

FUELSPIRACY!

“HOW AND WHY A SIMPLE DEVICE
THAT SAVES FUEL AND CUTS POLLUTION
HAS BEEN SUPPRESSED
BY OVER 30 YEARS OF
UK ESTABLISHMENT
DECEIT AND COVER-UP”



SPECIAL REPORT BY
ANDREW KNOTT & PETER MURPHY

Fuelspiracy! case summary:

For decades there has been a simple device that, according to scientists and engineers who have tested it, saves fuel and cuts pollution.

But when people use it both oil and motor industry profits are cut.

And Fuelspiracy! is a special report that shows how knowledge and use of the device has been suppressed by famous UK establishment organisations that, opposite to what most people would expect of them, have protected oil and motor profits regardless of cost to consumers and public health.

These establishment organisations have included:

- The Automobile Association (AA)
- The Department for Transport (DfT)
- The Consumers Association (CA)
- The Advertising Standards Authority (ASA)
- The British Standards Institution (BSi)
- And other UK establishment organisations that are normally held in high esteem.

With acknowledgement and thanks:

To *our nearest and dearest* who have put up with us and supported us during our many years of unwanted experiences as a result of the case. And to *Jacqui* for her support in turning the volumes of case evidence into this publication that will hopefully make sense to those who read it.

And to *Robert* and *Daniel* and *Richard* for their wonderful encouragement.

And to *Jane* and *Rhondda* and *Sandi* for help and inspiration beyond words.

And to *Helen* for dreaming up the title 'Fuelspiracy' that perfectly introduces the events and facts as shown in this publication.

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Fuelspiracy!

A Fully Evidenced Case Of Suppression Of Beneficial Technology

Table of Contents

Page 4

The case evidence.

Page 7

The simple low-cost fuel efficiency device that this report is about.

Page 11

The device was used by the Royal Air Force during World War Two.

Page 14

At one time the device was in fast-growing use in the UK and appeared destined for use by everyone.

Page 24

Both oil and motor profits were threatened by prospective use of the device by everyone.

Page 26

With oil and motor profits at risk, famous UK establishment organisations conducted devastating disinformation campaigns against the device, and by so doing persuaded most people not to use it.

Page 43

Despite knowledge and use of the device having been minimised, yet more evidence has accrued to show that it always was, and still remains, beneficial.

Page 48

The colossal sums of money that oil and motor companies would have lost if the UK establishment had not suppressed knowledge and use of the device.

Page 51

The famous UK establishment organisations that suppressed knowledge and use of the device are unable to dispute the damning facts.

Page 55

Enquiries and contact details.

About the case evidence, and how it materialised.



**The above photo is of some of the dossiers of hard evidence
we have on file to prove that our story is true.**

And this is how and why the evidence was gathered:

We had both been in the motor industry, with Peter having held senior technical roles in emissions control and fuel system design for a major international motor manufacturer.

And independently of each other, in the late 1980s, we became professionally involved with the fuel efficiency and pollution cutting device that is the subject of this special report.

At the time there was enormous public interest in the device which was being taken up by rapidly growing numbers of commercial fleets and private users.

Glowing reports were being received day after day from impressed beneficiaries including police forces, ambulance services, local authority fleets, and tens of thousands of individuals.

In addition, laboratory tests were carried out and they also concluded that the device was beneficial.

By the end of 1989 an estimated 200,000 UK vehicles and marine vessels were fitted with the device and this generated exceptional reports confirming its value.

It felt plain common sense to believe that the device would soon also be taken up by the remaining 25,000,000 or so potential new UK customers at the time.

However we had reckoned without the colossal potential impacts that use of the device by everyone would have had not just on oil industry profits, but also on motor industry profits. These included reduced demand for fuel and no demand at all for particular replacement engine components, and many other impacts besides.

And as if from 'out-of-the-blue' the device was suddenly hit by a virtual tsunami of negative publicity making out that it did not work and must not be used. This came firstly from **The Automobile Association (AA)** whom the UK public trusts to provide expert impartial advice about technical motoring matters, and subsequently from other highly influential organisations as well.

The establishment and AA publicity against the device was presented as having been based on genuine tests, and because of the reputations for expertise and integrity of the organisations behind it, most of the public believed it regardless of the very large numbers of positive tests and trials that had concluded that the device was beneficial.

Therefore the impact of the negative publicity was catastrophic and adoption of the device, that had until then been soaring, was decimated.

So we researched the negative publicity that came firstly from the AA and then also from **Shell (UK) Oil**, and **the Consumers Association**, and **the Advertising Standards Authority**, and **the Society of Motor Manufacturers and Traders**, and **the Department for Transport**, and **the Office of Fair Trading**, and **Trading Standards**, along with influential motoring publications, and others.

And our research soon yielded evidence that:

- The handful of tests that the establishment authorities (in particular the AA) had used to discredit the device had been variously rigged or faked altogether
- What the establishment authorities were telling the press and the public had clearly been intended to mislead people into rejecting the device on false grounds
- The only winners were special interest groups in both the oil and motor industries that were being protected from colossal sums in lost profits that they would have suffered, had knowledge and use of the device not been suppressed.

In the hope that when faced with allegations of dishonesty that they could not plausibly refute they would review their positions, we then entered into extensive correspondence with the establishment organisations concerned.

This correspondence, which we still have on file, shows that the AA in particular, but also others involved in the case, had knowingly lied to the public in order to suppress knowledge and use of the device.

However, instead of amending their advice to the public, they instead doubled down and entrenched their positions further.

We therefore attempted to bring the case into the public domain.

But we found that very few people were willing to believe our word as two unknown individuals against the reputations of not just one powerful institution, but many of them.

