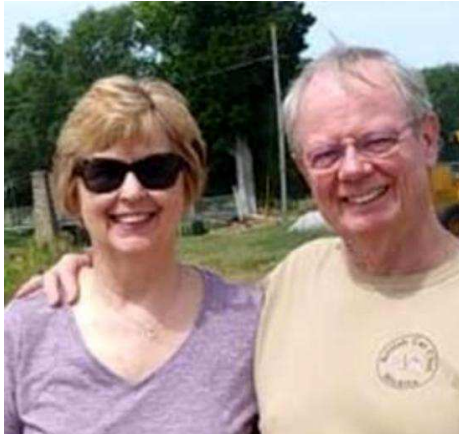


The Wing & Bonnet

December Issue - 2022

Vol. 29, No 12

The Official Newsletter of The British Car Club of Wichita
www.britishcarclubofwichita.com



**Hello
Everyone!**

It's been an extremely busy month getting ready for thanksgiving and Christmas.

Due to the fall back of time, meetings at

Braum's on Saturday have been moved to **6:00 pm**. We hope everyone stays well and thoroughly enjoys the holidays.

Dan and Shirley

Daniel P. Johnson, PhD
Creative Presentations

DJsKreativ@aol.com

316-641-1589

THE WING & BONNET

WISHES YOU & YOURS A VERY

MERRY CHRISTMAS

AND A

PROSPEROUS NEW

YEAR!



IN THE REAR VIEW



With no club events to report, here are notes on items **WANTED OR FOR SALE:**

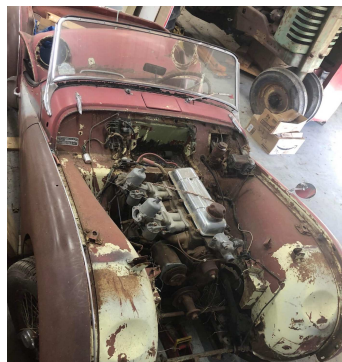
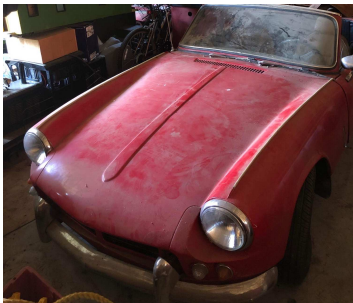
DON ROGUS HAS

a TR Rear Gear-limited slip-still new in box. NO contact info, but if interested, call Blackwell 316-990-2533 & I will find Don.



PROJECT CARS FOR SALE

4 TRs for sale Vienna, MO 3 hrs from KC: 2 round tail Spitfires, 2 wide mouth TR3s. Spare parts all. Spitfires-titles. Can't find TR3 titles. Sell cars or auction in Vienna MO. Contact Janice Young Morgan at 765-404-4017 or yojanice@yahoo.com Also, she has a **METAL SHOP** to sell.

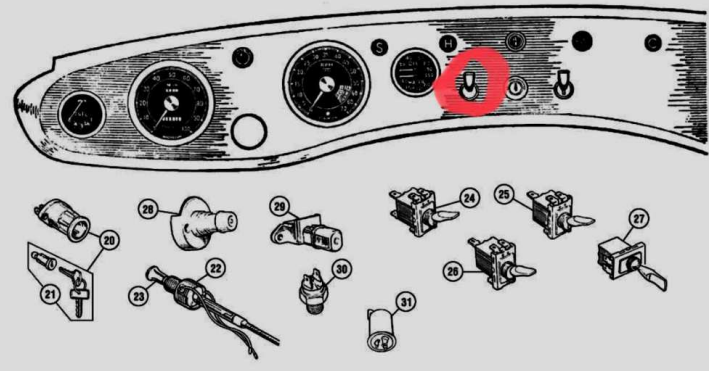


KEITH SMITH, of Bavaria NEEDS ITEMS:

NEED LIFT DOT INSTALL TOOLS to do new top for car. I have a broken hip, but can send son to pick up tools in Wichita and bring back to you.

NEED a headlamp/side lamp toggle switch. My Bugeye has dash from MK II Sprite MK I Midget.

