

# The Wing & Bonnet

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The Official Newsletter of The British Car Club of Wichita

[www.britishcarclubofwichita.com](http://www.britishcarclubofwichita.com)



## ***Hello Everyone!***

Hope everyone is well, safe and had a good Christmas. The weather was pretty nice through December, but it looks like it's going to get colder now. We are still meeting at Braum's on Saturdays. Please come join us if you can.

Hope everyone has a healthy and safe New Year.

*Dan and Shirley*

daniel P. Johnson, PhD

Creative Presentations

[DJsKreativ@aol.com](mailto:DJsKreativ@aol.com)

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**Saturday LIAR'S CLUB 6 PM at  
BRAUM'S, Seneca & Douglas**



## IN THE REAR VIEW MIRROR



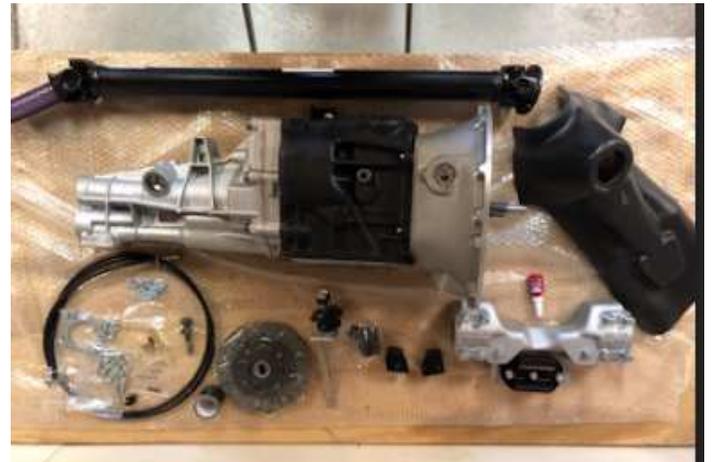
*Craig Newell has been keeping the car barn lights on recently. The Crew, shown left to right: **Bernie Grant, Dave Monroe, and Tom Patterson.** Craig recently has*



*accomplished a **1951 MG TD Conversion.** Here's Craig's story.....*

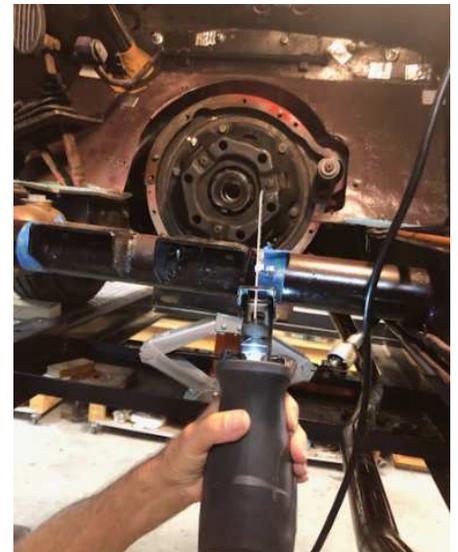
Many years ago I bought a basket case, totally disassembled, 1951 MGTD. After spending a couple of years restoring it to its former glory, I discovered a few things needing improvement. One was the very high rpm incurred at any speed greater than 50mph. So I replaced the stock 5.125/1 differential with a 4.55/1, which helped somewhat, but not as much as I had hoped. The original transmission was extremely noisy and had the obnoxious habit of popping out of third gear on deceleration. I had previously installed a

Ford T-9 transmission in my MGA, which made an amazing improvement, so I figured I'd do the same with the TD. After a four-month wait, it finally arrived! With the MGA kit, you had to cut bits and pieces off the new transmission in order to install it. However, in the case of the TD, I discovered that you don't have to modify the transmission, but you have to cut bits and pieces off the car!



Below is the package of parts.

After removing the steering wheel, seats, floorboards, gearbox and driveshaft tunnels you can then remove the gearbox and driveshaft after first supporting the rear of the engine. The original transmission is not that



heavy and can be removed from above as per the instructions. Removing the spigot bushing from the flywheel was a chore and involved a hacksaw blade, chisel, hammer and colorful language. However, the new bushing supplied with the kit



installed easily with a few taps of the hammer.

