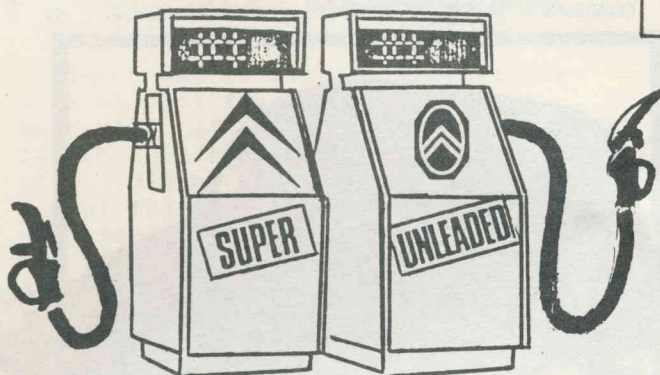


UNLEADED PETROL



UNLEADED PETROL AND YOUR TRACTION.

Unleaded petrol is now with us to stay.

The introduction of unleaded petrol into Australia has raised a lot of questions in the minds of old car owners, who currently use standard grade, as to what they will use when supplies of standard are withdrawn.

The following information should dispel most of the worries that CCOCA members have:-

In Switzerland the Traction Avant Club, Suisse recently printed an article regarding the use of lead free petrol in Tractions and rear wheel drive Citroëns.

The following is an extract from the article:

"A bit of fuel history: Before World War II, leaded fuel was unknown. Maximum octane rating was about 92, normal petrol had around 70. After the war, octane rating rose to 75 for normal petrol in 1956. In the beginning of the fifties, lead was added.

What does that mean for our Tractions? Let's have a look at the development of the engines:

The first 7CVs had a compression ratio of 5.7:1. Later, with the increase of piston displacement, compression ratio also rose to 5.9:1 to 6.2:1. The first 11 CVs had a compression ratio of 5.9:1, increasing to 6.2:1 with the introduction of the "Perfo" engines. On from 1950 until May 1955 it was 6.5:1. The IID engine had, on from 1955 until end of production, a compression ratio of 6.8:1. The 15/6s had a compression ratio of 6.2:1 until 1949, later until end of production 6.5:1.

All the Traction's engines were developed before leaded fuel became known, none of them turned faster than 4 000 rpm. Though, all conditions are given for "unleaded driving". At the very moment, the unlead fuel is slightly more expensive than the leaded one in Switzerland, but it's price should be reduced in 1985."

from Ampol.

Another booklet published by the Australian Institute of Petroleum Ltd and released by Ampol Australia states in sections 22 and 23:-

"Existing vehicles which can run satisfactorily on unleaded petrol are those with an octane requirement (as shown in the owner's manual) of 91 RON or less. Motor manufacturers are expected to identify the makes and models of such vehicles with hardened valve seat or valve seat inserts - which will be able to run on unleaded petrol all the time - and those with out, which will need occasional refills with leaded super grade.

Some vehicles switched over to unleaded from 97 RON super grade might need to be re-tuned.

Unleaded petrol operation may enable longer life of spark plugs, exhaust gas recirculation valves, engine oil and exhaust pipe and muffler systems. So new generation vehicles may need less frequent maintenance than current models."

Roger Brundle who is an engineer with B.P. Australia and also a CCOCA member has confirmed that all Tractions and rear wheel drive Citroëns can be run perfectly on unleaded petrol. He added that the valve and valve seat material in Tractions will not be effected by running super grade petrol if no standard grade or unleaded is available (although the higher octane rating is not required).

It is interesting to note that Roger pointed out BP tested an HQ Holden several years ago by driving it some 30,000 km on unleaded petrol with virtually no valve or valve seat wear. The HQ, of course, would normally be required to run on leaded super grade petrol.

To sum up the matter of unleaded petrol for the Traction (and rear drive Citroën) owner, the situation offers no problems.

You can continue to fuel your car with standard petrol until the supplies dry up, or switch whenever you like to unleaded fuel or; run your car on super grade if neither of the other two is available.

If you have any further doubts I suggest you contact your local motoring organization or arrange to obtain a copy of the booklet mentioned earlier from Ampol.

John Couche.

RON = Research Octane Number

A writer to the Nunawading Gazette (1/5/85), was charged 0.4 c/L more for the standard he wanted for his Mazda Rotary than the going rate for super!! However, Mazda advised him that super would be OK, while unleaded petrol (ULP) would be perfect for a rotary. Lucky owners of Citroen M35s and GS Birotors please note!!

W.G.