Dashboard-Sprite MKII, Midget MKI



NEED seat rail sliders to upgrade my 1960 Bugeye seat frames. Originals bolted directly to the floor with four "L" brackets. Call 785-643-6817 or **Email Keith Smith at:**



KSTRL.4488@outlook.com

1968 MGBGT FOR SALE

Sheila Campbell is selling her brother's beautiful little car! 1968 MGBGT Hardtop/ Black Interior. \$18,000 or Best Offer. Boxes of extra parts. Great shape inside and out! Located E. Wichita, Ks Call 212-307-5272 Sheilacampbell@cox.net





Autocross Season came to an end in the middle of November. On October 22, Hank had to have open-heart surgery. He is doing great, but he missed the last three events that we usually attend. We feel very fortunate they found the blockage when they did. They were wonderful doctors. The Kansas Heart Hospital is really a special place and gives excellent care.

We did get to attend several **Mid-Divisions Autocrosses**. One was in **Neosho, Missouri**, with a fun bunch of people where we made a lot of new friendships. We love going there because everything about the event runs really smoothly. Hank shared his **1999 Miata** with my grandson, **Jordan**, for a lot of the races. Jordan moved right up and took control and got the hang of the precision driving and was quick to develop his skills for navigating around all the cones. Hank took **Second Place** in the **Salina Region** and **First Place** in the **Wichita Region**.

I drove the **2003 Toyota MR2** and, once in a while, it seemed to have a mind of it's own....it enjoys spinning out or going sideways! I took **First Place** in the **Salina and Wichita Region** and, for the first time ever, took **First Place in Pax** for the **Salina Region**....I'm really proud of that one!

It's been a great year, other than a few hic-cups along the way, but we survived the cold and the heat this last summer. We would like to thank



everyone for all the phone calls, texts, cards and especially the prayers.



Hope everyone stays healthy through the holidays that are yet to come and we want to wish everyone a super Christmas and a wonderful New Year 2023!!
By Sharon Brillhart

Here's an interesting note on **SCCA** from writer Peter Brock, who regularly publishes in **Classic Motorsports** magazine:

Because of the sheer size of the United States, the **SCCA** wisely divided the country into regions, making it more practical for privateers who didn't have the budgets to travel long distances to earn points for their regional class championships. The goal for all these top amateurs was, of course, to win one of the **SCCA's** national championships.

Peter Brock also has written an article about the Triumph that involves the very sleek roadster called TR250K in the photo below, photos by **Peter Brock**. "**Triumph's R. W. Kastner** carefully developed



modifications to Triumph's aging TR-series chassis had an excellent record in competition. The Triumphs were still very competitive on most of America's shorter circuits, but at places like Road Atlanta, Riverside and Road America, low frontal area and good aero were becoming increasingly important. The ever-improving Japanese and German imports were getting faster, while the TRs were hitting the aerodynamic wall of resistance."

(Spoiler alert: crusty reluctance missed **BIG.**)
The Editor

For complete article of this Triumph subject, go to https://classicmotorsports.com/articles/appreciation-change/?mc_cid=56d4849ee0&mc_eid=8e50f85d66

We got a message from family & friends about this photo of a VERY inviting stretch of highway.
(And now, this editor has a NEW itch to scratch!)

We have been on this road. [Abby Clem-Beeman](#) [Sydney Clem](#) [Jean Borton](#)



Speaking of the itch to travel...

This year of 2022 has whizzed past us all. It also means that Springtime Travel is closing fast! Do YOU know which direction you want to point your car for a well-deserved vacation? Plan Ahead!

1. Plan for some bucks to reinvigorate your car.
 2. Check those tires...and the spare. Need new?
 3. Home Security or a Babysitter for the house?
 4. Credit Card date OK? **EXTRA** Credit Card?
 5. Take time to put important numbers in phone.
 6. Check GARMIN map for addresses you need.
 7. Health: Shots to date? Meds & Dr Numbers?
 8. Insurance: Current? Cards/ agent?
 9. Emergency stuff in car? Empty potty bottle.
Water, blanket, snacks, lighter, oil, A/F, light, warning markers, rope, hammer, tools, 1st Aid.
- Plan distance & time to make reservations ahead.
Sure you have an extra credit card? **Got CASH?**
Stay Alert. Take well-traveled main roads.



Slow Down and enjoy your Holidays or you'll come home nuttier than a tree full of squirrels.



SAFETY FAST!

Whether you ski or surf, play nice, be kind to others, and keep washing your hands.





