



VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

May, 1994



In This Issue:

- *Report on Richmond '94*
- *Bob's Lake Weekend*
- *"OIL DRIPS"*



5th ANNUAL

SPORTING & CLASSIC AUTO SHOW

RICHMOND FAIRGROUNDS

30KM SW OF OTTAWA

SUNDAY, JUNE 26, 1994

10AM TO 4PM

\$2.50 PER PERSON

12& UNDER - FREE

Information: (613) 692-3695 or (613) 822-1315

- VENDOR SALES/PROMOTION :** Parts, restoration services, books, art, models, regalia, specialty car sales.
- PRIVATE FLEA MARKET :** Used car parts for sale. Spaces \$10 each, Please register before 9am at show
- CLUB DISPLAYS :** Meet local club members and see their best cars!
- SPORTSCAR CORRAL :** Park your sportscar in the corral for show, shine or sale.

Refreshments Available

Editor's Note: (Julio) -

Well, summer has finally come to the second coldest capital city in the world (honest - it was mentioned in the *Citizen* a while back). Just like the dandelions, the sports cars can be seen sprouting from their winter hibernation. Is it my imagination or are there more sports cars on the road this year? I sure hope that more Triumphs will be cruising the highways & byways of the Ottawa Valley, and that some of these who haven't yet done so will come to join the club.

Speaking of the club: our membership has been steady at 55+ members for some time. Here's hoping that with the summer weather we'll increase in size!

Pertaining to the newsletter, I would sure like to hear from the silent, unseen (but paid up) members on how we can add, change, or in any way make the newsletter better. So please don't be shy - give John or I a call - any time.

Co-Editor's Note: (John) -

As Julio mentioned, true summer weather is upon us. As far as I can tell, my TR6 is ready, after a long battle with various hydraulics. Some of this I described in the last newsletter. The idea to replace my four brake flex hoses turned into an adventure in removing the old ones, to requiring a new piece of steel brake line for the rear, to breaking off a bleed screw, to buying a new brake cylinder, You get the idea!

At the same time as I was replacing the brake lines, I tried installing a new pair of 'competition' springs. No luck in that department, either! The new springs were about 1.5 inches shorter than the old ones when stood side by side on my workbench, and looked just as short when on the car!

Brian says Malmberg Truck Supply can get just about any specification of spring, so I'm going to follow this up in the fall (it's a low-priority item!)

I received my information kit from Rimmer Bros. in the U.K. I think I'm going to go with them for my missing overdrive parts. For example, the mainshaft which runs anywhere from \$160 to \$240 over here is available through Rimmer's for £45 (roughly \$95), plus freight and duty. This is also a low-priority operation. As long as the car goes right now, that's fine with me !



MINIMAN

Complete Service, Parts and Restoration
For All British Cars

104 Walgreen Road
R.R. #3, Carp, Ontario
Canada K0A 1L0
(Carp Road, South of 417 West, Ottawa)

Tel: 613-836-4283
Fax: 613-836-7461

April Meeting:

Another big crowd was on hand for our April meeting. First on the list was the upcoming trip to the Henderson's at Bob's Lake. A show of hands yielded close to a dozen couples eager to kick back on the long weekend. (We'll tell you how everything went later on!)

Joe Lashley announced that due to a sharp increase in the price at the Yodler Motel, people will have to decide on their own about going to Stowe this year and make their own arrangements. Joe was going to fax the organizer, Michael Gaetano, to bring to his attention that Stowe was running the risk of becoming a victim of it's own success. So far, no reply.

I brought the registration forms for the Ninth Canadian Classic (held in Belleville, Ontario July 27-31) with me to the meeting, where Joe asked all those interested to take a copy for themselves. Any people who don't have a form can contact Joe at 726-6724, but they should act soon - the early registration fee of \$50 ends June 15, after which the price is \$65. Lori and I got our acknowledgement back the other day - we're #11. That's almost as good as Bruce Young's #4 !!

May Meeting:

Since there wasn't anything scheduled for the May meeting, we took the opportunity to head down to the Canadian Tire parking lot at Bank & Heron, where the classic & hot rods gather on Monday nights. It gave us the opportunity to spread the word about the upcoming Richmond show, too!

