

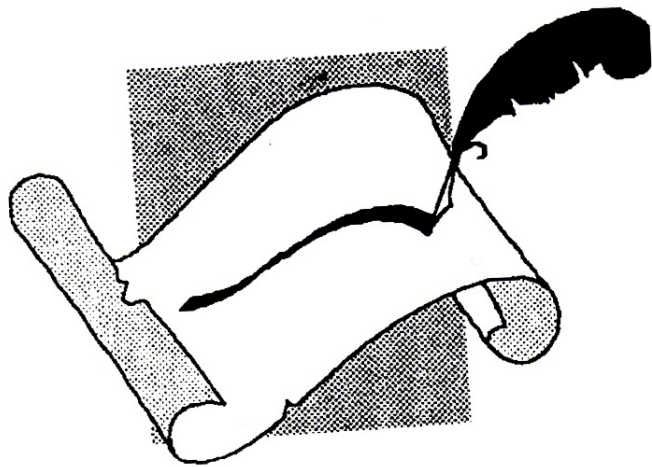
NAYLOR CAR CLUB

derstanding. In general when ethanol is used at

5% volume in petrol, the chemical properties of the blend approximated to those of the 100% fossil (i.e. crude oil derived) petroleum product. In other words, the fuel system may not see the 5% ethanol-petrol blend as different from the 100% petrol produced in the normal way by refining crude oil. However, (there always seems to be a 'however') there are likely to be exceptions to this rule and it is these which are still being checked. Also, as the proportion of ethanol in the blend is increased, so any difficulties are more likely to become apparent. Although the 5% ethanol blend can give higher octane quality, which some historic vehicle owners may find useful for performance optimisation, volatility is also likely to be higher for this blend of fuel. Some owners are already troubled by driving problems associated with this volatility (vapour lock, fuel starvation, bad hot starting etc. in hot weather), so using 5% ethanol blend could make such problems worse. In general, unless there is a particular reason to seek out this blend of fuel (high octane quality might be one good reason), at present it may be better to avoid it. More information should be available in a follow-up piece.

SUPPLY OF LEADED FUEL.

Bayford, the only UK distributor of BS 4040 leaded petrol, wrote to all leaded petrol outlets last month to explain that they had lost their storage and blending facility at Harwich earlier in the year, and had not been able to make alternative arrangements. They have now distributed the last of the leaded fuel they had in stock. The letter said they were talking to suppliers as far away as Russia and Israel with a view to importing the fuel by tanker. As an option, they have suggested to garages that they could supply 98 octane fuel although obviously this would not have the lead content included in the fuel, but if it could be stocked alongside a lead replacement additive, it would allow customers to meet their requirements. There are several reputable additives on the market, for a full list of those tested by the FBHVC, go to the website: www.fbhvc.co.uk
From Bob Gale, 62-53, Devon



CORRESPONDENCE COLUMN

Dear Editor,

ACCELERATOR CABLES.

From Bob Gale, 62-53, Devon
Tel 01639 732213

After the problem I had with mine on the Birthday Weekend, I contacted our usual sources with no avail. However my own researches produced an alternative, not identical but works perfectly. Listed as universal cable repair kit £5.00 + p and p. from:

Steve at W.G.Friend and Son Ltd.
Unit 8/10 Stowford Business Park
Filham Moor Industrial Estate
Ivybridge,
Devon
PL20 OBE,
Telephone 01752 690584

Editorial note—This is not an item that the club holds. However, if you remove your own and send it to Speedy Cables who have relocated to:-
Speedy Cables (London) Ltd.,
Abercrave
Swansea
SA9 1SQ. Tel. 01639 732213
Pack it up with a letter asking for a quote, they will make you one that is identical to your own.