ORANGE BLOSSOM TOUR 2023

February 26 - March 2

**Hub-Styled Tour takes place at an
all-new location in Gainesville,
Florida**

**Price: \$2,749 per person
(Double occupancy.)**



SMOKY MOUNTAIN TOUR 2023

June 4 - 8

**New Location: Asheville NC
Tackle the Carolinas' finest
mountain switchbacks**

**Price: \$3,249 per person
(Double occupancy.)**



BLUEGRASS TOUR APPALACHIANS 2023

February 26 - March 2

Due to Response:

**Wave 1:
October 8-12, 2023**

**Wave 2:
October 15-19, 2023**

**A Hub-Style tour based in
historic Berea, KY**

**Price: \$3,249 per person
(Double occupancy.)**

**START PLANNING NOW TO VENTURE
OUT ONTO NEW & EXCITING
HIGHWAYS AND CITIES.**

**FIND NEW FUN PLACES TO SEE.
FIND NEW FRIENDS**

READY, SET, GO!

DYTD

Drive Your Triumph Day



Save the date for Drive Your Triumph Day Friday, February 10, 2023

Dear Fellow Triumph Owner,

My name is Rye Livingston and I'm with the Triumph Travelers Sports Car Club in Northern California, arguably the longest active Triumph Club in the world, founded in 1958. In 2016 I encouraged members of our club to drive their Triumphs on February 10th, to celebrate Sir John Black's Birthday, the man who organized Standard's purchase of Triumph after WW II, and went on to make the cars we enjoy driving today. Drive Your Triumph Day has gained momentum every year, and last year I received over 600 photos from all over the world: Scotland, Ireland, the UK, New Zealand, Australia, South Africa, Uruguay, Netherlands, Switzerland, Finland, Canada, Holland, Czech Republic, and of course all over the USA.

I'm hoping we can increase that number again this year! The concept is straightforward. On February 10th, go for a drive in your Triumph. Take a scenic drive on a country road or out to lunch, to the market, to work, wherever. Go for a drive alone or in a big group with your local Triumph Club. Take your spouse, buddy, child, grandchild or your dog; then take a photo. The photo is mainly of the car, and the owner or passenger if possible, ideally in front of a cool spot, landmark, scenic view or in your driveway. If it's the middle of the winter where you live and your car is in hibernation, or in the middle of a restoration, take a photo of it in the garage. Have fun with it. Next step is to email a high-resolution photo to driveyourtriumphday@gmail.com, along with some basic information: owner's name, year and model of car, and place photo was taken (city, state, country).

The photos will then be published not only in our club newsletter, but also in USA's national magazine: Vintage Triumph Registry, and on the Drive Your Triumph Day website: <https://driveyourtriumphday.shutterfly.com>. Please feel free to send this on to other Triumph Owners and Triumph Clubs you may know of, and your club Activities Chairman and Newsletter editor. Last couple of years some Standard Clubs joined in, which is great. Be sure to contact me with any questions you may have, and thank you in advance for getting the message out to your members and friends to Drive their Triumphs on February 10th.

Regards,
Rye Livingston
Activities Chairman
Triumph Travelers Sports Car Club
1960 Triumph TR3A
Mobile: 530-FIND-RYE
DriveYourTriumphDay@gmail.com





Come
**ROCK N'
ROLL** with us at

NAMGAR GT-48

June 12-16, 2023

Memphis, Tennessee
Home of Blues, BBQ and Graceland!



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Memphis, TN
(Special rate with registration)

Local Features

- Self-driving Tours
- Fun Road Rally
- Multiple Tech Sessions
- Valve Cover Racing
- Graceland
- Sun Studio
- National Civil Rights Museum
- Famous Beale Street



Joe Henning sent us this piece about a car **For Sale**. There's a saying that goes, *"Opportunity may knock, but Temptation leans on the door bell."*



Photography Courtesy [Fantasy Junction](#)

Built by a former machinist of Dan Gurney's All American Racing- V8-powered 1955 Austin Healey 100-4 FOR SALE.

Built by **Ken Deringer**, a former machinist and engineer for **Dan Gurney's All American Racing**, the 100-4 received its current **215-cubic-inch Buick V8** as part of a years long restoration project. Other notable upgrades to the Austin-Healey include disc brakes, custom nerf bars instead of bumpers, seats from an Alfa Romeo, a later-series dashboard and a twin-side pipe exhaust.

Find this 1955 Austin-Healey 100-4 available from [Fantasy Junction](#) through an upcoming [Bring-a-Trailer](#) auction.





