windshield and glass MGTD	6.0 hours
Engine removal, overhaul & reinstallation MGB	25.0 hours
Engine removal, overhaul & reinstallation MG" T"	35.0 hours
Overhaul front suspension MGA/MGTD	10.0 hours

These are general guidelines only. Conditions may cause us to spend more time than this, such as rusted bolts, heavy undercoating removal, or improper prior repairs. It may even take us less time than this if you request that we pay less attention to details

such as refinishing and detailing every little part, or if we are repairing a system that may have seen little use since its last repair. (An example of this would be when we have to merely rebuild some brake cylinders that may have seized from non-use and all of the other braking components are still like new.)

### **Labor Rates\*\***

We have different labor rates depending on the level of difficulty involved in the repair.

*Preparation:* This is the busy work involved in dismantling and cleaning engine compartments and interior compartments, cleaning and refinishing mounting brackets, and cleaning and preparing wiring harnesses and hydraulic piping. This rate is also applied to dismantling and cleaning exterior trim components (chrome, lights, etc.) before major body repairs. This is currently \$70.00 per hour.\*\*

*Restoration:* Body repairs such as welding and fabricating. Also painting, final finishing, panel refitting, and alignment. Re-assembling the vehicle trim and interior components after the paint work is also charged at this rate. This is currently \$70.00 per hour.\*\*

*Mechanical:* This is the highest level of technical difficulty. It includes major component repair to engine, drive train, braking and electrical systems of the car. This also includes the heavy labor involved in removing and reinstalling engine, transmission, differential, and suspension components. This is currently \$90.00 per hour.\*\*

### **A note about parts and parts pricing**

We get our parts from many sources. You are probably familiar with several of these sources, having received catalogs from them. The prices that are shown in these catalogs are mail-order level prices. We cannot match them and will not try to in any case. Yes, we receive a discount from these businesses when we purchase their parts, but the price I must charge you has many things included in it that are part of my cost of doing business.

**\*\*LABOR PRICES ARE SUBJECT TO CHANGE\*\***

Those costs include:

- Looking up the correct application and part number.
- Calling to determine the availability of the part.
- Sometimes having to call several different companies to find the part.
- Finding the part at a price that is fair.
- Ordering the part.
- Receiving the part and invoicing it.
- Making sure the part quality is what should be expected.
- Returning incorrect parts or parts of inferior quality.
- Offering a warranty on the part, which includes the labor involved should the part fail.
- Freight charges on smaller items. (Heavier items such as fenders, etc, will have the freight billed as a separate item on your invoice.)

All parts that we install must be provided by us with the following exceptions:

You may have already purchased parts for your vehicle before contracting with us. These we will gladly install for you, with the understanding that a failure of a part supplied by you will **NOT** be covered by our labor warranty, unless found to have been installed incorrectly. You would have to pay us again to remove and replace any defective part so supplied. Other parts that you would like to supply yourself should be discussed with Glenn on a case-by-case basis. Engine high-performance items are the type of part that you may want to supply, as we would be unable to guaranty any specific performance “claims” on this type of component in any case. We have found many of these items may not even fit or work correctly without some modification or special

fitting procedure.

### **New parts/Used parts**

All parts are new unless otherwise noted on the repair order/invoice. We have a very good selection of used parts on hand, and these will be available for use at our discretion. Pricing is often 1/2 or less than that of a new part.

### **Documentation/Photographs**

Digital photographs are taken at all major steps of the work. These are available on request during the course of the work, either in print or via e-mail. A CD-Rom of all the photographs is supplied at the time of completion.

### **Other British Vehicles**

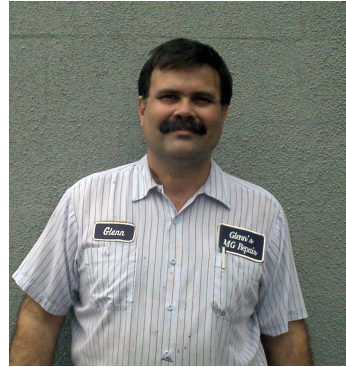
Although we are specialists in the MG sports cars and sedans, we have been known to take on the restoration or partial repair of other British vehicles such as Triumph, Jaguar, etc. Talk to Glenn about any such project you have in mind.