It was actually quite a sight down there, with everything from a '54 Corvette to the latest Mustang, and everything in between. I must say, though, that we added our own 'touch of Britain' to the evening!

Membership:

Dave Huddleson reported at the April meeting that membership is hovering in the mid to high 50's. An ad for the OVTC was placed in the *Citizen* at the end of April, from which we've gotten a good response. In fact, at the May meeting we signed up another 5 members!! I'd like to take this opportunity to welcome the following *Triumphisti* to the club:

Mike Armitage	'78 Spitfire 1500
Bill Hillary	'63 TR4
Gary Lindsay	'75 Spitfire
Greg Milson	'76 TR6
Michael Shay	'72 TR6

The ad will be appearing again on Saturday, May 28.

Raffle Winners:

We had a pair of prizes up for grabs at the April meeting. The first prize winner was Steve Rudnicki, who took home a dandy car vacuum. The second winner was Dave Snasdell-Taylor, who picked up a selection of Armor-All products. Congratulations!

Name Tags:

Want to make yourself stand out in a crowd? This is your chance. Once again, you can get yourself an OVTC name tag for just \$9. Clive Law requires a minimum of 6 tags ordered, so if anyone is interested, they can contact Clive at 820-7350.

April Tech Talk:

Brian Mills explored the peculiarities of the overdrive and its electricals at the April meeting. It still baffles me as to what purpose a complicated hunk of machinery like that serves when a 5-speed transmission would just as soon fit the bill!

May 16th Executive Meeting:

Here's a brief summary of the Executive meeting held at the Benco's on May 16th:

- Mike Stapleton brought with him the flyers for the event. These flyers are being distributed to all persons, clubs and businesses of potential interest in the show.
- Pat Mills has ordered 40 Event Volunteer t-shirts. They are all white with red lettering, size XL. In addition, we've now got 6 'bingo' style markers for visitors to be identified with.

- Martin Harasek has been selected as event photographer. He'll be making a video of the day's activities, which we can view at a subsequent meeting, and which I'm sure will be available to interested persons for a small fee.
- It appears we have plenty of volunteer support from other clubs., but any OVTC volunteers are encouraged! Jane Benco will be coordinating the volunteer effort.
- U.S. car clubs (Corvette, Mustang, etc.) are being contacted to come out. After all, this is meant to be a sports car show. Some sports cars have been made this side of the pond.
- Dave Snasdell-Taylor is in charge of this year's OVTC club display area. Persons with ideas or assistance are asked to contact Dave at 592-5885.

Believe it or not, the show is just 4 weeks away!!

Green Bay Heritage Cabins:

This just in! (literally - I'm writing this as I sit in my cabin at Bob's Lake). What great weather we had for a long weekend! Apart from some clouds as we left Ottawa, there was nothing but blue skies the whole time. Eight couples in total made the journey, with a convoy of 5 departing from the clubhouse Saturday noon. With Joe and Doreen Lashley as wagonmasters, the group included Denny & Cheryl Bird, Jane & Julio Benco, Brian & Pat Mills, and Lori and I (John D.). Dave, Lynda & Vanessa Huddleson were there when we arrived, while Gord, Kim & Becky Robertson followed soon after. Randy & Debbie Hildebrandt came for the dinner and evening, as did Steve Lashley and one of his friends. Joe Lightfoot came up from

Picton as well (he came in an MGB, but we let him stay anyway!)

The drive up was 'interesting' for me, as my TR6 showed it's Achilles' heel - the dreaded "slippy clutch". Joe Lashley wondered what happened to the rest of the convoy after a particularly big hill - well, it was me holding up the show (I thought I was going to have to push it to the top!)

Larry's chili was everything we'd heard - HOT!!! He also made a pot of mild chili for the faint of heart. After dinner we had a great bonfire and some good chatter down by the water. The next morning we had a great bacon & eggs breakfast in one of the bigger cabins (yes, we still felt like eating after the night before!) Afterwards, we took our own pace getting things ready for the return trip.

Our many thanks to Larry and DiAnne Henderson - our terrific host and hostess on what was the first OVTC "away" trip of the 1994 season, and a great one it was !!