DRIVE AND EXPLORE: Bishop's Castle, in the San Isabel Forest of Colorado. Walkways go up, around, and through to the top: our Tammy Vandruff made the climb! Built by ONE man, the interior is rustic beauty lit with colored shafts of afternoon sun filtered through stained glass windows. A Treasure.



Photograph Courtesy Nissan

Another very interesting article from **Classic Motorsports** by writer **Peter Brock**, Nov 26 2022
For complete article of this subject, go to
https://classicmotorsports.com/articles/appreciation-change/?mc_cid=56d4849ee0&mc_eid=8e50f85d66

From clay models to 3D scans - An appreciation of change

Working as an independent automotive designer in this modern age presents some unique challenges. The opportunities to create something of value in such an already congested environment are rare indeed simply because the word “independent” doesn’t really mesh with an international industry filled with highly complex corporate design teams.

Instead of being left alone to create independently, they are normally set up to operate at the direction of a remote marketing division that exists solely to determine and direct what it collectively thinks the public wants. Such specious information, often gathered by randomly collected “focus groups,” usually has such conflicting opinions that it’s essentially valueless. This is easily proved by the morass of tasteless junk that constantly fills our highways.

Still, for me, the rare opportunity to design independently occasionally arises. The chance to create something aesthetically pleasing, ergonomically satisfying and environmentally efficient is exciting to say the least.

That’s occurring now in my life, and I’m genuinely excited. The chance to use new materials and the latest technology is incredibly stimulating, as each provides the opportunity to work with new people expert in their specialized fields.

Having been originally schooled in the time-honored techniques of pencil work on a drawing board, it’s been interesting over the past few years to watch the industry’s almost universal transition to electronics for both artistic and engineering solutions. Computers have allowed the unification of creative thought and precise hardline engineering because of the practical demand that all involved be able to operate on the same screen at the same time, whether across the room or in another country.

Since the late '20s, when a young Californian named Harley Earl brought the use of styling clay and the element of aesthetic exterior design to General Motors, that carefully hand-applied substance has been used almost exclusively to

sculpt forms unique to each of America's automotive design eras.

In addition to pencil work, I also learned how to design with clay when I attended **Pasadena's Art Center College of Design** back in the '50s. I have continued to use that unique skill to sculpt new ideas in quarter-scale whenever the prospect presented itself. In the past few months, I've spent hours on a new design that may actually see production within the next year or so.

What has changed in recent years is that my self-trusted clay skills have become almost obsolete in favor of electronic modeling that has become so sophisticated that current computer-delivered renderings appear almost real.

However, I still trust my abilities in 3D, as I feel there's still nothing equal to working subtle surfaces by hand and eye. Understandably this takes hours, and modern industry has little appreciation for time lost to what has been accepted as a superior method to achieve the equivalent result.

What has really improved, though, in the modern design process is the transition from scale to full size. **Any designer who has sketched new ideas in clay soon learns that scale models seldom transfer to full size successfully.** The eye sees miniatures and full size in an entirely different way, so any new automotive form must be seen outside in full scale to determine its real aesthetic impact.

Full-size clay models have almost disappeared from modern automotive design studios. Instead, full-size prototypes are now rapidly sculpted from huge blocks of hard foam with sophisticated five-axis CNC machines that deliver almost perfect renditions in hours instead of weeks. In an industry where time is critical, the advent of electronics has almost completely obliterated the hand-sculpted art form.

For someone like me, essentially a dinosaur from a past era, the change has been both exciting and overwhelming.

Now an electronic scan of my quarter-scale creation can be converted to a full-scale replica in a matter of hours.

If it's approved, I may be able to show you the real thing in a few months.

IT IS TO LAUGH

A Florida senior citizen drove his brand new Corvette convertible out of the dealership. Taking off down the road, he floored it to 80 mph, enjoying the wind blowing through what little hair he had left.

"Amazing," he thought as he flew down I-75, pushing the pedal even more. Looking in his rear view mirror, he saw the highway patrol behind him, blue lights flashing and siren blaring.

He floored it to 100 mph, then 110, then 120. Suddenly he thought, "What am I doing? I'm too old for this," and pulled over to await the Trooper's arrival.

Pulling in behind him, the Trooper walked up to the Corvette, looked at his watch and said, "Sir, my shift ends in 30 minutes.

