

# **FBHVC ENDORSES LEAD REPLACEMENT ADDITIVES**

## **RED LINE LEAD SUBSTITUTE**

Full report available on the FBHVC website. Extracts as follows:

“An announcement, made at the FBHVC (Federation of British Historic Vehicle Clubs) annual conference at the Heritage Motor Centre, Gaydon, Warwickshire, UK, marks the completion of an extensive programme of testing at the Motor Industry Research Association (MIRA). This was intended to measure the resistance to valve seat recession afforded by commercially available lead substitutes, for which no standard test existed, despite the great claims made for these products by their manufacturers.”

“The tests used a Rover A-Series engine (which is particularly prone to valve seat recession) and a set of new cylinder heads and valves, which were generously donated by the Rover Group. Twelve lead substitute products each underwent identical 70-hour test programmes at MIRA, including 20 hours accelerated wear testing at full throttle and full load. For reference purposes, tests were also made using leaded, unleaded and low-lead petrol.”

“The results of the test showed that unleaded petrol caused the most valve seat recession (VSR) at 1.00mm. The lead substitutes had to pass the benchmark of 0.30mm. But ordinary leaded petrol was still the best, producing recession of just 0.001mm.”

“Each substitute that passed is now entitled to carry the FBHVC endorsement – provided that it is marketed in the exact form in which it was tested. “

[Red Line Lead Substitute carries the full endorsement of the FBHVC as one of the products that easily passed the benchmark]