



The Wing & Bonnet

July Issue - 2025

Vol. 32, No 7

The Official Newsletter of The British Car Club of Wichita

www.britishcarclubofwichita.com



*Hello
Everyone!*

Hope you made it through the serious weather we've been experiencing lately and no one had any serious damage. Lots of limbs down.

Now it's back to the heat!

Here's hoping everyone has a
Safe and Happy 4th of July!

**HAPPY
4TH of JULY**

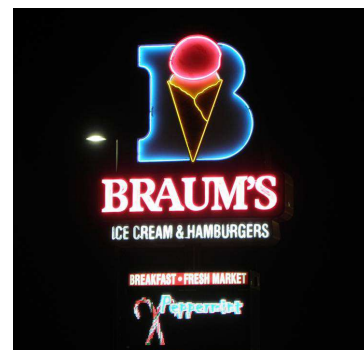


Dan and Shirley

Daniel P. Johnson, PhD
Creative Presentations

DJsKreativ@aol.com
316-641-1589

BCCW GATHERING
BRAUM'S SAT NITE 6 PM
Douglas & N. Seneca, Wichita



July Events

July 4, 2025 **Kennedy Plaza Century II**

Wichita Ks 9:30 - 10 PM

RED, WHITE & BOOM!

July 6, 2025 **Show & Shine** 12 - 4pm

Side Pockets Restr & Bar - All cars

July 18, 2025 **Cars and Coffee** 8

July 19, 2025 **Cruise For A Cure**

Goddard High School 9 to 2

Every Fri, 2025 **Cars and Donuts**

FREE Plaza West Shopping Center at
West & Central behind the Taco Shop

Fridays WalMart 53rd N & Meridian

Saturdays Spangles Pawnee & Seneca

August 31 **All British Car & Cycle Meet**

Merriam, Marketplace, Ks

Register NLT **Aug 3** Shirt Blue Embroider

<http://www.heartlandallbritish.com/2025>

GOT AN EVENT? LET US KNOW.

Lewblac78@gmail.com

RADIATORS!



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

Still a good place to take a leak!

IN THE REAR VIEW MIRROR



BCCW is experiencing low voltage. Your editor is accommodating that lull with an abbreviated Newsletter issue for the month of July.

Should you run over a promising event, do **NOT** hesitate to call Lewis Blackwell with details of the event! 316-990-2533 or **Lewblac78@gmail.com**



Sharon Brillhart. ESL Toyota MR2. Driver of the Year (Rocky Enriken Photo)

AUTOCROSS 2025

Aug 2 & 3 Neb, Lincoln Airpark
Hank & Sharon are glad to invite you into the passenger seat for a zoom around the track to see what time trials are like.

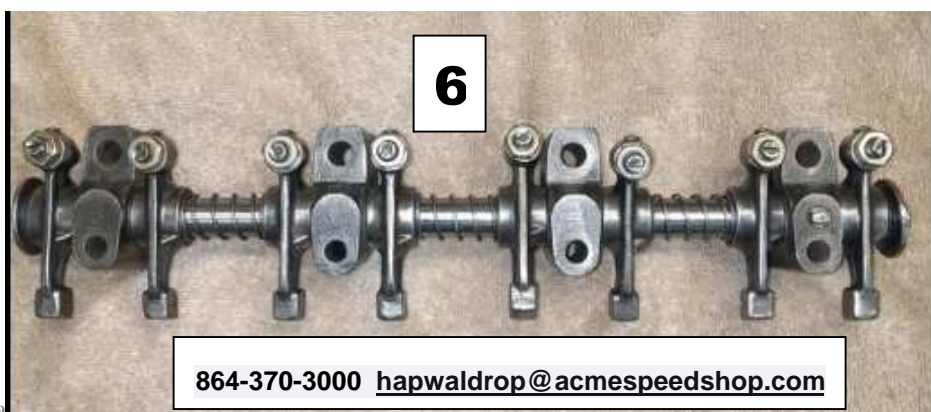
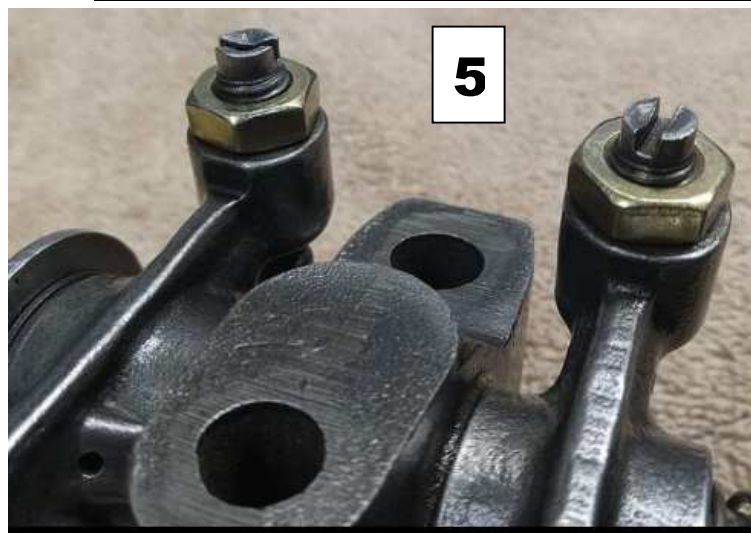
If you want to experience some of this action, call Sharon for your bucket list item of **Sit Down, Strap In, and HANG ON!**