Today is Friday. If you can give me a reason for speeding that I've never heard before, I'll let you go."

The old gentleman paused.

Then he said,

"Years ago, my wife ran off with a Florida State Trooper. I thought you were bringing her back."

"Have a good day, Sir," replied the Trooper.

As long as a lady carries
a book with her,
she will always have
company
and a weapon.



2022 BCCW

CONTINUE to protect
Your Friends & Family.
MASK UP IN CROWDS
WASH HANDS OFTEN!

**DEFEAT COVID,
RSV...ALL OF IT!**



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North American MGB Register

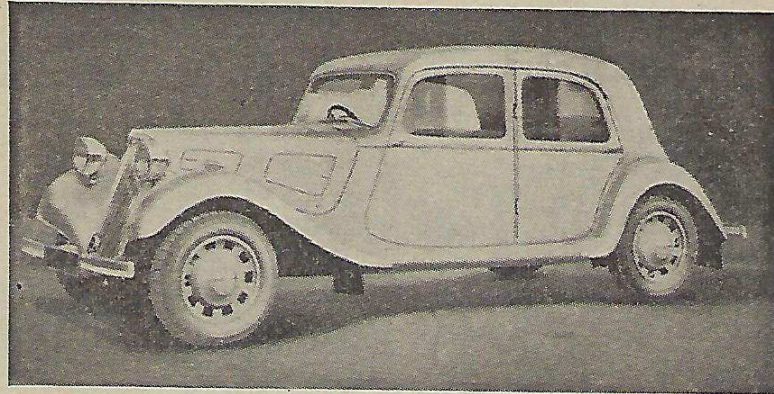
Including MGC, MG Midget, 1100/1300 MG, and Modern MG

From 1946: WWII had ended and spirits were again rising:

DECEMBER 20, 1946

THE AUTOCAR

19



To those FORTUNATE MOTORISTS
who HAVE a new CITROEN



To those EXPECTANT MOTORISTS
who have ORDERED a new CITROEN. .



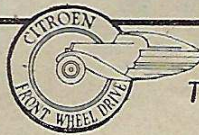
To those CONTENTED MOTORISTS
who are running a PRE-WAR CITROEN. .



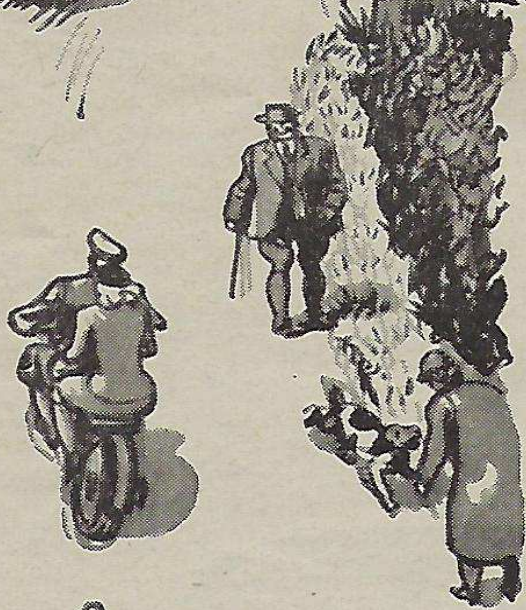
and, not least, to all our friends in the
motoring industry, we wish

**A MERRY CHRISTMAS
& A HAPPY NEW YEAR**

CITROEN CARS, LTD.,
SLOUGH ; BUCKS



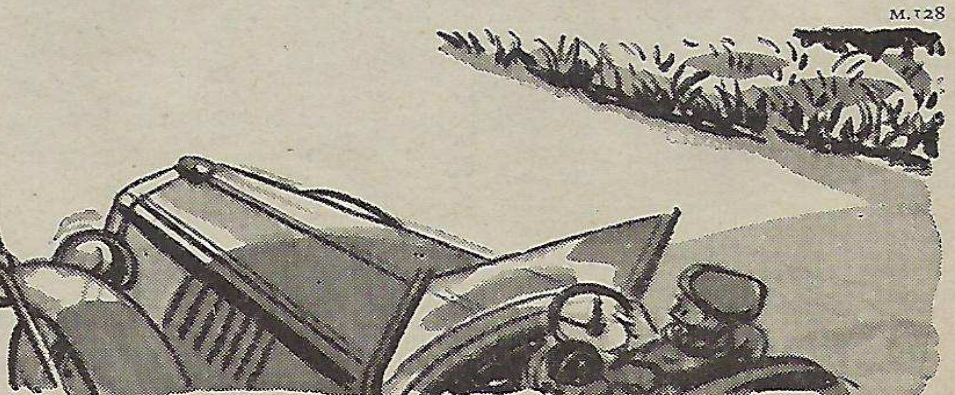
Telephone: SLOUGH 23811 (6 lines)
Telegrams: CITROWORKS