You also have to remove the clutch operating shaft and fork from the original bell housing and install them in the new bell housing. Removing these parts was extremely difficult and required the use of a friend's machine shop and expertise.

Next we prepared the car for the new transmission. This entails cutting sections from the gearbox cover and the driveshaft tunnel. *(Photo right shows the section marked to be cut out of tunnel.)*

Next, I cut slots to slightly widen the gearbox cover to fit over the wider 5-speed.



This was the most nerve-wracking bit: cutting off the rear transmission support with a reciprocating saw!

This piece is replaced with a very beefy cast aluminum mount that bolts onto the stubs.



Once all that was accomplished, installing the new transmission was fairly straightforward. A new clutch disc is supplied along with a new driveshaft and all the hardware required to complete the job.

The instructions said to install the new transmission from above, however it weighs significantly more than the original and unless you have the upper body strength of The Incredible Hulk, there is no way this can be done. There were four of us old geezers and we just couldn't get it done that way.

Fortunately, one of my trusty assistants had a transmission jack and it enabled us to install it from underneath the car and eventually get it to slide home. Completing



the installation is basically the reverse of the disassembly. The conversion kit has everything you need for the job, including a new rubber snug so your carpets will still fit.



Below, Craig wrenches everything into place standing under the car.



Driving the car was a distinct improvement. It was much quieter and it's nice having a synchromesh first gear. The first through fourth gear ratios appear similar to the original transmission and the gear lever throw is reduced. I was concerned that the engine (with all of its 54hp) might not have the power to effectively use the 5th gear, especially with the 4.55/1 differential. However, it has adequate power and will allow the car to cruise at 50mph at 2900rpm and at 65mph at 3700rpm. I checked these speeds with a GPS as the speedometer needs to be recalibrated. The rpm reduction in 5th gear is similar to my MGA: when driving at the same speed, the rpm is reduced by about 500 compared to the original transmission's 4th gear. The other

thing I noticed was that the gearshift lever now sits about one or two inches further forward than the original, which is OK once you get used to it.

About the only negative comment I have deals with the **gearshift knob supplied with the kit**. It's a nice looking leather-covered knob that immediately strips its threads once you try to tighten it on the gearshift lever. I eventually ended up drilling out the interior of the knob and used **JB Weld** to secure a metal nut, which allows the use of a corresponding nut on the gearshift lever to tighten the knob in position.

The only job remaining is to get the speedometer recalibrated. If you have the stock differential you can get a step-up gearbox, which makes it easier. The Information for obtaining one is included with the kit. Unfortunately, because of the modified differential in my car, a step-up gearbox won't be accurate enough and I'll have to send the speedometer off for recalibration.

Overall, it's a worthwhile conversion, especially if you want to enjoy driving your TD out on the highway and not just around town. *Submitted by Ernest (Craig) Newell*

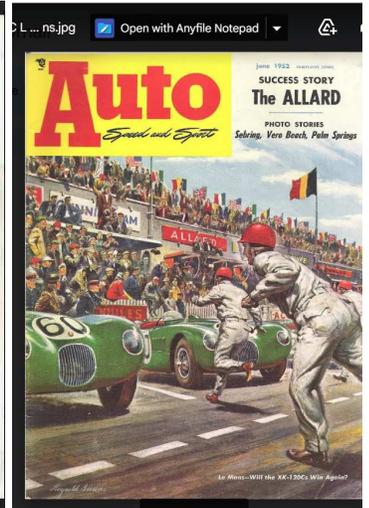
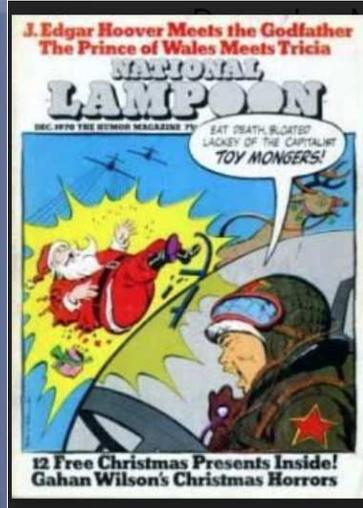