Despite our best efforts at the time, this proved to be an impossible challenge to overcome, and it meant that for many years the matter remained dormant.

Later on however, we began to observe that the device that was originally a UK invention, was now being used by beneficiaries overseas including United States armed forces, and that it was proving effective in further laboratory tests.

We therefore again began challenging the organisations responsible for suppressing knowledge and use of the device in the UK, especially the AA and the Department for Transport.

As before, these organisations were unable to plausibly dispute allegations that they had deliberately misled people, and that by so doing they had denied valuable economic and environment benefits to several generations of the UK public.

But rather than addressing the issue properly they again chose to repeat their previous responses by covering up and evading uncomfortable questions.

Ultimately we failed to 'liberate' the suppressed technology as we had once dared to hope that we would.

However we did end up with ample evidence to prove the case beyond even the slightest shadow of doubt.

In broad terms this evidence includes:

- Copious field trial reports, magazine articles, scientific references, and additional information besides showing that the device was giving clear-cut and important benefits to UK consumers and environment alike
- Media statements by the AA and other famous UK organisations that caused the press and public to disregard the abundant positive tests and trials and to believe that the device did not work
- Documentation showing that tests that the AA and other establishment organisations had used to discredit the device, had been variously rigged and / or faked entirely
- Detailed correspondence between ourselves and the establishment organisations concerned that shows they had deliberately deceived the press and the public
- Evidence from more recent years of successful overseas use and testing of the device that has been suppressed in the UK. For example, modern day beneficiaries include United States armed forces, shipping in the Pacific, trains in India, industrial generators in the Philippines, and the list goes on, together with a long list of published objective tests and trials showing marked beneficial results
- More recent correspondence with UK organisations involved in the case, especially the AA and the Department for Transport, that shows their continued determination to evade being held to account for their past deceit and dishonesty
- And no shortage of further evidence besides.

The simple low-cost fuel efficiency device that is the subject of this report

Fuelspiracy! is about a device that is most commonly known as a *fuel catalyst*, or as *fuel catalysts* in the plural.

In chemistry, a catalyst is defined by Encyclopedia Britannica as '*any substance that increases the rate of a reaction without itself being consumed*'. The purpose of a fuel catalyst is to cause the release of additional energy from hydrocarbon fuels such as petrol, diesel, paraffin etc..

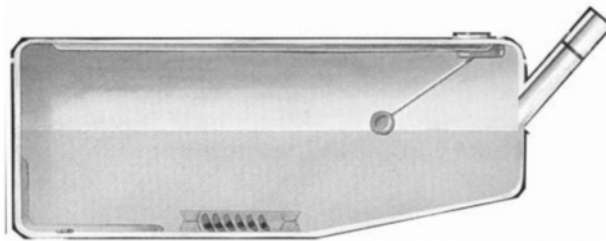
Fuel catalysts consist of elements that are made from dissimilar metals, predominantly tin, that promote beneficial chemical reactions when in contact with fuel, and their effectiveness is further enhanced by simultaneous contact with mild steel.

As such they can bring about benefits when used in vehicles, marine vessels, generators, boilers, and any other machinery powered by liquid hydrocarbon fuels.

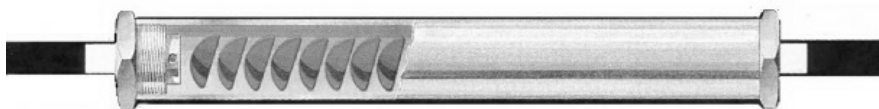
The dissimilar metal alloy is shaped into elements that typically take a cone-shaped form and these are either inserted into mild steel gauzes for installation into fuel tanks, or into cylinders that are made from mild steel (or which contain mild steel) and are installed within fuel supply lines connecting the fuel tank and the engine.



LEFT cone-shaped dissimilar metal fuel catalyst elements, and RIGHT the elements when in a mild steel gauze for insertion into a fuel tank'



Cut away illustration of a fuel tank with a fuel catalyst fitted



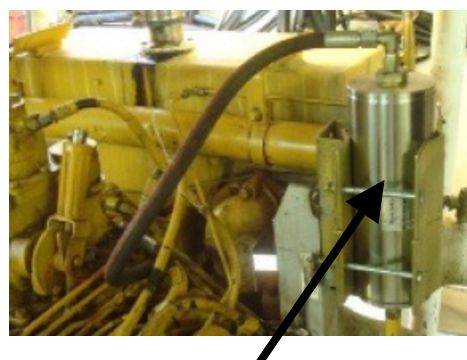
Cut away illustration of an 'in-line' fuel catalyst unit with fuel catalyst cones inserted into a mild steel cylinder to be plumbed into the fuel supply line between fuel tank and engine

Tank units are often the preferred option for small applications such as motorcycles, marine outboard engines, and older cars where there is usually easy access to the tank.

However, in-line units are usually the preferred option for fitting fuel catalysts into larger applications such as trucks, buses, marine vessels, industrial generators, etc..



A fuel catalyst tank unit being fitted into a motorcycle fuel tank



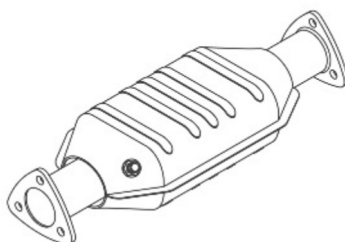
A fuel catalyst in-line unit installed in a large marine vessel fuel line between tank and engine

Whether tank units or in-line units are used, the number of active catalyst elements that are necessary varies according to the volume of fuel that is consumed by the application in question. For example, a small motorcycle may require only one or two catalyst elements for the benefits to be felt, whereas a large fishing trawler may need as many as a thousand, and so on.