Boot'n'Bonnet Tour:

This from Joe Lightfoot of B&B:

This year's Prince Edward County Tour and Picnic has been tentatively scheduled to be held on the same weekend as Shannonville's Vintage Race Weekend (usually the first weekend in July).

The plan is to hold the tour on Saturday, and end the tour at Vince Murray's cottages and campground. We end the evening with a campfire, and camping or cottages will be available.

Early Sunday morning, after breakfast, we will head to Shannonville for the car show and for those who are interested the track is usually open for public lapping at about \$2 per lap.

Hope your club can make it. As soon as VARAC decides what weekend it will be, we will put together a flyer. Joe.

I repeated Joe's letter this month because (apart from not needing to type something different) it says everything that needs to be said. Contact Julio if you plan to attend (it makes for a good 'pre-Classic' Belleville tour, too!)

"OIL DRIPS" (by Julio)

This section is devoted to information on who is buying, selling or doing whatever else in between to their cars.

- **For Sale:** (submitted by Derek)
Original Tonneau cover for '65 Spitfire Mk. III \$70. Call Dave at 682-0065.
- Shaun Henessey's car is still in the Doc's garage - seems it has found a home where it is getting pampered & constantly serviced. Don't worry, Shaun - you still have visiting privileges!
- Malcolm seems to have the "go for power" bug. I hear he is adding and doing some funny things to his car ...
- Randy is rewiring his TR6. Thanks to Brian's expert work he's installing a better-than-new wiring harness. Only a few kinks have to be solved (like blowing fuses!). Good luck, Randy! (P.S. - like your new dash !)
- Joe Lashley was complaining that his starter is not working. Surprise! - It was not the starter, but a bad battery with a dead cell. So before you are thinking of removing a starter, check that the battery is good. It'll save lots of labour (and cursing!)

- It has been discussed by some of the members that instead of going to Stowe this year that we will be going to Bronte Creek instead, due to high U.S. exchange rates and steep price increases in accommodation.

NEWSPAPER AD:

As mentioned previously, we had placed an ad in the Citizen last month, to reach those Triumph owners who aren't already OVTC members. Hopefully, we might also reclaim some former members who've seen the errors of their ways after trying to go it alone without the OVTC!

Navigator's Corner:

As a new approach to the Navigator's corner, we'd like to suggest to the women of the OVTC that they propose some alternative destinations for fun runs, perhaps combining a run with a bit of tourism, sightseeing, etc. One particular recent example comes to my mind:

After departing from the Henderson's last weekend, Lori and I journeyed with the Lashleys and Robertsons into Westport, to walk about the small shops and the harbour. Lori and I had never been to Westport before, but we're glad we took the time to stop there. We'll likely go back again soon, too!

So think it over, ladies. After all, you're not the 'navigators' for nothing!

June

Sunday	Mon.	Tues.	Wed.	Thurs.	Fri.	Saturday
			1	2	3	4
5 Fun Run 2pm-6 Tay Touring Club Smith Falls Airport Fly-in Breakfast and Tour	6	7	8	9	10	11 Jaguar Club Concours Andrews Haydon Park
12 Fun Run 2p.m-13	13	14	15	16	17	18
19 Fun Run 2p.m-20 Tay Touring Club Purdon's Conservation Tour - Patterson Lake AREA Father's Day	20	21	22	23	24	25
26 O.V.T.C. Sporting and Classic Auto Show - Richmond 😊	27 😊 See You!	28	29	30		

O.V.T.C.

July

	Sunday	Mon.	Tues.	Wed.	Thurs.	Fri.	Saturday
						1 Canada Day	2 Boats 'n Bonnets Prince Edward Country Tour Picnic + B.B.Q.
3 Shannonville Vintage Racing Boats 'n Bonnets Fun Run 2 p.m.	4	5	6	7	8	9	
10 M.G. - O.V.T.C. Croquet Challenge	11	12	13	14	15	16	
17 Fun Run 2 p.m.	18	19	20	21	22	23	
24 Fun Run 2 p.m.	25 ☺ See you!	26	27	28	29	30 T.T.C. 9th Annual Canadian Classic July 28-31 Belleville	
31 Fun Run 2 p.m.							