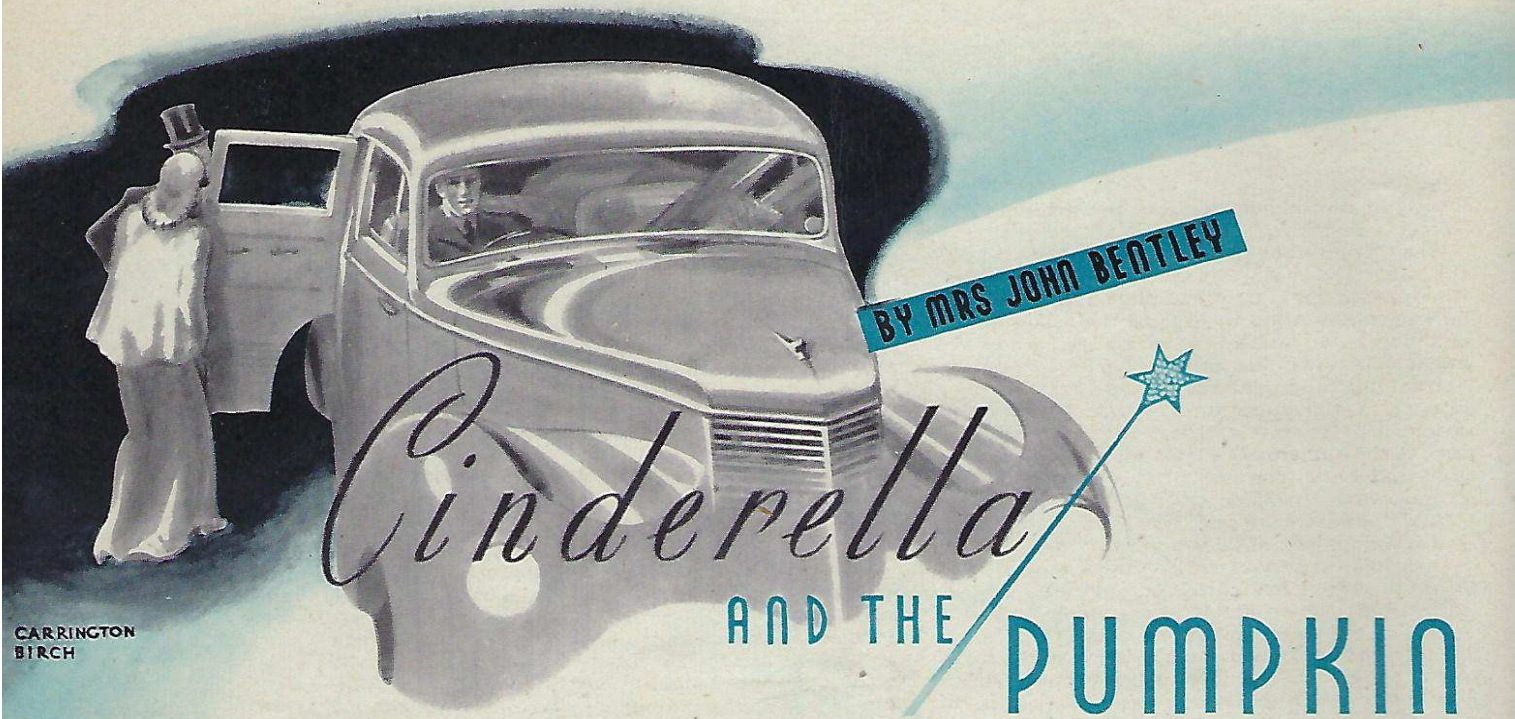
Christmas again: a pause to greet old friends and revive old memories, and then—a last one for the road that leads through 1947. A road that isn't yet as smooth as it might be, but does lead from the bad years into the better ones. And so, good luck and a trouble-free trip to all our many friends who'll be taking that road. May it bring us all a little more petrol, a few more tyres and a great deal nearer the good times ahead.