In most cases fitting a fuel catalyst is quick and simple, although there are exceptions such as certain modern cars where access to the tank is difficult and there is limited space under the car bonnet.

Once fitted, a fuel catalyst can in most cases be considered as a permanent device that never needs replacement.

TO AVOID CONFUSION... WHAT FUEL CATALYSTS ARE NOT!!



Fuel catalysts should not be confused with exhaust system catalytic converters (such as the example above). Catalytic converters are used in vehicle exhaust systems to clean up toxic exhaust gases after fuel has been burned in the engine. They have been fitted by law to new petrol cars since 1990, and in direct contrast to fuel catalysts they cause engines to consume **more** fuel.

Fuel catalysts also should not be confused with magnets that are fitted externally to fuel lines and have been claimed to save fuel and cut pollution.

Effects of tin based fuel catalysts on fuel

The chemistry of how tin based fuel catalysts work is complex, and complex scientific papers are available to explain it. But for the sake of brevity these are some salient facts:

- Since 1927 there have been at least 52 published patents and scientific papers about chemical interactions between metallic tin and fuel, including one by Mobil Oil and another by NASA that disclosed its development of tin-based low temperature oxidation catalysts for cutting diesel exhaust emissions (This information courtesy of the International Tin Research Institute)
- Tin metal - precious metal systems (e.g. Sn – Pt, Sn – Re) supported on alumina, have been used in the petroleum industry for dehydrogenation, dehydrocyclisation, cracking, isomerisation and hydrocarbon hydrogenation processes (This information again courtesy of the International Tin Research Institute)
- Published laboratory tests comparing fuel samples before and after exposure to tin-based fuel catalysts have shown chemical changes including:
 - * Improved capacity of fuel molecules to accept increased oxygen which is comparable to blowing air (i.e. increased oxygen) on to a coal or wood fire to instantly generate more heat
 - * Tin based fuel catalyst elements, when in simultaneous contact with mild steel and fuel, introduce a mild galvanic (electrical) current into fuel.

The benefits of tin based fuel catalysts according to real world trials and objective tests

1. *Advantages associated with increased combustion efficiency*

Innumerable tests and trials of fuel catalysts, including objective evaluations at establishments such as universities, have demonstrated benefits resulting from more efficient and thorough fuel combustion. These include improvements in power output and fuel economy together with reduced pollutants such as carbon monoxide, nitrogen oxides, and particulate matter. The improved fuel combustion also promotes greatly reduced deposits of carbon build-up which in turn cuts engine wear and lost efficiency that otherwise typically occurs over time.

2. *Ability to use low quality fuels in engines designed for high quality fuels*

The original known use of fuel catalysts was by the Royal Air Force during World War Two in order to allow Hurricane aircraft that needed high quality fuel to operate on low quality fuel instead. Similarly, millions of UK commercial and private motorists were at one time experiencing severe problems due to poor fuel quality, and an estimated 200,000 of them used fuel catalysts and their problems were solved.

Nowadays in 2024, lowest-priced grades of fuel are found to perform as well or better than highest-priced grades when tin based fuel catalysts are used.

3. Other frequently reported benefits:

- Fuel in storage (for example in a fuel tank) takes far longer to become 'stale' and lose its potency. This has consistently been found to allow for easy engine starting, even after extended periods without use
- 'Fuel bug' in diesel is reduced or eliminated (Fuel bug refers to micro-organisms that can rapidly multiply in fuel and cause problems such as blocked filters, corrosion damage, and engine failure)
- Dramatically reduced fuel problems that otherwise result from low temperature environments
- Effective with all liquid hydrocarbon fuels
- A once-only fitting that in most applications last indefinitely.

A visual demonstration

The ability of fuel catalysts to bring about more efficient fuel combustion can be visually demonstrated with a simple test using old-fashioned hurricane lamps filled with paraffin, as shown below.



PIC. LEFT, two identical hurricane lamps burning paraffin. PIC. RIGHT, soon after a fuel catalyst element has been added to the paraffin tank of the lamp on the right, a much brighter and more intense flame is observed

The first known use of fuel catalysts was by the Royal Air Force during World War Two

1941

The Royal Air Force used tin based fuel catalysts during World War Two when Hurricane aircraft of 151 Wing RAF were sent to Murmansk in Northern Russia in order to protect shipping convoys from attack as they made their journeys there via the north of Norway.

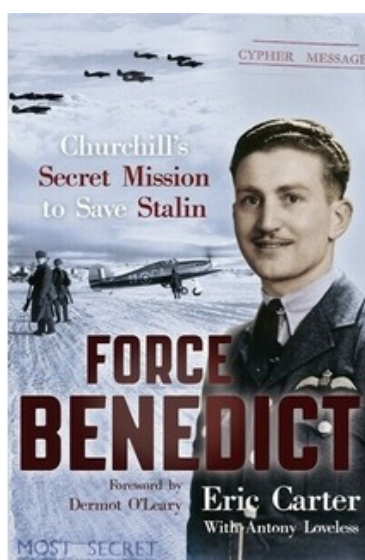
The Hurricane's Rolls Royce Merlin piston engines required high octane fuel but only low octane fuel was available in Russia at the time and this caused dramatically reduced performance with severe operational difficulties, not least because of fuel 'waxing' in the very low temperatures.

However the RAF sent an engineer named Henry Broquet to work with Russian chemists, and a fuel catalyst based on *tin* was developed that solved the problems, which then meant that the Hurricanes were able to operate perfectly on the low octane Russian fuel.

There have been many documented accounts of this use of fuel catalysts by the RAF, and one of them is in the book below by Flight Sergeant Eric Carter who was one of the pilots in Murmansk.