scovert63@gmail.com / 620-200-4959

Sharon Brillhart



Hap Waldrop's article below is reproduced in entirety, because of Hap's reliable advice. You also get VTO Rims thru him! This article is accessible using the following search:
(<https://www.facebook.com/groups/NAMGBR/permalink/10163853592934066/?rdid=srJZaBzU3aXMu24S#>). I have resized & numbered Hap's 6 photos so they are easier for you to follow. *The Editor*



864-370-3000 hapwaldrop@acmespeedshop.com

Hap Waldrop, ACME Speed Shop:

"I write engine-building tech articles on the [MG Experience Vendor Forum](#), parking them in one place for reference. I have been doing it for 14 years now. I do this to help the hobby, and a place my own DIY engine rebuild kit customer can reference if they can't get in touch me. Almost every aspect of building MG engine is there with pictures, and instructions. Here's one I just did rebuilding the MGB rocker arm assembly. I thought sharing this Facebook in several places might help some folks in the MG hobby.

Rebuilding the MGB rocker arm assembly:

Almost all MGB rocker assemblies when rebuilt, just need a new shaft; the rocker bushings are bronze and do not wear, the **shaft on the bottom side** is the place that **wears**. So a **new shaft** was used, and I replaced all the 5/16"-24 half-height jam nuts with **new grade 8 jam nuts**. Over time and with a few valve adjustments, these hex nuts will get a corner or two worn off due to wrench slippage when adjusting the valves. This rocker arm assembly was no different, so they were looking a bit worn, and were replaced. Now let's talk about the **adjustment bolt**. **This is one part where you would like to retain your OEM adjustment bolts**. Now they do offer new ones, but the new ones leave a lot to be desired. First off the black oxide plating is very sloppily done, and it is best to wire brush the plating off the threads, and often they are so poorly plated they will try to strip when threading them into the rocker, if it is not wire brushed off. Wait, it gets worse, the new replacement rocker adjuster bolts also have a bad reputation for breaking out the screwdriver adjustment slot on the top. I have seen this happen 5, or 6 times, all with the replacement part on both street and race MGBs. **It is just not a new part I can trust, so I do not use them**. The adjustment bolts most of the time hardly show any signs of wear, so re-using the ones you already have **is what I recommend**.

OK, for me, the first step is to get all the old varnish off the rocker assembly I do that here with a soak vat. I use a local chemical provider (**Socar Chemical**) their water based chemical, **Grease Lightening**, it is the best degreaser I have ever used, and does an amazing job on steel and cast iron. Normally, I just put the entire rocker arm assembly in the vat and let the chemical do its thing. I might let it soak for days. Anyway, after that, I disassemble the entire assembly

and **keep every part arranged in its order** (pic #1) then I further clean every part of the assembly on the bench grinder with a wire brush which does an amazing job. I take my new rocker shaft, (some will have threaded set crews at the two ends,) if so, make sure they are tight; some new shafts will have like freeze/core plugs in them. Then I lube up my new shaft, I use the same assembly lube I use in many places in the engine, **Staylube CRC moly assembly lube**, and then start loading the new shaft up with all cleaned parts in the same exact order as removed (pic #2), Also notice in the pic, how much nicer the rocker arms and pedestals look after wiring brushing, like new. I normally **start with installing the rear oil pedestal** which locks down to the shaft with a screw (pic #3) and also the end rocker arm, spring washer, end washer and cotter pin. Now go to the other end and load up all the remaining rocker arms, spring spacers, and pedestals exactly as they were before disassembly. That is really all there is to assembly.