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Women had supported the war effort. Now, THEY were the focus.



CARRINGTON
BIRCH

The Influence of the American Fair Sex is Great and Growing

IT is not long since I returned to New York after an absence of several hectic years and a complete re-education and conversion to the Englishman's viewpoint about sports cars; but in my native country neither time nor the war has changed the old order of things. Cars remain a convenient mode of travel and women continue to have a major "say-so" in the trend of exterior and detail design.

Looking through an ancient French motoring magazine the other day I came across an amusing article, the heading of which reads, "Feminine Elegance and the Motor Car."

Above this heading is a large photograph of a bolt-upright, extremely ugly, and distinctly comical Renault cabriolet, circa 1912. The tyres are very small and very hard. The chauffeur's compartment has the forepart of the roof over it, together with an absolutely vertical windscreen, but apart from this neither doors nor any other protection. Square carriage lamps are lit by acetylene and the bulb-type horn is connected by a long pipe to an imposing coil of brass, reminiscent of a hunting horn. There is a tool box on the running board, while the mudguards might, with a little judicious bending, serve a modern sports car in a road race. On the roof, over the chauffeur's head, is one of those round, hatbox-like containers which were used to house the spare tyre.

It is frequently maintained that American women exert far more influence upon design and choice of cars than their British sisters. In this article an American, whose husband is an Englishman and a sports car enthusiast, comments upon her own country's cars from her unusual viewpoint as an American who has embraced European ideas of motoring. She analyzes the deliberate appeal to women motorists that is made by the U.S. car manufacturers, although everyone will not agree with her on the subject of decorative females in advertising displays, which many think are part of a "pin-up" technique to attract the eye of the male.

Previous contributions to "The Autocar" by the same author included "Polygamy on Wheels" and "Manufacturers Please Note."

But in the back of the Renault things are very different. Both doors are open to display a lavishly laid luncheon table with

finely embroidered linen, succulent dishes and even a flower vase! The car stands in a snow-covered landscape, with a background of silvered trees, and the caption says, "A picnic in the snow. Charm and comfort."

We come, now, to the feminine part of the business. A medallion in the top left-hand corner of the photo portrays "an elegant lady motorist" of the period. She is wearing a velvet coat and a shoulder cape trimmed with hand-made lace. Around her neck is a ruche of dark feathers and atop her Pompadour hair-do a small velvet sailor hat is perched, trimmed with matching feathers and a coy spotted veil.

Laugh we modern women certainly may, but even that is a far cry from the preceding decade, when our grandmothers embarked with trepidation on the briefest motoring jaunt. They sat, then, with cold cream thickly smeared over their faces, heads enveloped in lengthy folds of gossamer veiling wrapped around huge hats. Long linen "dusters" protected them from neck to ankle and they wore elbow-length gauntlets. Windscreens were, of course, practically unknown, while tyres inflated to the staggering pressure of some eighty pounds had a nasty habit of either puncturing or bursting every few miles. This meant that women must be suitably clad to withstand the rigours of long and frequent waiting by the roadside—and suitably clad they were!

The most interesting fact which emerges from a parallel study of women and cars from 1900 onwards is this; during the first three decades cars exercised the most uncompromising influence on feminine fashion. The fair sex dressed for motoring. The current





British Car Club of Wichita
6112 South Laura
Wichita, KS 67216

Merry Christmas!

MEMBERSHIP APPLICATION

Yes! I would like to join the British Car Club of Wichita!

Name(s): _____

Street Address: _____ City: _____ State: _____ Zip: _____

Email: _____ Phone: (Home) _____ (Work) _____

British Or Other Sports Car(s) Owned:

Year: _____ Make: _____ Model: _____

Year: _____ Make: _____ Model: _____

Year: _____ Make: _____ Model: _____

Desire to purchase **NAMETAG?** (\$12) YES

Text on Nametag: _____

Owner(s): _____

Car Listed On Nametag _____

Mail 2023 checks made payable to
BCCW & SEND to: Tammy Vandruff,
700 So. Madison, Wichita, KS 67211

Membership dues are **\$24.00** for the
full year starting in January 2023.
New memberships prorated: \$2.00 per
month. All renewals at full amount.

Deliver stories over snowbanks to: Lewis Blackwell, Editor, at lewblac78@gmail.com 316-990-2533