There have been many documented accounts of this use of fuel catalysts by the RAF, and one of them is in the book below by Flight Sergeant Eric Carter who was one of the pilots in Murmansk.

In his book titled 'Force Benedict' Flight Sergeant Eric Carter confirmed the story including the contribution made by Henry Broquet, and he noted how the fuel catalyst enabled the Hurricane Aircraft to fly at full operating altitude instead of being restricted to much lower altitudes prior to the catalyst being developed.



For many decades it has been accepted fact that during World War Two the RAF used fuel catalysts to run Hurricane aircraft that needed high octane fuel on low octane fuel instead. One of many supporting references is this book by Hurricane pilot Eric Carter who confirmed the vital practical benefits

1960s

Later on, in the 1960s, Henry Broquet who was by then living in South Africa, drew upon his wartime experiences to invent and patent a fuel catalyst that he called Carbonflo, which was the world's first commercial product of its kind.



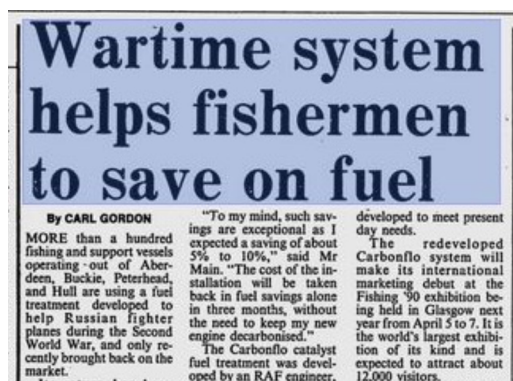
LEFT, Henry Broquet pictured later in his life. RIGHT his original 1960s patent for his Carbonflo fuel catalyst invention

According to Broquet's own account, Carbonflo was used in South Africa to cut carbon build-up in large marine engines in vessels belonging to the shipping line *SAF Marine*, and to reduce toxic emissions produced by underground mining equipment.

However the invention was then 'bought out' by the *Anglo-American mining company* but it then vanished from the marketplace for twenty or so years due to a dispute over marketing rights.

MID-1980s

By the mid-1980s the commercial dispute had been settled and Broquet returned to the UK to relaunch his product, and headlines such as these began to appear in relevant sections of the press, in this case concerning the fishing industry:



The Carbonflo fuel catalyst gaining traction in the UK fishing industry

The outlook for the Carbonflo fuel catalyst looked bright, and it was about to look even brighter still.

In 1989 a coincidental development in the oil industry led to the Carbonflo fuel catalyst becoming of intense interest to the public but, at the same time, a massive threat to the profits of both oil and motor companies

This report is about **fuel catalysts** that, according to innumerable verifiable and repeatable test and trials, have been found to bring about **improved efficiency with petrol, diesel, and all other liquid hydrocarbon fuels**.

However it is also about how knowledge and use of the products have been suppressed by famous UK establishment organisations, as shall be shown from page 26 onwards.

And there was one particular issue that first triggered the establishment deceit and cover-up.

This was in the late 1980s when unleaded petrol was introduced to replace Four Star leaded petrol that had been in use for many decades previously.

The issue is a key part of the case because:

- All motorists wanted to use unleaded petrol in preference to leaded petrol a) because they were told it was an environmentally friendly 'green' fuel, and b) it was taxed at lower rates and was therefore less expensive
- However most petrol engines at the time were designed for leaded petrol only and either could not run properly on unleaded, or in many cases could not run on unleaded at all without quickly being ruined
- This presented opportunities for both the oil *and* motor industries alike to make enormous profits by offering expensive solutions to the problem
- But it was discovered that any 'leaded only' vehicle, regardless of make model or age, could run on unleaded perfectly simply by fitting a simple inexpensive Carbonflo fuel catalyst in the fuel tank
- And because Carbonflo fuel catalysts were not only inexpensive, but would also last virtually forever, they were the perfect solution to the unleaded problem
- And this inevitably meant that if they had been allowed to succeed fully in the marketplace there would have been no demand for expensive alternative products that oil and motor companies were offering.

A time of intense public interest in the Carbonflo fuel catalyst

In the late 1908s Henry Broquet's Carbonflo fuel catalyst was increasingly being used and valued in the UK especially in fishing trawlers and other heavy diesel applications.

Then public interest in the product exploded in 1989 when it was found to solve expensive problems that millions of commercial and private motorists were suddenly faced with, and all because of the introduction of unleaded petrol to replace Four-Star leaded petrol that had been in use for many decades.

For those too young to remember, leaded petrol contained a liquid additive known as 'tetra-ethyl-lead' (or 'lead' for short).

From a motorist point of view lead was wonderful because it boosted octane rating to give improved performance, whilst it also acted as a lubricant to protect expensive engine components from damage.

But lead was being blamed for human health problems.

Hence unleaded petrol was introduced to address these issues.

The major problem with this was that millions of 'leaded only' engines at the time would quickly be ruined by unleaded fuel. Also there were millions more engines that were able to use unleaded petrol if ignition settings were retarded, but this caused loss of power together with worsened economy and worsened toxic emissions when compared to previous performance on leaded petrol.

For these reasons unleaded petrol was an enormous headache to motorists at the time.

But Henry Broquet realised that, from a fuel chemistry viewpoint, the problems caused to leaded-only engines by unleaded fuel were much the same as those caused to RAF Hurricane aircraft engines by poor quality fuel in Russia during World War Two.

And he also realised that all that any owner of any leaded-only vehicle needed to do in order to use unleaded was to have one of his Carbonflo fuel catalysts fitted.