Now let's talk about wear on the rocker pad where it contacts the valve tip. They wear divots in them over time, and part of the rebuilding process includes resurfacing the pad to be new again. Now, the divots are normally not that deep (a few thousandths of an inch.) Now this is the biggest hurdle for the novice in their home shop to do, and I will save that for another time, as I play with methods where a person in their home garage could refinish the rocker pad with less complicated tools than I use. However, you can see in (pic #4) a comparison of old worn rocker assembly waiting to be rebuilt and the rebuilt one how a worn pad looks vs. a refinished pad. I like to polish my refinished pads, this just adds to surface hardness. OK, here's a picture of the **new grade 8 5/16"-24 jam nuts**. I source them from **McMaster Carr**, I cannot say enough good things about this company, they have an incredible inventory of fasteners, in all sort of grades and specs (pic #5).

OK, last picture (pic #6) shows the finished rebuilt MGB rocker arm assembly ready to be installed on the engine. So hopefully, this post helps you to take on rebuilding your own rocker arm assembly. Feel free to ask any questions you may have."

Hap Waldrop - Acme Speed Shop **864-370-3000**
hapwaldrop@acmespeedshop.com

The MG MGB Helped Launch America's Sports-Car Craze. Now It's a Bargain for Collectors.

All credit to Robert Ross for this fine article, photo & text on the MG -Find This Article online Dtd Fri May 23, 2025 at the following URL: <https://autos.yahoo.com/mg-mgb-helped-launch-america-120000628.html?guccounter=1>

Back in the 1950s and '60s, when the British car industry was firing on all cylinders—anywhere from four to eight, to be exact—there was a plethora of marques catering to all budgets. While many makes and models never made it across the Atlantic, MG was—almost single-handedly—the automaker that really launched the popularity of sports cars in the United States. American soldiers returning from the U.K. after World War II brought MGs with them. Carroll Shelby began his racing career driving an MG-TC in 1952, and the cars from MG (the initials of Morris Garage) quickly caught on.

Yet early machines like the MG-TC, TD, TF, and even the beautiful MGA were fairly primitive and, by the early 1960s, were well in need of a successor. The MGB, introduced in 1962 and made through 1980, was just the ticket. The unibody design was a modern development when earlier MGs and other British competitors, such as Triumph, still used body-on-frame designs.

The shape of the MGB bears no relation to its predecessors. The model became especially attractive when the popular convertible was translated into the beautiful MGB-GT 2+2 coupé—a tasteful hatchback adaptation by Pininfarina—introduced in 1965. The latter, though, wasn't nearly as popular as the Roadster, which is more properly a soft-top convertible, as it has roll-up side windows.

Power comes from a 1.8-liter inline-four engine that makes a bit less than 100 hp and hits a top speed of 104 mph. The power plant allows the car to cover zero to 60 mph in 13 seconds, a downright leisurely jaunt by today's standards. But the lightweight droptop, weighing a little over 2,000 pounds, remains loads of fun when the top is down and with an open road ahead.

Versions with an inline-six engine, called the MGC and MGC GT, were made from 1967 through 1969. A 2.9-liter configuration, the engine in those variants is more than 200 pounds heavier than the inline-four, and handling suffers, although output is 145 hp, allowing for a top speed of 120 mph. Only 8,999 examples



were made of the MGC and MGC GT in total, about equally divided between convertibles and coupés.

By contrast, 513,276 MGBs were made, of which 125,282 were GT variants. That means examples are plentiful, but not all MGBs were created equal. The Mark II was introduced in 1968, and while outwardly identical (or nearly so) to the earlier cars, the model variant features a four-speed manual transmission that's synchronized and has revised ratios. There's also a much-improved electrical system using an alternator and negative grounding.

Interiors were “modernized” in 1972, but 1974 brought hideous black rubber bumpers in place of the slim chrome designs front and rear. Ride height was raised by an inch and, by then, emissions regulations further reduced output. Things improved slightly from 1977 through 1980, with anti-roll bars added at the front and rear to aid handling, if not looks. Aesthetes and purists will want a mid-to-late 1960s car, whose grill and bumpers are just right.

Still, it's hard to not love any MGB as an entry point to old-fashioned sports car thrills. Replacement parts from companies such as Moss Motors are affordable, and anyone with basic mechanical skills can wrench on their own MG, adding a little skin—and a lot of satisfaction—into the game. Early cars can be worth twice as much as later ones, and while it's conceivable to spend more than \$40,000 on a concours-quality example, it's more reasonable to spend a third as much and get a vehicle in good condition and have even more fun without the worry that comes with pursuing perfection.

HARRY'S PARTS

Original Jaguar Tools

#1 For Sale, Mark 2 tool kit. Wrenches: two end and adjustable are **Garrington**.

