

I HAVE to look back as I write this to when we first saw "Eleanor", a 1966 white Mustang coupe in Adelaide last time we were there.

I pulled over in our Honda Accord to have a quick look. Robyne had dreamed of having a white Mustang with red trim but we could never find a new one if you know what I mean, and I had looked at more than twenty across the country.

Somebody had spent a lot of time on "Eleanor". 5000 miles on the clock since a complete restoration.

It was dark so I returned the next morning with Robyne. We took "Eleanor" for a drive and picked her up the next day.

Robyne had several questions on driving "Eleanor" every day, one of them was the prospect of changing to unleaded fuel and the implications and cost involved.

I could come up with no answers other than engine modifications to a possible cost of four thousand dollars when the need arose. She freaked out but we still bought the car.

"Eleanor" had the original Autolite 2100 carburettor which although rebuilt, functioned poorly. She returned 16 miles to the gallon on the way back to Brisbane.

I had a 350 Holley fitted by a reputable workshop in Brisbane yielding 23 miles to the gallon with no vapourisation in the heat.

I also enquired about what was needed to change to unleaded fuel, as soon it will be no longer available here as in most western countries.

I was told of a small canister, about the size of a coke can that when fitted in the fuel line allowed the car to run on unleaded fuel with no other modifications required.

It was guaranteed for 1.5 million kilometres and also guaranteed to stop valve recession, something that was a major worry with some states putting no more than 2 milligrams of lead per litre, hardly enough to keep valves in good condition.

Many people in the trade have commented on the amount of valve damage work they are doing to leaded engines of late. This is certainly due to poor lead levels in petrol.

At first I thought this guy had been out all night and the drugs he had taken had not quite worn off

## Brian tackles low lead fuel worries with a 'tin' can and reports back favourably

He rambled on about the can being full of pellets made of tin leaving a residue in the fuel so it burned more efficiently.

I know things go better with coke and all that but this really sounded like fairies at the bottom of the garden stuff.

A few months later I mentioned these ramblings to the local Auto Pro shop proprietor, he handed me some information on the product.

Said he had been offered the local franchise some three years ago and had displayed one of the canisters in the shop but could interest no one in trying one out.

I took the information home, studied it, but was still unconvinced about the product. I could find no one who had heard of it let alone tried one.

The company, Fuelstar, has a free enquiries number, after contacting them I was sent more up to date information. The information included letters from people using the product. I was still undecided so I rang consumer affairs who have never heard of Fuelstar.

Fuelstar gave a guarantee that your leaded engine will run on unleaded fuel perfectly with no other modification or a full refund, and also guarantee no accelerated valve recession for a period of five years or they will make good repairs.

With this kind of guarantee I really had nothing to lose and everything to gain so I ordered one by credit card and it arrived the next morning by courier.

It has been on "Eleanor" for a month now and this is what I have found to be the results.

The product is a robust canister which come in different sizes for everything from a whipper snipper to a Kenworth prime mover.

The PS235 was the required size for "Eleanor" which weighs about three kilos and is about the size of a coke can.

You can order the product with straight or elbow hose adaptors.

I fitted the unit myself in about half an hour and on advice from Fuelstar is located where the fuel line comes out of

the suspension turret after a fuel filter and the fuel pump.

It is bolted to the engine with the bracket supplied, which requires the drilling of one hole, a half metre length of flexible fuel line and clips then finished the job.

The fuel tank was full of leaded fuel so we ran that out.

The first noticeable result was that the car no longer rumbled and coughed when you cold started it, there was an immediate noticeable increase in power using leaded fuel, less accelerator pedal action gave the same performance.

We emptied the tank and filled up with unleaded, there have been no problems and we have now covered more than a thousand miles on unleaded fuel.

"Eleanor" runs smoother and sweeter on unleaded than she did on leaded fuel.

I estimate an improvement of some two to three miles to the gallon in fuel economy as we are getting twenty-five miles to the gallon, quite respectable for an automatic 289.

The canister contains tin pellets which rattle when you shake it, it also employs the use of magnets.

The residue deposited in the fuel by the canister conditions it so it burns fully, this also reduces your exhaust emissions some thirty to forty percent.

I have experienced no vibration from the canister and am generally over the moon with the results.

I hope this article is of some assistance to others who have the same concerns as to how to conquer the problem of changing to unleaded fuel when the time comes.

P.S. "Eleanor" is named after the Mustang in the 70s movie "Gone in Sixty Seconds", about an American car stealing ring. It has a forty-minute car chase and the star of the movie is "Eleanor" a 73 Mustang.

This movie is available from most video stores, it is made by stunt men, the acting is atrocious but the car chase is unbelievable and is a must for Mustang fans.

-Brian & Robyne Cain