## NOTES FROM THE EDGE

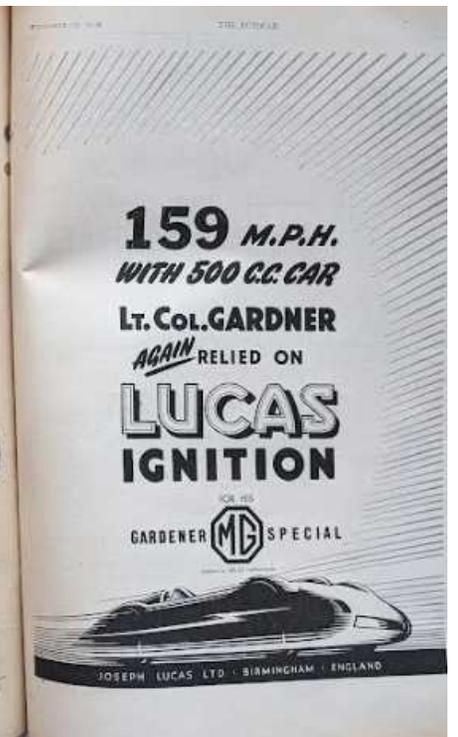
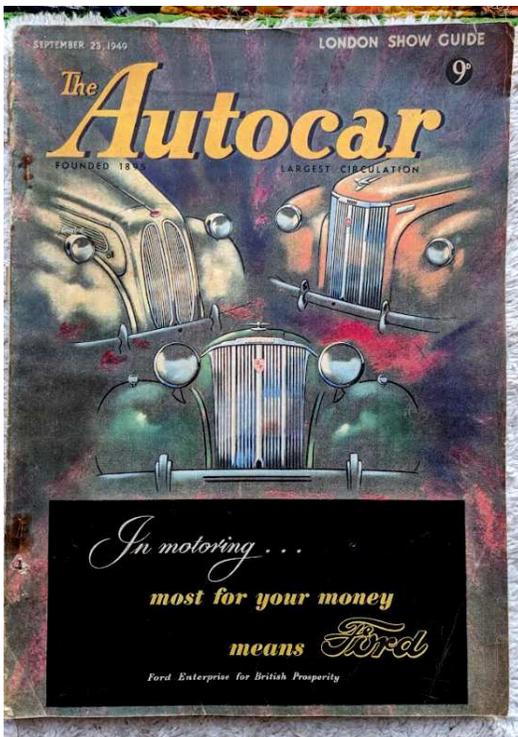
From Terry Palmer [terpalmer3@gmail.com](mailto:terpalmer3@gmail.com) - Hi Lew, it's been a while. I had back surgery over a year ago. I sold my TR6 and would like to clear out some parts both new and used. I also have a **J-type overdrive transmission** that I was going to put in my TR6, it's out of a 75 TR6. I'm asking \$2,000 for the trans but cannot ship. I have other parts. Thanks.  
316-644-2014 [terpalmer3@gmail.com](mailto:terpalmer3@gmail.com)



## Harry Price sent some Nostalgia Covers for all you Hot Car Fans!



## Here's one for MG Fans!



## For Sale

Gearbox cover, fiberglass. \$45. Came with some parts cars I bought long ago. Looks like it has been installed once and promptly pulled. One mounting tab needs repaired, otherwise in very good condition.

**Fits TR4,4a,250 & 6.** New phenolic unit from The Roadster Factory is \$110 + shipping. Pick up is best, as shipping will be a killer on something this big. Will ship, but don't recommend it. 31six 77six 00six5. **Other TR3 & 4 parts available, inquire.**

**HARRY PRICE**

xk150fhc@sbcglobal.net



## 72 MG MIDGET BODY!

*Tony Lane Has A Deal For You!*

Call Tony at **316-650-2394** or email  
[Anthony1@sipptech.com](mailto:Anthony1@sipptech.com)

I have a **72 MG Midget Body** with **all the body panels** if someone is looking for a parts car.

This is the car that I robbed the rear I would like to get rid of this body, and would deliver it to someone if they would like to have it for parts and references. Let me know.

Call Tony at **316-650-2394**

## FOR SALE!

**MIKE GREENO** has a 1972 MGB Roadster that is For sale. It was being restored but the owner has had a heart bypass procedure and unable to complete the restoration. STATUS:

Body work done & primed to paint.  
Engine was rebuilt & ready to go!  
Seats newly recovered in Biscuit color.  
New S.S. muffler system was installed.  
Tranny inspected by Fisher: Good Condition.

