

Repair Tips For Your Car.

Quite a few readers have phoned asking about 'missing' Gillspeed Bulletins. A list of bulletins issued to date appears below. . . .

No. 1	January 1991	Sprite & Midget topics.
No. 2	January 1991	Sprite & Midget topics.
No. 3	Easter 1991	Sprite & Midget topics.
No. 4	June 1991	Sprite & Midget topics.
No. 5	June 1991	MG Car Club issue.
No. 6	August 1991	Sprite & Midget topics.
No. 7	September 1991	MGB topics.
No. 8	December 1991	Sprite & Midget topics.
No. 9	December 1991	MGB topics.

If you have any missing copies in your collection, please phone Bob Gill or Derek Bayliss at Gillspeed on (03)95680688 or FAX (03)95680043, or write your name and address and the bulletin numbers required on the back of an envelope addressed as follows and mail it to:

'Reply Paid 13'
Gillspeed Sportscars.
48 Regent St.
Oakleigh. Vic. 3166.

NOTE - No Postage stamp required.

Cool Fix For Hot Midgets.

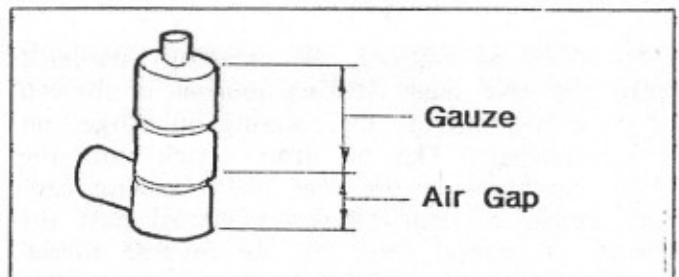
1275 Midgets fitted with 'cross flow' radiators are notorious for overheating in summer. This can lead to blown head gaskets, cracked exhaust valve seats and even piston skirts that melt onto the cylinder walls. To overcome these problems, Gillspeed has produced heavy duty c/o radiators with an extra row of water tubes. In addition, all water tubes have 16 louvered cooling fins per inch. These high efficiency radiators look standard, but give you around 30% extra cooling capacity.

Special Tuning Head Washers

Have you ever noticed how the flat washers used under the 3/8 UNF cylinder head nuts on Sprites and Midgets are always squashed? This can reduce the cylinder head stud tension, which in turn can lead to blown head gaskets. A set of special tuning heat treated flat washers from Gillspeed solves the problem. When tensioning the cylinder head nuts we recommend you start at 20 LB FT and then increase the torque in 5 LB FT intervals up to 40 LB FT. (45 if studs have a drilled mark on the fine thread end).

Clouds Of Blue Smoke.

Does your 1275 motor suddenly cough and splutter on the freeway and then blow out clouds of blue smoke? The usual cause is the 'beer can' like oil separator on the front timing cover. The wire gauze which is supposed to be positioned at the top of the 'beer can' falls to the bottom. This allows the prevailing flow of air to the PCV valve to draw engine oil up the gauze, through the hose and PCV valve. From there it goes into the inlet manifold and combustion chamber, thus causing the cloud of blue smoke.



The fix is simple. Make a small hook on the end of a coat hanger and plunge it down through the gauze to the bottom of the 'beer can'. When you withdraw the coat hanger, the hook will draw the gauze back up to the top of the 'Beer Can', leaving the correct air gap at the bottom. Hook a few loose strands of the gauze out and over the outlet, then refit the rubber hose. This will prevent the gauze falling down again.

Sprite/Midget Trade-A-Lens.

Nothing looks worse than dull old tail lamp lenses on a freshly painted sportscar. Provided your old lenses are still roadworthy, you can trade them in on new lenses at Gillspeed, save some money and have a brand new looking car.

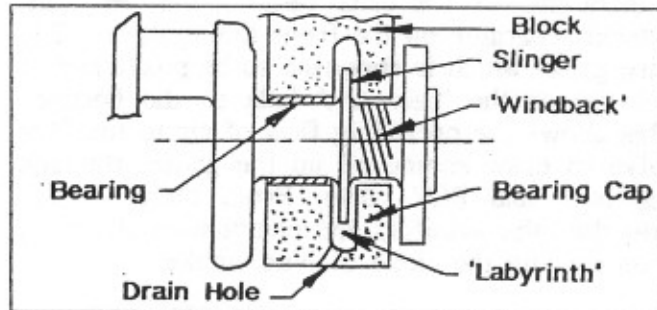
Leaking Crankshaft Seals.