### **Warranty**

We warranty all mechanical repairs for a period of twelve months or 6000 miles. All trim and chrome components warranties will be that supplied by the respective supplier. Body work and paint will be warranted against defects in material and workmanship for 12 months.



**Glenn A. Lenhard:** Glenn began working in the automobile industry in 1973 shortly after graduating from Olympia High School in Rochester, N.Y. He has worked at independent repair shops and new car dealerships in Rochester and St. Petersburg, Florida. In 1979 he opened Bay Imports, a full service imported car repair facility in St. Petersburg, and continued with that business until late 1991. Glenn's MG & British Car Repair was opened in 1995.



Presently Glenn holds the *Certified Master Automobile Technician* certificate issued by the Automotive Service Excellence organization. He also holds the certificate for *Advanced Driveability and Diagnostics* from the same group.

1967 MGBGT    1962 MGA Mk II

**Charles Helt:** Chuck has had a long and interesting career in the automobile industry. He performed all his own servicing on his multiple Mini's and Jaguar XKE. He was also active in Formula Ford racing, holding a track record at Daytona.



Chuck is our main engine, carburetor, suspension, and brake system specialist.

1967 MGBGT 1967 Abarth 1000 etc. etc. etc.

**Richard Sancho:** Richard brings years of experience in sheet metal repair and restoration to our body shop. He has prepared award winning show cars, one-of-a-kind collector cars and repaired modern cars. His past experience includes many years in a local Rolls Royce shop as their lead body repair specialist.



2005 Ford of some type, but who cares?

**Cory Redmond** has been with us since 2007 and really enjoys working on these classic cars.

His experience on modern cars helps him to excel when learning about the Classics.

He is married and has a beautiful daughter.

Cory now drives an MGB every



1977 MGB

**James Morris** comes to the shop with an extensive knowledge of British cars dating back to his childhood when his father raced sports cars. He owns several vehicles including a 1963 Austin Healey 3000 Mk II that his father once gave to his mother on their first wedding anniversary.

James and the story about his Austin Healey were featured in the January 2009 issue of Classic Motorsports Magazine.



1963 Austin Healey 3000 Mk II      1982 Jeep CJ7

**Mitch Rosen:** In addition to being a top-notch body man/paint specialist, Mitch is also a freelance writer for several motorcycle magazines.

He is the proud owner of an award winning Harley. Some of the cars and motorcycles that he has painted have gone on to receive top honors at shows around the country.

He is truly an artist and we're fortunate to have him associated with us



1952 Harley Davidson Panhead

**Gail Lenhard:** The office is run by Gail, Glenn's wife. She owns an MG1100 Sports Sedan. She served as the Chairperson for the British Motor Trade Association ([www.britcar.com](http://www.britcar.com)), and is currently the Secretary for The Florida Suncoast MG Car Club ([www.fsmgcc.com](http://www.fsmgcc.com)), and the Copy Editor for NAMGAR's MGA! magazine ([www.namgar.com](http://www.namgar.com)).



In her spare time, she enjoys writing children's books and her grandchildren, Laci and Liliana.

1966 MG 1100    1997 Infiniti Q45

**Curt Brownhill** is a retired Air Force Chief Master Sergeant and really enjoys the British cars. He is our part-time Parts Manager and we are lucky to have him.

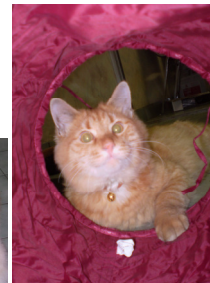
He and his wife recently purchased a home in the area and are busy completing renovations.

Max was just four weeks old when he ran inside to escape a thunderstorm in June 2011. Mitch coaxed him out from under a car and has become his best "buddy."

Now he's hangs out with the guys and oversees the work they do.

Our beloved Sadie passed away in November 2011. She was almost 18 years old and is greatly missed.

**Max:** All shops need a shop dog or cat.





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