

Gear Boxes Hit the Groove

Welcome to the February issue of 2015. Month we learn about:

- Steve Robertson's progress with his Big Healey project
- a clutch slave cylinder bleeder extension in Jean's monthly Tech Tip
- the exasperation that a "simple" Sprite can cause even a "Red Seal" license holder who is used to working on precision-engineered Japanese vehicles: step it up a notch anyone?

Upcoming Event

Join us for Carburetor Night:

Wednesday, March 18 at 6:30 PM
Gerry Gordon's Mazda
Unit 520 1717 Waverley Street
Register with John Webb if you like

Club 25th Anniversary Book

Please fill out our Club's 25th Anniversary questionnaire sent out last April and return it to Jodi Bolger by email or Canada Post, they could use the business.

For Sale

Club 25th Anniversary T-Shirts



The 25th anniversary T-shirts are in one colour only, British Racing Green with the artwork in light grey and the Club logo on the left sleeve in the same colour.

They are 100% combed cotton made in the USA by American Apparel, which means that they are high quality but their sizes are likely one size smaller than what you would regularly take; so if you are a medium, then order a large.

Contact the executive for details about pricing, availability and payment methods.

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Tech Tip

Clutch Slave Cylinder-Bleeder Extension

Jean Caron

This handy piece of brake or clutch line used to be available for purchase from 18G Motorworks. Sadly its owner, Doug Reid, passed away about a year ago.

I wanted to get one for a restoration project so I sent a message to the Healey List for someone to send me a photo of theirs and its measurements. One of the replies came from one of our Club members, Ed Driver of Saskatoon. He had purchased one from Doug and had not yet installed it on his car, so he offered to ship it to me so I could fabricate one.

As those of you who own an Austin-Healey know, the location of the slave master cylinder makes it difficult to reach the bleed nipple when you need to bleed the clutch. It is difficult with all the 6-cylinder models, but in particular with the BJ8 model because the gearbox tunnel extension is welded to the firewall structure.

The clutch slave cylinder bleeder extension shown below is a simple design that works very well and makes it very easy to bleed the clutch from the engine side of the firewall without removing the gearbox tunnel or lifting the car on a hoist.

Here are the dimensions in case any of you want to fabricate one. The total length of the line is 18 $\frac{1}{4}$ ", with bubble flares at both ends.

To fabricate it using the photo you will need a bleed nipple that attaches to the union shown on the photo. I have been unable to locally locate the exact same type of union, but I located one like this at Newco. Both ends in the union are for bubble flares as shown at right.



Fit a male union $\frac{3}{8}$ " x 24 at each end of your line; proceed to do a bubble flare at both ends. Working on a flat surface, attach the union like that one above to one end of the line and make a rounded 90° curve after 4 $\frac{1}{8}$ " and then it will raise gradually to a peak of 2 $\frac{1}{16}$ " over a distance of 5". It will then drop to 1" over the next 3", curving inward and dropping back to your flat surface over the next 3 $\frac{1}{2}$ " followed by a 90° sharp bend upward for 1 $\frac{3}{4}$ ".



The black painted bracket is 4 $\frac{1}{2}$ " long, $\frac{3}{4}$ " wide, and the hole at the end where it will attach to the top right bolt on your bell-housing is $\frac{3}{8}$ ". This hole is centered on the bracket $\frac{7}{16}$ " from the edge.

The bracket is bent 90° to add strength, and is rolled onto the line over a rubber or plastic sleeve placed on the line to make it stay in place easier.

A'int She Sweet

Steve Robertson



After two years of disassembly, reassembly x 100, replacement of sills, two outriggers, shut-face pillars and inner wing dog legs, boot floor, and much fabricating of sheet metal parts, the car is as you see it now. The doors open and close, are in line with wings, have lock and striker plates in, and have the all-so-important correct distance from the sills. I could go on like a car guy, but I won't, or will I?

[This note from Steve Robertson—accompanied by the above photo of a Big Healey, unsure if it is a 100-6, or a 3,000—in many ways epitomizes part of the lifecycle of a refurbishment and restoration. I have learned that you only disassemble once, yet you may reassemble x 100, as Steve alludes to. I look forward to more information as the car progresses. For some, this can be a daunting task, and for some, it can be a task of uncertainty, just ask me. Keep us informed Steve, we look forward to following your progress. Ed.]

My Ongoing Dilemma

John Webb

Having owned this car for nearly eight years now, yet having only heard it make rude noises out the headers three times, I have learned many things.

First, just because you are a “Red Seal” license holder, does not necessarily mean you know all about cars. Second, because you are a “Red Seal” license holder, it means you should be able to get a car like this to run, as in **no problem**. Furthermore, a car such as this one tests your passion: either you love it, or you will only do this once, and then walk away.

I work on Japanese cars for a living, and I have become very accustomed to a type of precision that is not evident in my Sprite. I am used to diagnosis, and replacement, where the replacement requires no amount of “fettling” or slight modification. In short, with my Sprite I have discovered that my mechanical skills need to step it up a notch.



These cars, whether they be a Sprite, TR, B, A, Elan, etc., are simple by today's standards, yet they can baffle you to the point of exasperation. At present, I am trying to fit some seats, using the original mounting points, which is proving to be quite the challenge!

Note: If you know about an event that we should know about, please send as many details as you can to the Newsletter Editor (John) so that we can include them in our Event Calendar as information becomes available.

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