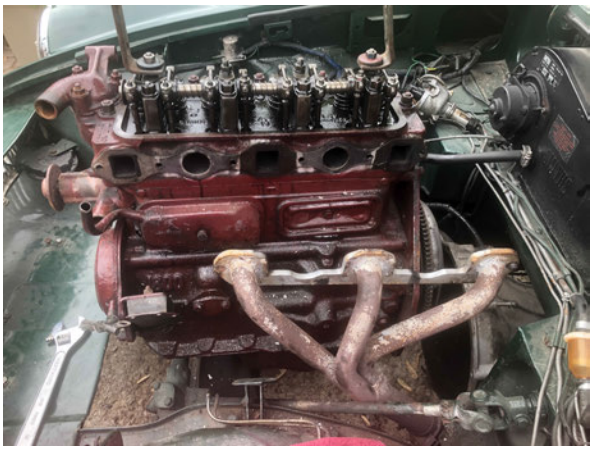
by Dale Brown

Member Stories and Tech Info

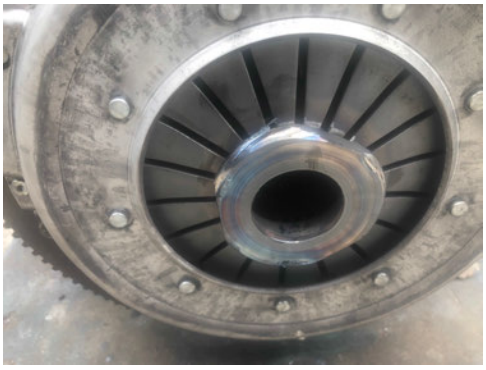
Some of you, especially the Canadian members, will remember that I had a clutch failure on my green 69 faux race car and had it towed home. Thank goodness, my red 72 is still working perfectly (touch wood), so I've had a car to drive.

Well once the weather broke, I had time to pull the engine and examine what happened. Even though the clutch, throw out bearing, clutch master cylinder were brand new just a year earlier, I thoroughly expected to see a throw out bearing failure.

The throw out bearing destroyed



The current engine being lifted out.



Pressure Plate mating surface damaged

I was right. The throw out bearing was totally destroyed. It also damaged the front face to the clutch pressure plate.

Since it is extremely hard for the Canadian members to get parts with the border closed, I bit the bullet a couple of months ago and ordered a bunch of parts for my GT V-6 project from our friend Jeff. I thought to order a throw out bearing while I was at it. With shipping, tax, duties, and extra fees, it was very expensive, but now that's forgotten and a thing of the past!

However, since I wasn't expecting to have found damage to the clutch pressure plate, I had to ask around to our fellow members to see if anyone had a used one in perfect condition and sure enough one of our life time members came through. The clutch disk I had was still perfect.

The 18V engine getting ready to go back in.

Since the engine that was in the 69, was getting a little tired, I decided to upgrade the spare engine I had that also had a completely rebuilt head. So that's the one that I'll put back in. It's a 72 18V Engine that is black. The 69 engine is the maroon colour but I decided to put in the 72 engine with its newly painted black paint job even though it's not correct. I'll use a nice maroon colour valve cover to give it some authenticity. Lots of other parts had to be swapped to make it work. I'll also take the time to completely clean the engine bay while I'm at it. I've already repainted all the auxiliary components. I'll even crawl inside the engine bay and with the help of an assistant, I'll finally be able to realign the hood bolts to the hinges!

I'll let you know how it works out in next month's edition of the Can Am Connection.