BURNING ISSUE

We can stick our heads in the sand if we like, but when you really go into it the loss of leaded fuel may not be the Classic calamity that some claim, says Roy Berry

THE future of leaded four-star petrol is uncertain. Demand is falling: at present petrol companies are required to provide it, but that may not be so for long: remember how rapidly five-star and two-star disappeared? There could also be new legislation. So what can I do to the engine of my Classic car so that it can run green?

Any engine can be made suitable for use with unleaded fuel if cost is unimportant. Some Classic cars can use unleaded fuel without alteration, while many can be converted relatively cheaply.

Tetra-ethyl lead was originally added to petrol to counteract pinking (or knocking), which became a problem as compression ratios were raised after the war. It is most marked when the engine is fully warmed up and working hard on a wide throttle opening at lowish engine speeds.

In recent years other additives have become available so that the lead content has dropped to about 1.5g/litre of petrol. Legislation forbidding the sale of leaded fuel in Austria forced petrol companies, who claimed it was not possible, to introduce unleaded with lead substitute. This is a potassium complex, but Jet told us it does not work as well as lead – there will still be some recession on engines driven really hard – and it is unlikely to be introduced in the UK due to a possibility of adverse reaction with leaded fuel. In Britain it is more likely we will end up with the situation experienced by many USA readers, where leaded fuel disappeared without a substitute.

Unleaded fuels use other additives to give the same octane value (knock resistance) as lead. However, in some engines rapid deterioration (recession) of the valve seats occurs; particularly where the seats are directly machined in a cast-iron cylinder head. When lead was used, it



1980: the campaign against lead in petrol was effective, and brought us 'Unleaded'

deposited a protective film on valve and seat which other octane improvers do not.

Too many enthusiasts have been led astray by companies eager to profit either from dubious chemical remedies or unnecessary engine modifications. Valve seat recession with unleaded fuel only becomes unacceptable at high load at high revs; below 3,500rpm the difference is negligible. So with a large engined car that is not driven hard, you should be able to use unleaded fuel without modifications, provided you keep to your engine's recommended octane rating. Four-star is 97 octane, so use Super Unleaded (98 octane) if four-star is recommended.

Ordinary unleaded is 95 octane so interchangeable with two or three-star leaded.

Valve seat inserts are used in all aluminium alloy and some cast iron cylinder heads;

Brico Engineering, which makes them, says that all inserts since the war have in fact been hard enough to tolerate unleaded fuel. Yes, they make them harder now, but the old ones would still last say 50,000 miles from new on unleaded. Other factors such as valve guide lubrication and gas flow affect wear rates too, but if you are planning to modify your engine, why not try it first: you may get many thousands of miles from an unmodified engine before attention is required.

In engines which are prone to damage,

valves and seats can be replaced by those made of a metal more resistant to high-temperature deterioration. It is beneficial also to replace iron valve guides with phosphor-bronze which has better heat transfer and lubrication properties. Some specialists will gas-flow the head too, to give a small power bonus and help to reduce cylinder head temperatures.

Your Owners Club can probably recommend a specialist who can supply an exchange 'unleaded' cylinder head for your car. Some will carry out one-off work: Oselli Engineering of Oxford will modify almost any engine under its 'Green Heart' conversion scheme. This includes a guarantee of no loss in performance; high-grade valve seat inserts are fitted, valves heat treated or replaced, and new spirally-grooved phosphor-bronze guides are installed. Combustion chamber contours can be blended slightly to reduce the tendency to 'hot spots' and detonation. Including testing, conversion of a four-cylinder engine costs £450-£500+VAT. For the DIY brigade, if the head is delivered to Oselli the work on it to 'Green Heart' standard might cost about £125. A less thorough budget conversion is possible for about £60.

In the examples below, we have selected a representative batch of Classics to illustrate the sort of modifications that will be necessary. If your engine is not mentioned, do not despair. The real question is not whether an engine can be converted, but how much it will cost. If your local garage mechanic says your car cannot be converted, don't take his word for it: ask an expert.