Another fine opportunity to put together a fun car that doesn't have to be plugged in and recharged!

Contact Mike at : [mgreeno@att.net](mailto:mgreeno@att.net)

## HIGH SECURITY STORAGE

Car storage now available. Conveniently located in west-central Wichita. Secure access. Reasonably priced. Car/Boat/Cycle/Small RVs Call **Bill Bruce**  
**210-6365** [w-bruce@sbcglobal.net](mailto:w-bruce@sbcglobal.net)

**Hank & Sharon** say they still have shirts & caps left \$5 Apiece. 4 Med, 1 Sm Wh Shirts, 1 X-Large Tan, and 1 Hat.  
**Sharon 620-200-4959 Hank 316-204-2596**

**Don't sit around on your ad if you want your new business to FLY!**

**Ric Wolford** supports British Car Club of Wichita with Website & print!



Bring your graphic & photo needs to  
**Douglas**

**Photo Imaging!** Drop in and see **Ric** at 2300 East Douglas Wichita. Enter west door to view ART all the way up hallways to front counter. Great samples of excellent photography await!  
**316-264-3013 Connect: ric@douglasphoto.com**

**Are all your vents & windows open with the heater running to cool your engine?**



**B & R Radiator, Inc.**

*"A Good Place To Take A Leak"*

1015 W. 53RD NORTH  
WICHITA, KS 67204

**838-8497**

NADINE BRUNER  
CEO

ALAN BRUNER  
PRESIDENT

## EUROPEAN CAR COMPANY

**David Leivian** and his **European Car Company** is located: 122 N. Walnut, Seneca & Douglas.

**316-734-0985** [eurocarcollc@cox.net](mailto:eurocarcollc@cox.net)

David has a full complement of unique tools. He also maintains high-security storage for the classic, rare, exotic, and collectable, vehicles. Investing in TLC for your beauty now will return many extra years of driving adventures.

**Drop In & See What's Up.**



**EITHER OF THESE 2 CARS ARE GOOD BUYS IN JANUARY 2024!**

**FOR SALE Chrome Bumper Brown 1972 MGB, WITH Tan Interior, comes with an extra transmission - \$4,600**

**ALSO: FOR SALE Red 1973 Austin Healy (Bottom Right) No title. Xtra Tran \$600. GREAT candidate for a rebuilder!**

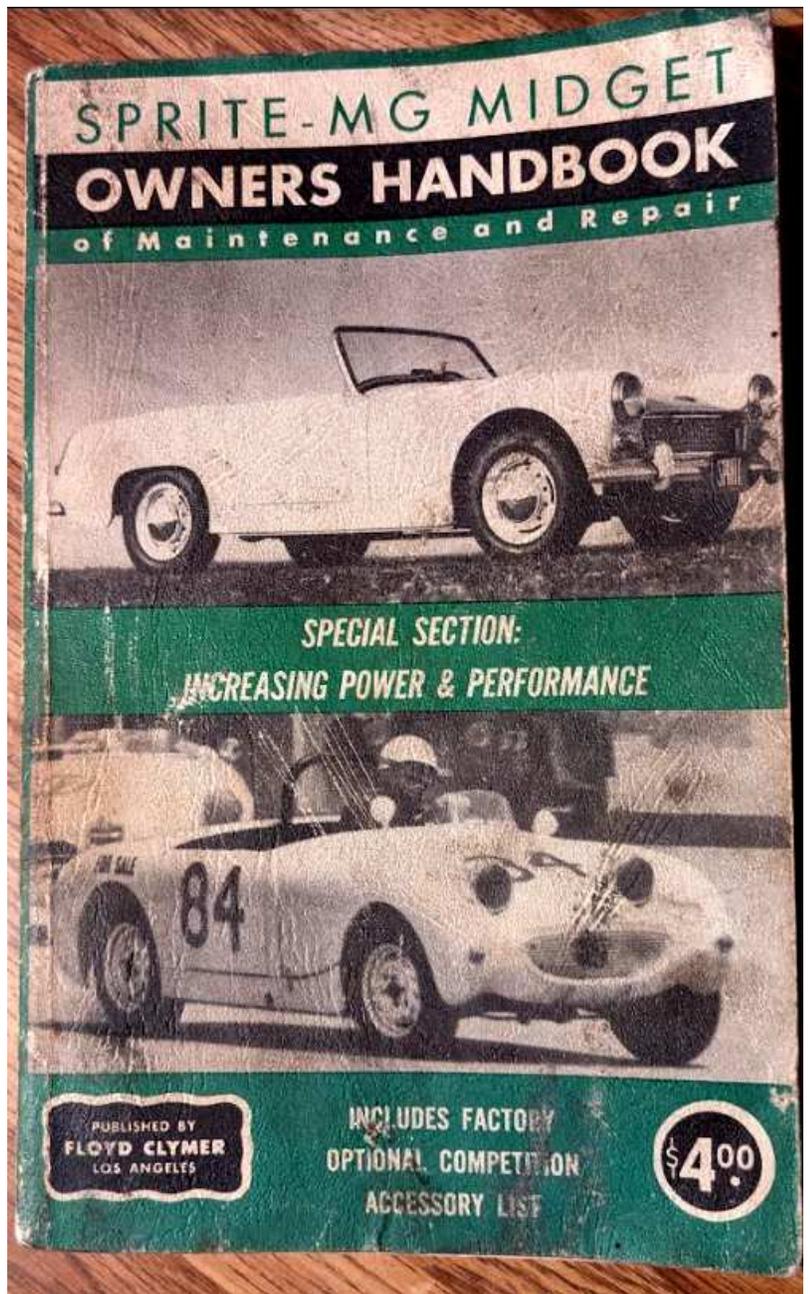
**Contact Rick Rager 619-9203 [rick.rager@yahoo.com](mailto:rick.rager@yahoo.com)**