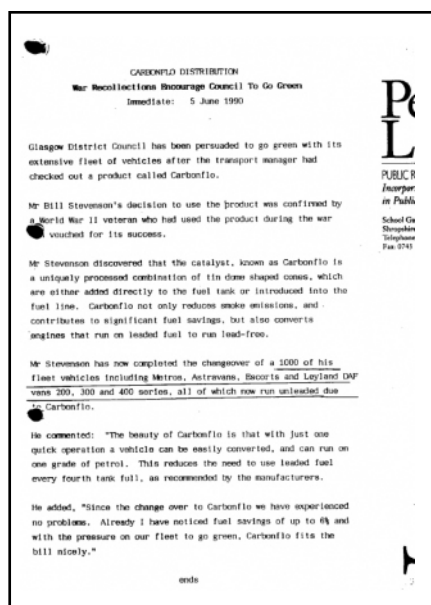
This meant that there was now a potential market of untold millions of eager potential customers, and the Carbonflo fuel catalyst was soon being taken up by the like of police forces, ambulance services, vehicle hire fleets, local authority fleets, and tens of thousands of private motorists.

Impressive reports flooded in of 'leaded only' engines being found to run as well as and often much better on unleaded than they previously did on leaded petrol, with improved economy and performance.

Some of the reports are on the following pages:

Some examples:

Over 1,000 Carbonflo fuel catalysts were fitted to vehicles belonging to Glasgow City Council



Glasgow City Council converted over 1,000 leaded only vehicles to unleaded with the Carbonflo fuel catalyst. This happened as a result of its Transport Manager Bill Stevenson talking to an RAF veteran who had used the product during the war and confirmed its value. According to Mr Stephenson: "The beauty of Carbonflo is that with just one quick operation a (leaded only) vehicle can easily be converted (to unleaded), and can run on one grade of petrol" and "Already I have noticed fuel savings of up to 6% and with the pressure on our fleet to go green, Carbonflo fits the bill nicely"



This ambulance of the Hampshire ambulance service was featured on the BBC Top Gear motoring program, with fleet manager Bert Wolfe confirming that his leaded-only fleet was performing perfectly on unleaded with the fuel catalyst, whilst also explaining important financial benefits

At least thirteen ambulance services used the Carbonflo fuel catalyst to allow 'leaded-only' petrol engines to use unleaded fuel. These included Lancashire, West Midland, Isle of Wight, Shropshire, East Dorset, Bristol & Weston, Mid-Glamorgan, Leicestershire, Scottish Ambulance Service, Salisbury Health Authority, Blackburn Wynburn and Ribble Valley, with Hampshire Ambulance fleet manager Bert Wolfe confirming the claims for the product, as well as the financial advantages, when interviewed by the BBC TV Top Gear motoring program. Police forces also used the Carbonflo fuel catalyst to run strictly 'leaded only' engines on unleaded. For example Hampshire police fleet manager John Roberts commented "Carbonflo fitted the bill as far as we were concerned. They helped us go forward with our policy" whilst other police forces that used the product included Cleveland Suffolk and Humberside.

In the autumn of 1989, amid enormous public interest, the product was reported by the BBC TV Top Gear motoring program that first covered the RAF World War Two story and then interviewed professional fleet managers who were using the product to convert leaded only petrol engines to use unleaded. For example Peter Cousins of the Avon Rubber Company, stated on Top Gear: "We have sixteen vehicles running on Carbonflo, all of them are vehicles not designed to run on unleaded fuel, the engines have not been tampered with in any way, no ignition alterations whatever. The reports from drivers are very satisfactory. They are professional drivers, I am very pleased with their findings".

When unleaded petrol first appeared, more than any other make Rover vehicles were unable to use it. This placed owners of Rover vehicles at enormous disadvantage.

To begin with, they found themselves needing to pay much more for their fuel because leaded petrol, even though it was then still available, cost much more than unleaded. Also, people believed that unleaded was a 'green' fuel and they wanted to be seen as 'green'. However this happy image was not possible for owners of Rover vehicles. And, worst of all, Rover vehicles that had been purchased new as little as two years before the introduction of unleaded petrol were already losing value very quickly because of their inability to use unleaded.

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Save Money & Soothe your conscience At the same time . . .

your car can now run on lead free fuel



The Conversion to lead all Conversions
— CARBONEL —

We can convert your car irrespective of make or model — to run safely on unleaded fuel. A once only application of Carbonel has a functional life of over 200,000 miles, making it a one-off investment for a car owner.

CARBONEL —
THE FUTURE IS NOW.

CARBONEL







UNLEADED PETROL

FUEL ECONOMY

ENGINE LIFE

EXHAUST POLLUTION

MAINTENANCE COSTS!

SPECIAL INTRODUCTORY OFFER

£75

+ VAT

includes fitting

ALL these cars can be converted to run on **Lead Free Fuel.**

500 EUROPEAN CARS (1975-76) (1977-78) (1979-80) (1981-82)	
Alfa Romeo	104 105 115 125 1300 1500 1600 1700 1800 1900 2000 2100 2200 2300 2400 2500 2600 2700 2800 2900 3000 3100 3200 3300 3400 3500 3600 3700 3800 3900 4000 4100 4200 4300 4400 4500 4600 4700 4800 4900 5000 5100 5200 5300 5400 5500 5600 5700 5800 5900 6000 6100 6200 6300 6400 6500 6600 6700 6800 6900 7000 7100 7200 7300 7400 7500 7600 7700 7800 7900 8000 8100 8200 8300 8400 8500 8600 8700 8800 8900 9000 9100 9200 9300 9400 9500 9600 9700 9800 9900 10000
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Rover dealerships soon found themselves bearing the brunt of their customers' anger, which meant that when they were offered the opportunity to solve unleaded problems simply by dropping a Carbonflo fuel catalyst into fuel tanks, many of them leapt at the chance and actively promoted the product and placed full page press ads. such as those on the previous page.

