

The results of our antiknock tests are shown in Figs. 2 and 3 respectively, from which we have compiled the octane requirements given in Table 1.

Table 1

M.G. A "twin cam" - VYY 567 - octane requirement
(Modified Uniontown) at makers ignition
setting (t.d.c.)

Reference fuel	Engine condition	Octane requirement
Leaded primary reference fuel	with deposits	101.2
Leaded primary reference fuel	clean	100.4
Commercial fuel mixture	with deposits	100.0
Commercial fuel mixture	clean	99.0

The car had completed approximately 8000 miles mostly on U.K. Super Shell, when the octane requirements with combustion chamber deposits were measured.

The table shows that even with deposits accumulated in the car, Super Shell (101 octane - Research Method rating) completely satisfies the car's octane requirement.

Because of the high requirement of the car we could test only our high quality factorial series. From the Modified Uniontown ratings of these fuels we have calculated the road octane number correlation equations given in Table 2.



No.

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2 R

3 R

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One of
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where we noticed
Uniontown tests

(b) Carburetter

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