

EX MCLAREN ENGINEER BACKS FUELSTAR

Expert New Zealand engine builder Ross Calgher needs little introduction. After trade and on-the-job competition training here then a five-year spell working for Cosworth DFV specialist Nicholson McLaren Engines in the UK, the Waitara man has been in the happy position of being able to pick and choose the work he takes on.

Though he is best known - here and around the world - for his work on Rover's all-aluminium 3.5 litre V8, the just-turned 60-year-old has weaved his dynamometer-quantified magic on everything from prosaic Ford and Chevrolet V8s to hi-tech Subaru flat fours.

He is also quite a dab hand behind the wheel, having combined all sorts of cars over the years, from a self-built Hill Climb special and FVA-engined McLaren single-eater to an indecently quick Triumph TR8 and now a ground-shaking V10-engined Dodge Viper. In this car, which is still fully road legal, Ross has just finished third overall in the Schaeffer Oils NZ Super Sedan series.

Ross is one of a number of high-profile engine builders around the country who stock and recommend Fuelstar fuel catalyts and he is as happy to endorse them today as he was when they were first introduced.

"I am," he says matter-of-factly, "because they work. They do everything that the manufacturer says they do."

And Ross should know. Like most people, particularly those with an intimate knowledge of the inner workings of the internal combustion engine, he is naturally sceptical of any new product that claims to do this or do that.

But when Fuelstar NZ founder and managing director Ian Cornelius offered him a Fuelstar fuel catalyts - at no cost - to test, his natural curiosity got the better of him.

"We get a lot of people through here trying to sell us the latest bit of go gear but usually when we say, 'look can we test it on the dyno,' they go away. Not Ian. He said fine, here's a unit. Try it and tell me what you think.'

Which Ross did. He tested the unit on five different engines on his Froude Bench Dynamometer and the result was always the same.

"We'd fit it into the fuel line, run the Engine on the dyno at 1/3 load for approximately five minutes, then we'd see a power increase. Then we'd remove the unit, connect the line back up repeat the 5 minutes running and we'd be back to square one. This was repeated several times over an hour or so always with the same result - a power increase, then a decrease when the unit was removed."

Impressed, but looking for some 'real-world' evidence Ross fitted the unit to his work ute (pickup).

The result?

"The same. Up went the power and the pinking on 91 octane disappeared!"

Ross has since gone on to fit 'literally hundreds' of units to customers' cars and continues to do so today.

There is a Fuelstar to suit every type of petrol and diesel engine, even 8 litre V10s like the monster in Ross' Dodge Viper.

The Viper, which Ross races in New Zealand's SuperGT and Schaeffer Oils NZ Super Sedan class, is one of a special run of just 50 GTS ACR models built by Chrysler in 1999. ACR stands for 'American Club Racing' and the model features engine and suspension enhancements designed to make the car more suitable for competition.

Ex factory a standard engine produces 298 kW (400 hp) and 610 Nm (450 ft-lb) of torque.

In ACR trim the engine produces 343 kW (460hp).



Pic courtesy Fast Company / Alex Mitchell

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Media release 8 June 2007
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