

Brake Bleeding Jar

Cuthbert J. Twillie

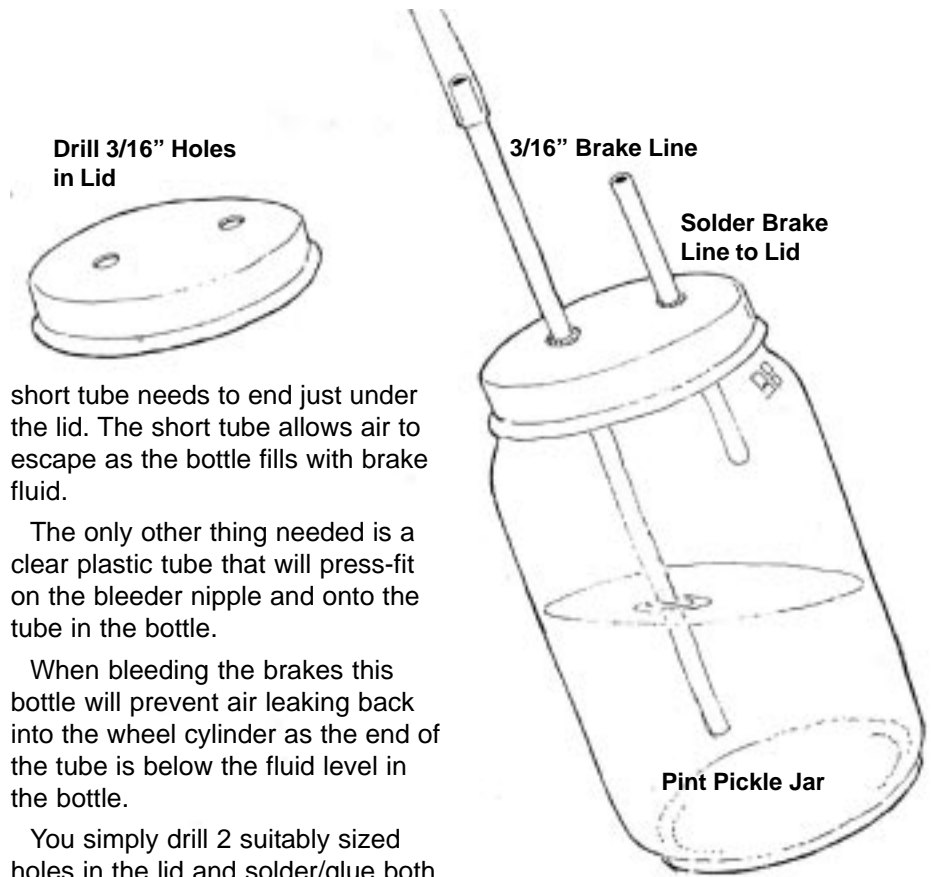
Friends,

Recently I heard some talk about bleeding brakes and I thought you might be interested in a jar made to ease this sometimes unpleasant task. The idea is to bleed the brake lines into a partially filled container so that air cannot leak back into the wheel cylinder. Making this bottle is a very simple task and it is even a little fun because it can be done in a half hour, and then it will be there every time you need to bleed the little bleeder fittings on the backing plates of the brakes.

A pint jar with a screw-on lid is the perfect candidate for this project. A relish jar or a pickle jar with a metal lid or even a plastic lid if you aren't going to solder the tubes into the cap. With a plastic cap these tubes can be glued to the cap, probably with "Gorilla" brand glue. Great stuff.

Since a Morgan uses 3/16" tube for brake lines, and there was some of this left over after running new lines, this is what was used. Two tubes are needed. One about 6 to 8 inches and another about 3 inches. Both tubes go through the lid. The long tube should end about a half inch from the bottom of the jar. The

Cuthbert's Epistles to the Mognoscenti



short tube needs to end just under the lid. The short tube allows air to escape as the bottle fills with brake fluid.

The only other thing needed is a clear plastic tube that will press-fit on the bleeder nipple and onto the tube in the bottle.

When bleeding the brakes this bottle will prevent air leaking back into the wheel cylinder as the end of the tube is below the fluid level in the bottle.

You simply drill 2 suitably sized holes in the lid and solder/glue both lengths of tube to the same lid. If the clear line is near the ideal length it will prevent the bottle from being

knocked over while you are grumbling and groveling behind the brake drums while bleeding the brakes.

**Morgan Oasis Garage, Hoodspert, Washington
First Morgan Shop on the Olympic Peninsula**

Robbie Burns Run

Ken Miles

Our 2006 events commenced Jan. 22 with the annual Robbie Burns Run led by Mike Powley. We met at Clan McDonald (a clan in Scotland) in North Delta for a coffee to warm and quench our thirsts and allow us time to catch up with each other since our Boxing Day Run. The Morgans of Collis, Muehling, Powley, Marshall, Miles, Theroux, and Hutchens were in attendance along with the tin top of Burkholder (Chevy HHR) and the soft top of Blake (Pontiac Solstice). After suitable chatter, we took off for the watering hole known as the Rusty Anchor in Ladner, a distance of about 30 miles.

The drive took us along Scott Road (note the association with Robbie Burns) until River Road where we turned south along Hwy 99. This hilly country provided an ample test for our steeds until we

reached the flat areas associated with Hwy 10. We wound around, east then south, eventually passing the Boundary Bay Airport on our way into Ladner. Crossing River Road one last time, we picked up Ferry Road and headed toward our destination where we would find liquid and solid refreshment.

Before we sat down, Mike introduced the Northern Pod's new Al Allinson "Last Supper Reward," in honour of Al Allinson who, no matter where we ate, was always served last irrespective of his position in the ordering sequence. Each navigator and driver threw two bits in the cup. The last one served, Win Muehling, was presented with seventeen two-bit pieces. Win, Northern Pod rep, presented Dave Collis with a certificate in appreciation for his international run to Concrete, Washington, in September 2005. After a suitable repast, we all departed content and happy.

