

This is my story which I relate as a warning to all Triumph owners.

Despite the disappointment of towing my Macau Spitfire all the way to Taupo only to have the meeting cancelled due to rain and circuit floods. I thought all's well for Hampton Downs 2 weeks later. At Hampton Downs found car down on power also blowing oil smoke which was getting worse. Put the car back on trailer and headed home. Did compression test 55,55,75,100 psi. Thought the worst, piston rings. Removed head and found cylinder head chambers and valve seats badly pitted, hence no compression. Removed pistons, all intact. Diagnosis was that I had been using fuel that had ethanol in it. I have used exclusively Mobil 98, which has 10% ethanol and with the car not being in daily use it has allowed the ethanol to do its worst. I believe the only company that does not use ethanol is BP. Cylinder head is being restored and should be ok in future as I intend to only use 100 Av gas.

This brings me to why was it smoking so badly. When the engine was built they blocked off the crankcase breather, relying only on the one in the rocker cover. This meant that pressure was built up in the crankcase and as I had a scroll type crank it was blowing the oil past and leaking onto the exhaust.

Remedy is to make a plate with a pipe welded onto it and bolt in place of fuel pump thus allowing adequate ventilation to the crankcase. I will also be fitting a Speedi-Sleeve to end of crank and fitting a lip seal. I feel this will solve my problems, well I hope.

To check the fuel you use you will see on the delivery handle of the fuel pump there is a roundel with a number in it 5/10 that indicates the percentage of ethanol in the fuel. I would advise that you only use BP98 ETHANOL FREE