Engines you may not have to modify

Bristol Cars advised that all its V8 engines will run happily on unleaded (though the Turbo requires Super Unleaded), but the six-cylinder engines are still being tested.

Air-cooled Citroën four-cylinder engines as used in the GS, GSA and some Amis from 1978 can use unleaded, as can twin-cylinder engines in 2CVs from 1986 (engine number 0906015012). For earlier 2CVs an exchange engine to the new specification is better than buying two new cylinder heads. The cost of the exchange engine is £358+VAT.

On the Jaguar front, the JEC's Technical Adviser wasn't enthusiastic and Oselli offered an £800 conversion, so we asked Jaguar. Chief Engineer Terry Crisp told us that any XK-engined Jaguar will run happily



on Super Unleaded – subject to retarding the ignition on those designed for five-star fuel. As we said before: if you're not sure, ask an expert. Then ask another!

Rolls-Royce owners, too, generally have no need for concern. All Rolls-Royce engines and those in Derby and Crewe



Bentleys can use unleaded without undue valve-seat recession. Those designed for 100-octane fuel need retarded ignition timing and benefit from Super Unleaded.

The Rover V8 engine can run on unleaded especially in its detuned Land Rover, Range Rover and MGB V8 versions.

After the withdrawal of two-star petrol in 1989, many pre-war and some early post-war cars began to suffer overheating. This was often linked to power loss, 'spitting back' through the carburettor, vapour lock and even horrific fires. These phenomena were often wrongly attributed to the use of high-octane fuels, with or without lead. All sorts of theories were bandied about: four-star generated more heat, it burned more slowly, it burned faster, it was much more flammable and so on. In fact the amount of heat released per litre of petrol, be it 95, 97 or 98 octane, is virtually the same and all three grades burn at about the same rate.

The problem was a combination of hot weather and more volatile fuels: UK market fuels were boiling at lower temperatures. This causes vapour lock problems in pipelines and fuel pumps. Vaporisation within the float chamber lowers the fuel level and weakens the mixture. Jets calibrated to pass a certain mass of liquid fuel will not pass so much when it is partially or wholly vaporised, again weakening the mixture. A weak mixture burns slowly and causes overheating. Because combustion is then completed later in the power stroke, the exhaust gas is hotter when it reaches its valve, increasing the risk of valve and seat damage. The condition worsens as the overheated engine causes yet more vaporisation. In older cars the float chamber vent discharges highly flammable vapour into the engine compartment; because the mixture is weak the tendency to 'spit back' through the carburettor is increased and with it the risk of a carburettor fire.

What can be done? Kerosene (paraffin) can now legally be added in small quantities to the fuel to reduce volatility: some owners of older vehicles do just that. It is not, however, such a good idea since unburnt kerosene may find its way into the crankcase diluting the lubricating oil. Adding too much kerosene will make cold starting difficult or even impossible.

Adequate insulating blocks are needed between the mechanical fuel pump and the engine, and between the carburettor and its manifold. Metal heat deflectors, perhaps faced with an insulator, should be placed over the exhaust manifold when the carburettors are above it. Fuel pipes should be re-routed away from the hot engine wherever possible. Rear-mounted electric petrol pumps fare better than under-bonnet ones. Vintage cars with under-bonnet or scuttle tanks pose special problems; so may Autovacs.

But take heart, it will not be for too long: forthcoming legislation will require UK petrol companies to meet an EEC specification for petrol having a considerably higher boiling point.

be required; a set of hard exhaust valve seats, suitable valves and perhaps some gas flowing would ensure long life. Rover P6 four-cylinder engines apparently have valve seats just hard enough to cope with unleaded fuel, though life will be reduced.

All Volkswagen engines from 1976 onwards can be run on Super Unleaded and those with RON 95 on their filler caps can use ordinary unleaded.