## From Your Editor -

In case you are trying to psyche yourself up to work on your car, you might want to remember that your editor, who lost his car to a deer in 2023, has **LOTS** of parts left over, not the least of which are a new, unsullied **MG distributor**, 4 **Redline Carb Air Filters** in the boxes for the owners of **Weber Downdraft Carbs**, a 2-piece buttoned **Tonneau Cover Set** in maple color with custom-built zipped cutouts for driving an MGB in the rain, split-front radiator hoses, new door armrests for the '67-74 MG in maple leather, a large roll of silver quilted heat shield and roll of new black carpet liner for the trunk. I have, in almost pristine condition, a **"SPRITE MG MIDGET OWNERS HANDBOOK of Maintenance and Repair"** by **Floyd Clymer** with **NO PUBLISHING DATE** - original issue from Los Angeles, which includes **"Factory Optional Competition Accessory List"** for \$20. I have a New British Flag and all sorts of extra bits.

Need I go on? Call me - 316-990-2533  
email to: [lewblac78@gmail.com](mailto:lewblac78@gmail.com)



“Wrong does not cease to be wrong because the majority share in it.”

— Leo Tolstoy



At this height, is this camo paint job really any good?





# MEMBERSHIP APPLICATION

## The British Car Club of Wichita, Ks

Make Checks Payable to BCCW  
Mail: Tammy Vandruff, 700 South  
Madison, Wichita, Ks 67211

Name(s) \_\_\_\_\_ YOUR NAME \_\_\_\_\_ MATE \_\_\_\_\_

STREET & NUMBER \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

EMAIL \_\_\_\_\_

HOME OR MOBILE PHONE \_\_\_\_\_

### VEHICLES:

MODEL	YEAR	MAKE
MODEL	YEAR	MAKE
MODEL	YEAR	MAKE

Membership Dues: **\$10** for the full year...  
NEW memberships prorated per months  
remaining in year. All renewals at full amount.

### Wireless Communicators For the Organizers and Participants of Occasional Caravan Road Trips.

When you are organizing a full day or a multiple day road trip consisting of more than one car, instantaneous communication between vehicles is critical. Stops for personal relief can not wait. Radios become garbled. Batteries fail in hours: *USELESS!*

Tammy Vandruff's patented, hand-operated **Wireless Communicators** are foolproof and are caravan tested.

Flag 1-Yellow: Water Stop necessary.  
Flag 2-Brown: Solids Stop imminent!

Simple and easy to use with any open window.

Road Tip from British Car Club of Wichita, Ks.

