

would have been so much easier to write to this column, and I trust members will use it whenever they feel the need. Incidentally, the TF 1700 Story is now at the printers, and all members will receive a free copy at the 10th Birthday celebrations at Duxford in May

Jim Burnhill 98-89

Dear Editor,

This year's Scottish Borders Holiday at Ednam House is now fully booked and anyone else wishing to go will have to hope for a cancellation. We had arranged for the Cross Keys which is only 200 yards from Ednam House to provide B & B for any members who could not be accommodated, but unfortunately this hotel has filled up too. It may seem unreasonable to have to book so far in advance, but unfortunately we seem to be in increasing competition with Weddings, more of which are being conducted in hotels.

Please help the organizers and book early!

Shirley Burnhill 98-89

## TOOLBOX.



## POWERPLUS

**How would you like to run your TF on unleaded fuel without the need to convert the head or valves?**

It is possible, I have done it, running the car for a complete season on unleaded fuel with no additives whatsoever. This is achieved by fitting a "Powerplus Unit", into the fuel line. The following is taken from Powerplus literature (with their permission):

### How does it work?

Powerplus technology is a three stage, solid state, slow release additive system performing the following functions:

#### Cleansing Agent

This softens and removes excessive build-up of potentially harmful carbon deposits in the engine. This process continues throughout the life of the unit.

#### Lubrication Agent

The high grade lubricant in the unit migrates to the combustion chamber via the fuel flow and lubricates all moving parts, thereby reducing friction. Further benefits are protection against engine wear and the high temperatures associated with burning unleaded fuels which is one of the main causes of valve recession.

#### Fuel Conditioning Process

As fuel passes through the unit its structure is electrochemically altered which allows the hydrocarbon molecules to bond more efficiently with oxygen, the result of which is far more efficient and controlled combustion. This together with the high grade lubricant leads to improved power, lower emissions and fuel savings. The technology is housed in a resin coated, heavy gauge mild steel casing for protection and durability

Whilst I don't understand the technicalities of the above, I can vouch for the results, and at a total cost of approx. £180.00 including fitting, (my mechanic fitted my unit), with the unit lasting for many years, based on 5000 miles per annum, it is a small cost which is soon recovered by lower fuel cost/better efficiency.

Fur further details Telephone 01323 417700 or visit the web site [www.classic-fuel.com](http://www.classic-fuel.com)

Ken Beels 78-69 Northants.

### ALERT FROM DAVID GRAY

**Source**— Daily Telegraph Motoring Section.  
"It has been suggested that the law could soon change to stop the use of old tyres, even if they look perfect.