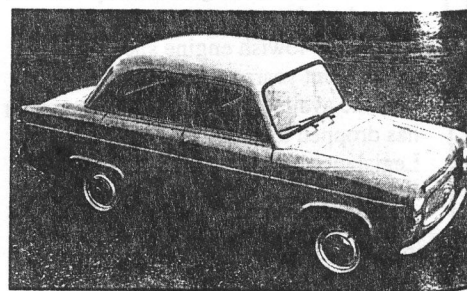
Engines that can be converted at moderate cost

If your engine needs mechanical work to convert it, check it's fundamentally sound before starting; do a compression test and cylinder leakage test. If it burns oil due to worn rings, then despite your display of social conscience by doing the conversion, you'll still finish up with a 'dirty' exhaust and an unsatisfactory engine. It may be better to replace the whole engine with a converted reconditioned unit, if available.



On many engines conversion is really cheap. On the 1,098cc A-series engine for my Morris Traveller, for example, four suitable exhaust valve seats cost me £40 fitted at a local machine shop about two years ago. The valves cost another £20 or so.

Ford's small sidevalves from the pre-war Y and C models through to the last 100E



1962 had tough engines which, provided valve seat inserts have been fitted and correct ignition timing is maintained, can be run without modification on 95 octane unleaded petrol. Yvon Precieux of the Ford Sidevalve Owners Club says this with some authority, as he has done 30,000 miles in his 103E Popular on this fuel.

Morris Minor supplier GS Jones of Condoover near Shrewsbury offers an exchange unleaded cylinder head for the 1,098cc Morris Minor for £120 or a reconditioned exchange engine to unleaded specification for £479 (both plus VAT).

MG owners are well catered for: the MG Owners Club has sold hundreds of unleaded heads for MGBs, including one to *Classic Cars* which performed well. The Club also



converted engines for Midgets, but not the earlier T, Y and A models: see a reputable engine reconditioner about these. An early (chrome bumper) B cylinder head to unleaded spec costs £189.95 including VAT. For rubber bumper models it's £169.95. These prices are for outright purchase, not exchange. Complete reconditioned unleaded engines cost £575 exchange (Midget 1275, 1500 and B). These prices are for MGOC members. Brown and Gammons of Baldock also supplies unleaded B and Midget 1275 engines at £575, and 1500s at £640.

For six-cylinder Triumph engines of 2.0-2.5 litres capacity, converted and gas-flowed heads are supplied by Moss Europe at £470. Converted heads are also available for four-cylinder Triumph engines.

More expensive conversions

Greater complexity understandably makes conversion more costly and perhaps not always advisable.



Rebuilt Aston Martin cylinder heads are available from the factory (0908 610620) for six-cylinder engines of 3.7 and 4-litre capacity as used in the DB4 to DBS6. The cost is £3,800+VAT, which includes gas-flowing the head to give a useful power increase. A pair of converted V8 heads costs £4,500+VAT. For the DB MkIII a new head is needed. The AMOC and factory plan to supply these for some £3,750 if there is sufficient demand. Of the older Astons, some lend themselves to easy conversion; 2.6-2.9-litre engines can have their valve seats replaced by harder items, except for the VB6L and VB6L/1 engines which have their valves seated directly in the head and

are unsuitable.

Big Austin-Healeys need fairly serious work to make them suitable for unleaded



Practical points

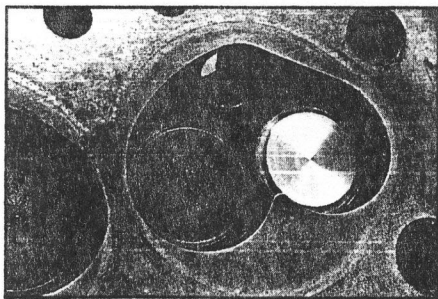
You can adjust the ignition timing to suit a fuel of a lower octane rating: retard it by about $1\frac{1}{2}^\circ$ for every octane number - ie if the engine was designed to run on 97 and you want to use 95 octane, retard by 3° . Remember that an over-retarded or, to a lesser extent, an over-advanced engine runs hot. Tuning a carburettor slightly rich will tend to keep temperatures down and the pinking or knocking at bay.

When doing a top overhaul on your engine don't be tempted to re-use exhaust valves that have been refaced and are becoming knife-edged. They will quickly suffer thermal cracking and burn out. Similar problems will occur where valve seats have been ground to the point where the valve is 'pocketed'.

Monitor seat recession by checking valve clearances at 1,000-mile intervals and look for smoke during and after deceleration as an indication of valve-guide wear.