Two end wrenches are **TW**. All are original finish except two end wrenches - de-rusted and primed flat black. Missing air pressure gauge. **Lodge** spark plug. **Dunlop** can has masking tape around the perimeter. Screwdriver handle in very nice condition. Toolbox needs restored on outside, Much scratching & small rust. Felt is fair. **\$625 HARRY PRICE IV** 650-6836
xk150fhc@sbcglobal.net



#2 For Sale, Mark 2 tool kit. Missing air pressure gauge, one wrench and entire bottom of toolbox.

Wrenches: adjustable is **Garrington**; Two end wrenches are **TW**, and one **Snail Brand**. All tools de-rusted and primed flat black. **Champion** spark plug. **Dunlop** can very poor condition. Screwdriver has marks. Toolbox lid has scratching and some small rust. Felt is very poor. **\$250**



TR 2 & TR 3 Bugeye Sprite, Big Healey, **HARRY PRICE** xk150fhc@sbcglobal.net

Two new rear assemblies, one missing the rubber 'boot'. (new from Moss, \$35 each). One complete rear assembly, used /serviceable. One front assembly less wiring, used/serviceable.



Three assemblies used, only lens is serviceable. Price of new lens is \$9. All for \$65 plus shipping. If you don't want them all, make an offer on what you want.



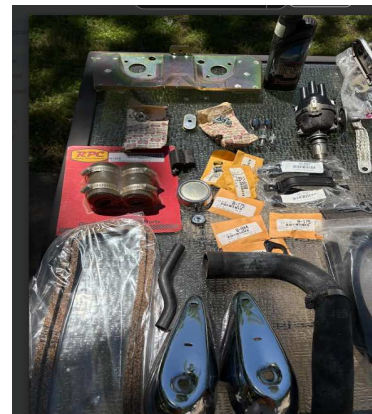
YOU NEED MG PARTS!

Jim Grocholski says these parts are **FREE!**

Don't make me toss 'em away!

jfjgrocholski@yahoo.com 918-869-8829

Shock oil, two chrome overrides new header rail gasket for convertible top, four new wiper blade assemblies, one used distributor, two used kingpins, one new throw out bearing, new carpet snaps, blanking plate with chrome, multiple chrome screws pan head oval head, **new heat shield**, finishing caps for wiper assembly, radiator hose new, multiple map light bulbs and two map light gaskets, older **Austin Healy** rear view mirror, **MGB** door mount **mirror**, two hood bumpers that mount on fenders. **FREE MGB parts! Early pre-1974 Chrome Overrides**, wiper blades, throwout bearings, and other hard to find parts & pieces. There are many NEW small items like **chrome screws and bolts** as well as gaskets for air cleaner etc.





**Heartland All British
Car and Cycle Meet**
is returning to **Merriam
Marketplace Sunday,
August 31, 2025.**

Register by August 3
prices go up after that.

Shirts are available but
must be ordered by
August 3rd. Shirts are
royal blue embroidered
this year's logo shown
below.

A cookout and boot sale
for those preregistered
will be held Saturday,
August 30th. Bring
items to sell or look for that part
you're missing.

We have a PDF registration form and
online registration available at:

<https://www.heartlandallbritish.com/2025show/>



Please register and bring your car
even if it isn't a "show winner." It is
always good to see a variety of cars
and talk to their owners.



SIMPLY SANGRIA

243 N. Cleveland, Wichita

316 295-3398

I've told you about Brian's **SIMPLY SANGRIA** a Quiet Corner in **Old Town Farm & Market**, at **243 N. Cleveland, Wichita, Ks 316-425-0980**. Email: Simplysangriawine.com or Brian@simplysangriawine.com. **Brian Miller, Proprietor**, creates delicious wines! A great place to take your date or your mate!

Dress is casual, but the wine is not. Beside the **Cranberry-Apple** & **Blackberry**, Brian has **Peach**, **Cherry-Limeade**, & **Mon Amour Red**.



I'm not putting his wine on a pedestal, but I've like all I've tasted. See for yourself at Brian's winery.

Have a favorite spot? SHARE WITH US!

lewblac78@gmail.com Your Editor

LAS VAQUITAS

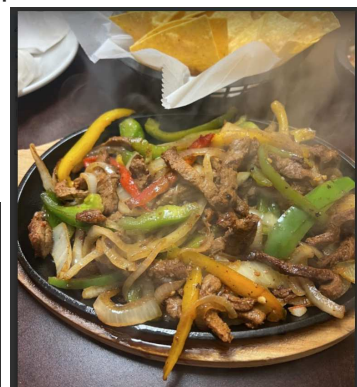
128 E. Madison Ave, Derby

316-295-3398

I like Mexican food. Fresh, crisp chips start my dinner, but Vaquitas has a salsa that comes in big, tasty chunks that make you forget that dinner is still coming! This family restaurant is a great place for You Two or your whole darn bunch.