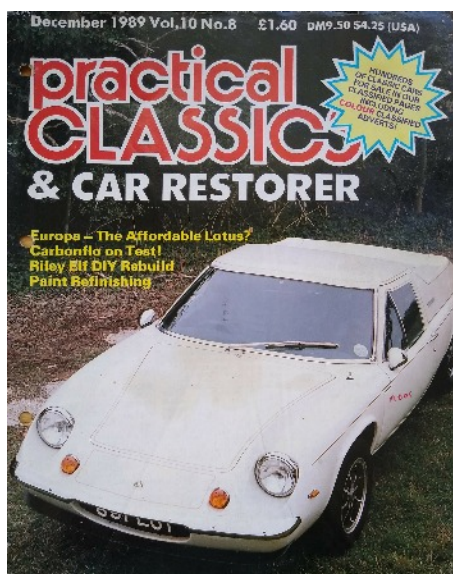
The outcomes were always excellent, and Rover engines that otherwise could not use unleaded at all were found to run at least as well (and typically better) on unleaded than they had previously run on leaded, and the many official Rover dealers who were selling the Carbonflo fuel catalyst were only too happy to endorse the product to this effect.

It was a perfect 'win-win' situation for everyone except, as things turned out, for the Rover company itself that transpired to have had a direct and substantial financial interest in people *not* using Carbonflo. This issue shall be shown on page 28.



Reputable official Rover dealerships were selling the Carbonflo fuel catalyst and were only too happy to endorse it as the perfect means to allow 'leaded only' engines on unleaded, for example with this letter (left) by Henlys, which was at the time among the largest and best known of car dealership groups at the time.

Practical Classics magazine



Classic car owners stood to gain tremendous benefits from using the Carbonflo fuel catalyst and the most important classic car publication of all, *Practical Classics* magazine, ran a test of the product using unleaded petrol in a leaded-only Morris 1800 vehicle that otherwise could not have withstood unleaded, especially under the conditions it was subjected to, for which it was not designed. Practical Classics reported: "To get the necessary mileage done in the time available a fair number of journeys had to be up and down the motorway at high speeds, not a bad thing at all as these are just the conditions under which valve seat recession is most likely to occur. So far, the car has been from Kent to South Wales (twice), Burnley, Peterborough and on an 800-mile weekend tour of the West

Country taking in ascents of Porlock Hill and one-in-four climbs each side of Lynmouth. We reckoned that if the car could manage these without pinking there wasn't much it couldn't. There wasn't the slightest problem!"

These references are only a few of those still on file that confirm the ability of the Carbonflo fuel catalyst to allow all 'leaded only' engines to run perfectly on unleaded without any engine modification whatsoever.

Fatefully however, as shall be shown on page 28, it was the ability of the Carbonflo fuel catalyst to allow unleaded running in all 'leaded only' engines, and in Rover engines in particular, that originally threatened motor industry profits and led to the suppression of knowledge and use of fuel catalysts ever since. This has not merely been in respect of older petrol engines, but also in modern petrol engines, and in diesel engines, and for that matter in all machinery and appliances that run on liquid hydrocarbon fuels.

Continued success with diesel

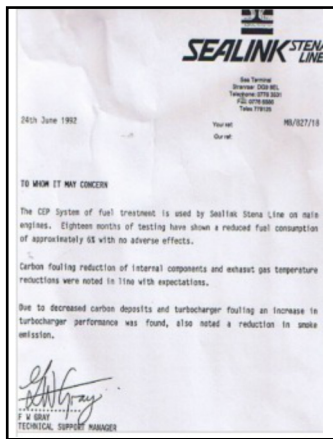
Although in 1989 the most intense interest in the Carbonflo fuel catalyst was on account of the unleaded conversion issue, outcomes remained equally important with diesel engines including heavy industrial use on land or at sea.

For example large and well known vehicle fleets at the time including MacFarlane Transport, Vitafoam, and British Road Services used the product and reported outstanding success with endorsement letters still on file.

Success also continued in the marine world, for example with the findings of vessel owners being reported in fishing industry publications:



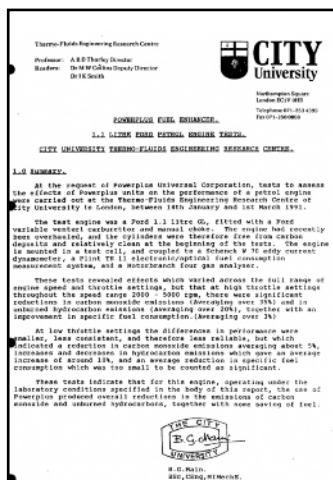
Despite the Carbonflo fuel catalyst having become best known in the late 1980s as an unleaded petrol conversion solution, it also continued to be valued by people using it with diesel fuel, for example as per the above articles in fishing industry publications



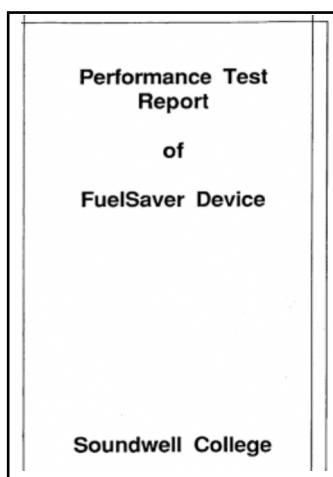
There were similar findings with **Sealink Stena Line** that used the CEP tin-based fuel catalyst. According to F.W.Gray, Sealing Stena Technical Support Manager: "The CEP System of fuel treatment is used by Sealink Stena Line on main engines. Eighteen months of testing have shown a reduced fuel consumption of approximately 6% with no adverse effects. Carbon fouling reduction of internal components and exhaust gas temperature reductions were noted in line with expectations. Due to decreased carbon deposits and turbocharger fouling an increase in turbocharger performance was found. We also noted a reduction in smoke emissions".