Keep your engine oil topped up: remember it acts as a coolant as well as a lubricant. Boiling may also be caused by a faulty radiator pressure cap: get your cap and cooling system checked.

fuel. Richard Barton of Southern Carburettors offers new redesigned aluminium cylinder heads for 95 octane unleaded with cast-in nickel alloy seats for the Austin-Healey 3000 at £1,495+VAT, or for the 100/4 at £1,195+VAT. These are said to 'transform' the cars, with the engine more flexible and the weight saved improving



Seat inserts for exhaust valves (usually the smaller valve) are harder than the cast steel head so tolerate unleaded fuel

handling and allowing a higher-geared steering box to be fitted. For the 2.6-litre 100/6, changing the engine to 3-litre specification is recommended.

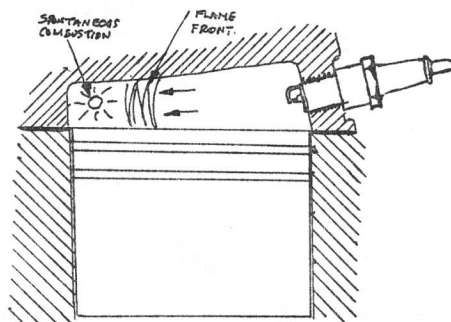
Bryan Moorcroft of the Lotus Cortina Register has serious doubts about using even Super Unleaded fuel. If you want to, he suggests:

Complete cylinder head rebuild using valves and seats of race-quality material and 'Colsibro' type valve guides. Rigorously inspect pistons for wear or damage. Ensure, for road use, that the compression ratio is no higher than 10:1. Distributor to be in faultless condition: it is safest to fit a unit such as the Aldon 103TD, which guarantees



accurate basic timing and no risk of over-advancing at high speeds. Final tuning should be done by an experienced operator on a dynamometer or a rolling road.

Bryan says that the original head design means the valve guides are rather short and might prove inadequate for use with unleaded. He also points out that a number of firms produce replacement heads for these cars but he would only recommend that from QED of Quorn, Leics (tel: 0509 416555).



Pinking is the spontaneous ignition of the compressed fuel mixture just before the spark flame reaches it. Power loss, noise and overheating result

A low lead cocktail

Modern four-star fuel contains lead at 1.5g/litre of petrol. Yet in fact only 0.5g/litre lead is needed to protect valve seats from recession, so by using two gallons of unleaded (of the correct octane rating) to one of four-star you can use your car unmodified and reap some benefit from unleaded while four-star is still available.

VALLEY TIP

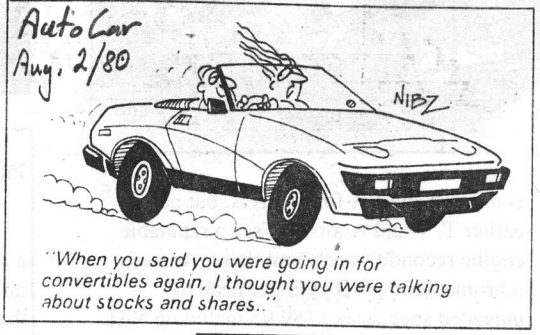
Check all bulbs - brake, directional signals, license plate, and headlights - every two weeks.

Have You Checked Your Tires Lately?

Most drivers have had to change a flat tire at one time or another. If the flat tire had been a high-speed blowout, the result could have been fatal. Many blowouts are caused by under-inflated tires.

Tires are often the most neglected part of a vehicle and should be checked regularly with an accurate tire gauge when the tires are cold. A visual inspection is not sufficient. A tire can become greatly under-inflated, yet it will not look soft. Worn or improperly inflated tires will not brake or steer properly. Proper tire inflation will also improve your fuel economy, prolong tire life, and perhaps your life as well.

If you are not checking your tires regularly, it's time you started. At a minimum, tires should be checked once a month.



OTTAWA VALLEY TRIUMPH CLUB

95 Chippewa Avenue
Nepean, Ontario

K2G 1Y3

Pat & Brian MILLS
53 Etterick Cres.,
NEPEAN
ONTARIO
K2J 1E9

94/06