It is quite common for high mileage Sprite and Midget engines to leak engine oil from the rear main bearing 'Labyrinth' seal.

This is usually caused by excessive wear in the rear main bearing journal. The wear allows the threaded 'windback' machined into the crankshaft to wear away the rear main bearing cap. This extra clearance means the 'Labyrinth' seal will no longer work. The correct fix for this problem is to strip the engine and rebore the main bearing

tunnels to restore the correct tolerances. This often escalates into a short motor rebuild because the cylinder block has to be completely stripped for the machining.

A typical labyrinth seal is shown below:

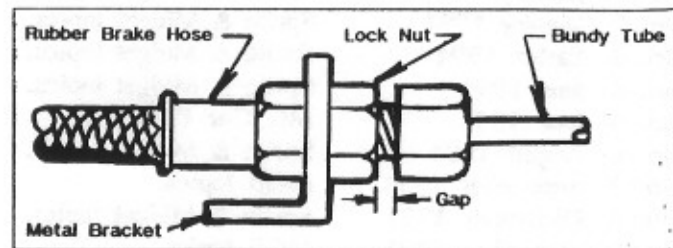


It works as follows, oil escaping rearward from the rear main bearing journal is thrown into the labyrinth by the rotating oil slinger on the crankshaft. The oil drains back into the sump via holes in the rear main bearing cap. Any excess oil that escapes rearward past the slinger is 'wound back' by the reverse thread machined into the crankshaft. You can see how excess crankcase air pressure can enter the labyrinth via the oil drain holes in the rear cap and blow oil out the back of the engine.

However, before you start throwing money at the problem, there may be a simple solution. Check the crankshaft ventilation system on your car is installed and operating correctly. There are quite a few detail variations in design between models, although two basic systems are commonly used. The first has a 1/2" bore rubber hose from the timing cover, side cover or rocker cover directly into the inlet manifold via a positive crankshaft ventilation (PCV) valve. The other system has no PCV valve because the 1/2" hose feeds directly into the carburetors or the air cleaners. In each design, the idea is to draw out crankcase fumes and burn them. At the same time the crankcase air pressure is reduced and the tendency for oil to be blown out the crankshaft seals is reduced. Contrary to popular mythology, a PCV valve does not effect engine performance at all and should be left operative. Occasionally the PCV valve diaphragm may tear or puncture and cause the engine to idle at higher RPM. A new diaphragm costs peanuts from Gillspeed and only takes about 30 seconds to install.

Dangerous Connections.

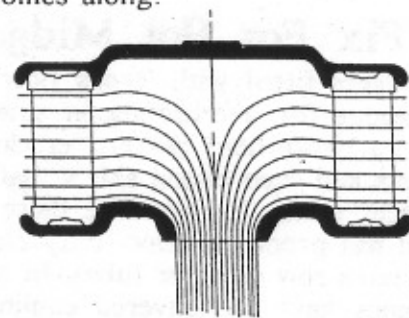
Most English sports cars join the rubber brake hoses from the wheels, to the bundy tubing on the chassis, at a metal bracket welded to the chassis. You are supposed to have a gap between the nuts as shown below.



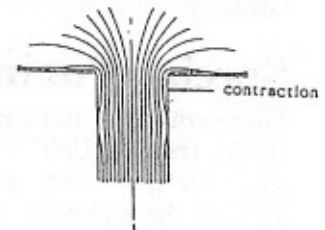
If there is no gap and the nuts are touching, the hydraulic joint may not be fully tight. Leaks lead to brake failures. You can reduce the thickness of the lock nut to solve the problem. Most installations had special thin nuts fitted in production. While you are checking your car, take a look at your front brake hoses. They may be rubbing on the front tyres!

Introducing 'Hi-Flow' Filters

It's not often we get excited about accessories, but every now and then something really well designed comes along.



These locally made aluminium sports air filters increase the air flow into your carburetors by around 6%. . . . This is because the special design of the air filter base helps eliminate the contraction effect in the airstream caused by the typical flat base air cleaner



These air filters are available at Gillspeed for all SU, HIF, DCOE Weber and DHLA Dellorto carburetors in sand blasted, polished or black powder coated finish. They use paper element air filters for maximum efficiency.

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