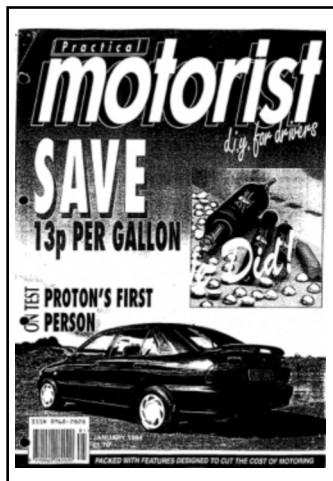
Head of Transport K.A.Jones at **Midland Electricity Board** confirmed his company's fleet of 1,000 'leaded-only' vehicles were performing perfectly on unleaded thanks to the Greentune fuel catalyst: "MEB are satisfied with the performance of these units and are particularly pleased that following their installation MEB are running a lead-free fleet and are contributing positively to the environmental issue of reduced exhaust pollution".



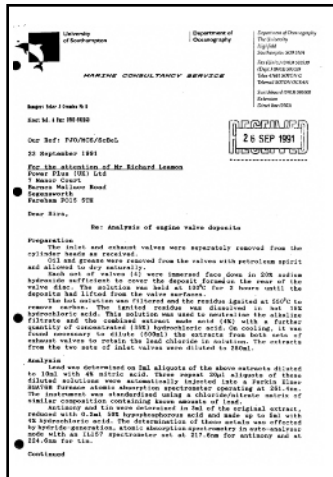
Objective short-term dynamometer tests of the Powerplus fuel catalyst were carried out at **City University London Thermo Fluids Engineering Research Centre**. In a Ford 1.3 L petrol engine it was found that CO was reduced by 35% and UHC over 20% in the engines' working range of 2 to 5,000 rpm, and there were also useful fuel savings.



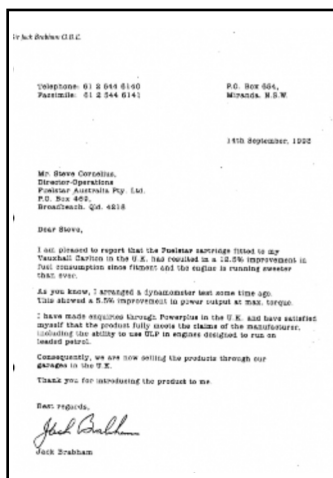
Comprehensive objective laboratory tests of the Fuelsaver fuel catalyst were carried out at **Soundwell College in Bristol** which at the time was an engine test centre in regular used by car makers including Jaguar and Honda. In both petrol and diesel test vehicles alike, significant power increases and emissions reductions were recorded and in many test conditions fuel savings reached double percentage figures. The test report, that was signed off by three highly qualified professional test engineers, concluded that the fuel catalyst: "should enable fleet operators and private motorists to significantly reduce their fuel bills while at the same time making a contribution to the environmental issues of our time".



Practical Motorist magazine (no connection with Practical Classics magazine as far we are aware) carried out exhaustive fuel catalyst tests using appropriate industry test equipment. Power output increased between 2% to 7% according to engine speed, whilst Carbon Monoxide emissions went down between 68% and 94%, unburned Hydrocarbons went down between 30% to 70%, and fuel consumption was reduced 6%.



Analysis of engine components was carried out at **Southampton University** to understand why 'leaded only' engines were not being harmed by use of unleaded petrol in vehicles to which the Powerplus fuel catalyst had been fitted, and important beneficial metallurgical changes were found in critical high-temperature combustion areas.



1960s three times Formula One Championship motor racing legend **Sir Jack Brabham OBE** evaluated the Powerplus fuel catalyst: "I arranged a dynamometer test some time ago. This showed a 5.5% improvement in power output... the product fully meets the claims of its manufacturer including the ability to use unleaded in engines designed to run in leaded petrol".



Performance motoring journalist Ian Kuah used dynamometer tests in order to evaluate claims made for fuel catalysts, and he found power output increased by 6% in 'leaded-only' in vehicles equipped with fuel catalysts when compared to previously on leaded fuel without fuel catalysts, with his test results being written up in various motoring publications including (left) *Performance Ford*.

After only a very short period of time, vast numbers of reports and articles had concluded that fuel catalysts were giving a range of valuable benefits. These included:

- The **Triumph Stag Owners Club** magazine evaluated the Powerplus fuel catalyst including internal inspections of leaded-only engines run on unleaded with Powerplus: "Carbon deposits were absolutely minimal. In fact the carbon could be rubbed off with finger pressure - - a lot like wiping the dust off your sideboard at home. At the (vehicle) owner's request we reassembled the cylinder head and refitted it to the engine without carrying out any reconditioning. The car has continued to rampage along the motorways of the south-west at high speed burning lead free petrol. All other vehicles treated including 4.2 litre Jaguars, MGB Midgets, MG Maestros, Alfa Romeos and others, are all giving improved performance on unleaded fuel with Powerplus than they had given previously on leaded fuel. We are convinced that Powerplus and products like it are the answer to the unleaded use problem with Stags and other classic marques".