North across street from Walgreen's, you need to plan to get there early, because the world has found out about Las Vaquitas Salsa. Here are some samplings:

Chicken Fajitas



Carne Asada

Tacos Del Valle



Yes, order and take home some of this chunky salsa!

Know of a fun place? SHARE IT!



HELP NEEDED!

1965 Mini Cooper Wiring

Ron Lyon needs help of members familiar with wiring systems on my '65 Mini, which is very nearly finished. Need to complete wiring in the new additions, driving lights, twin horns, a tach with relays, etc. Any help or known sources for expertise is appreciated! **316-393-3017**



Lyon@wichitaattorneys.net

David Small

is looking for a

MIDGET DIFFERENTIAL

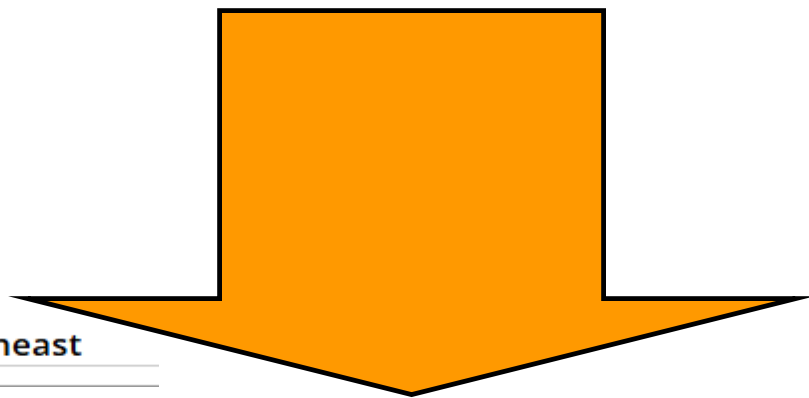
3.7 OR 3.55

Please EMAIL me at

mymessia@duck.com

On the chance that you are looking for a British Car Show a little further afield where you can exercise your beast and your hotel credit card, here's the cross-country show list for your pleasure!

Get your beast up & running and exercise your roadmap or Garmin and take in a car show!



BRITISH CAR EVENT CALENDAR of the Northeast

JULY 2025

Date	Time	Event	Location
July 6	10am	REBELS and REDCOATS CLASSIC CAR SHOW	Washington Crossing Historic Park, 1112 River Road, Washington Crossing, Pa.
July 10		MINI MEET EAST 2025	Holiday Inn Express Airport, 2389 Bernville Rd, Reading, Pa.
July 13	8am	Cars & Coffee Lehigh Valley	ArtsQuest Center at SteelsStacks, 101 Founders Way, Bethlehem, Pa.
		Convention	Crystal Lake, Ill.

If you're in th' middle of a car project and need a little bit of encouragement, here is what success is supposed to look like when you get down toward the end of a long...*long* project.

Hank and Rod are done with the long days and enjoying some well-deserved Midget Road Tests!



After all those years in the garage, there's miles of smiles now that wonky parts & fitment problems are past. The little race car came through it's refurb with no scratches or dents.

Hank's Midget is NEW all over again!



ODDS & ENDS -

Snow Shot below taken last week, Jun 21 2025 by roving Photog Reid Kimball. This should help you to survive some of the heat stress in & around our 90-degree Kansas!



OLD? REMEMBER THIS SOCKET SET?



SPEAKING OF OLD SETS....

Your editor has been squirreling away almost every copy of the **THE MG DRIVER**, a quarterly **Journal of the North American MGB Register**, which includes MGC, MG, Midget, 1100/1300 MG, & Modern MG (NAMGBR). Your editor is reluctantly offering this library to MG owners after losing my 1973 MGB in a duel with a deer.

FREE to a GROUP or an INDIVIDUAL interested in this valuable library of MG repair and updates for the past several years.

Contains reports, articles of advice on step-by-step repairs & updates, AND invaluable contact information on the NAMGBR Staff of volunteers who produce & publish this Registry Journal.

Contact: Lewis Blackwell lewblac78@gmail.com
929 East 52nd St. South, Wichita, Ks 67216
316-990-2533



A LITTLE MORRIS GARAGE NOSTALGIA.

BCCW WISHES YOU A SAFE & HAPPY 4TH OF JULY 2025



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 _____

EMAIL _____

STREET & NUMBER _____

CITY _____

STATE _____

ZIP _____

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.