The Powerplus fuel catalyst was then introduced to the Australian market where the consistently marked and positive UK results were repeated. For example:

- **Australian Micro Analytical Laboratories** used the technique of gas chromatography to evaluate fuel that had passed through a Powerplus in-line fuel catalyst unit and recorded beneficial chemical change (specifically an increased ratio of 'high boilers') to explain the absence of 'pinkings' when leaded only engines were run unleaded
- Then the Australian **Automobile Engineer** publication evaluated the Powerplus fuel catalyst and concluded it "removes accumulated carbon and assists in maintaining engines in a good state of tune, thus reducing toxic emissions, improving performance & prolonging engine life"
- Then the **Australian Jaguar owners** magazine tested the Powerplus fuel catalyst in Jaguar vehicles that had suffered extremely badly as a result of unleaded petrol and concluded that Powerplus was "a godsend... as if a magic wand had been waved".

These references are a mere fraction of those we still have on file resulting from use of fuel catalysts first in the UK and then in Australia from 1989 and the early 1990s when the products appeared destined to be used by everyone.

In addition, the references that we have were only a fraction of those that would doubtless have existed but were unknown to us due to the fragmented nature of the industry.

Furthermore, the references that we have mentioned were verifiable and the test and trial results were repeatable.

In addition, to the very best of our knowledge as individuals who were involved with fuel catalysts, there were never any suggestions of any downsides or disadvantages associated with their use.

Therefore, with an estimated 200,000 fuel catalyst products in highly beneficial use in the UK by 1990, there seemed no good reason either to us, or to the many others who knew about the products, why they would not soon be taken up by all the remaining 25,000,000 potential UK customers at the time, not to mention the countless millions more worldwide.

However, what we had overlooked was that the benefits of fuel catalysts to consumers and the environment could only be enjoyed at direct and colossal detriment to the profits of two of the world's most powerful industries.

Both oil and motor profits were threatened by prospective universal use of fuel catalysts

In all our first-hand experiences the benefits of fuel catalysts to consumers and the environment were of highly significant value and were achieved with exceptional degrees of reliability.

From the viewpoint of 'big oil and motor' profits however, the impacts of everyone using the products would have been:



Reduced demand for petrol, diesel, and all other hydrocarbon fuels

Exactly what the fuel savings are in each case varies according to the type of engine, and how it is used, and a host of other variables.

Whilst in some cases savings have been small, there have been many others in which they have been very substantial. In any event, when averaged out, they have been more than sufficient to drive very large holes in oil company sales and profits.



No demand at all either for most liquid fuel additives or for premium grades of fuel

From lead replacement additives through to octane boosters, fuel injector cleaners, diesel 'fuel bug' treatments, upper cylinder lubricants, anti-gelling agents, and others, the market for liquid fuel additives is large and lucrative.

But liquid additives need constant replenishment with correct dosing, mixing, and storage, and they often contain poisonous chemicals which introduces the possibility of additional toxic exhaust emissions.

By contrast fuel catalysts perform the functions of almost all liquid additives but they only need fitting once and have none of the disadvantages, and this means that from a customer's viewpoint they are vastly superior.

In turn this has meant that fuel catalysts have posed existential threats to companies making and selling liquid additives.

And, furthermore, people using fuel catalysts find that their engines run as well or better on cheapest supermarket fuels as they do with the most expensive fuels on sale on oil company forecourts, giving oil companies still further incentive to discourage their use.



Reduced / eliminated demand for various engine and exhaust system components

When unleaded petrol appeared in the late 1980s a lucrative new market was created for expensive replacement cylinder heads that would allow older 'leaded only' engines to be able to use unleaded.

But fuel catalysts were a far more advantageous unleaded 'conversion' remedy, and cost a fraction of the price, and this meant that the demand for replacement cylinder heads would have been wiped out instantly if fuel catalysts had been allowed to succeed.

Another benefit of fuel catalysts is that by reducing abrasive carbon deposits they make for a longer service life for spark plugs, fuel injectors, diesel particulate filters, catalytic converters, and other costly components besides.

But this affects the after-sales profits of motor manufacturers and gives them clear incentives to discourage use of fuel catalysts.



When vehicles last longer demand for new vehicles is affected

At one time large numbers of vehicles were scrapped purely because they couldn't use unleaded petrol. And, ever since then, the ability of fuel catalysts to extend the longevity of many engine and exhaust system components stood to have encouraged people to defer new vehicle purchase decisions.

For the above reasons and others, the potential effects of prospective universal use of fuel catalysts on oil and motor profits were colossal, quite beyond ordinary imagination.

And this is the only plausible explanation we have ever been able to think of for the devastating establishment disinformation campaigns against the products that were to come next.

With both oil and motor profits at risk, famous UK establishment organisations conducted devastating disinformation campaigns against fuel catalysts, and thereby managed to persuade most people not to use them.

And as shall be shown, the most prominent, damaging, and dishonest of the organisations involved was the all-powerful ***Automobile Association (AA)*** which now has no plausible defence against allegations that:

- It long ago deliberately lied to people in order to cause them to reject fuel catalysts on false grounds, and that by so doing it has denied valuable financial benefits to generations of motorists (including its own paying members) in addition to blocking an opportunity for cleaner air for everyone
- And that the only beneficiaries of the UK establishment dishonesty, and in particular the AA's dishonesty, have been special interest groups in both the oil and motor industries that have been protected from colossal profit reductions that they would have suffered if people had not been duped into rejecting fuel catalysts.

As shall also be shown, there were also many other famous and trusted UK organisations apart from the AA that engaged in suppression of knowledge and use of fuel catalysts.



The unfettered deceit and dishonesty of the Automobile Association when suppressing knowledge and use of fuel catalysts

No single organisation did more to persuade people to reject fuel catalysts than the AA in its position as the UK's most trusted organisation for giving expert impartial advice about technical motoring matters.

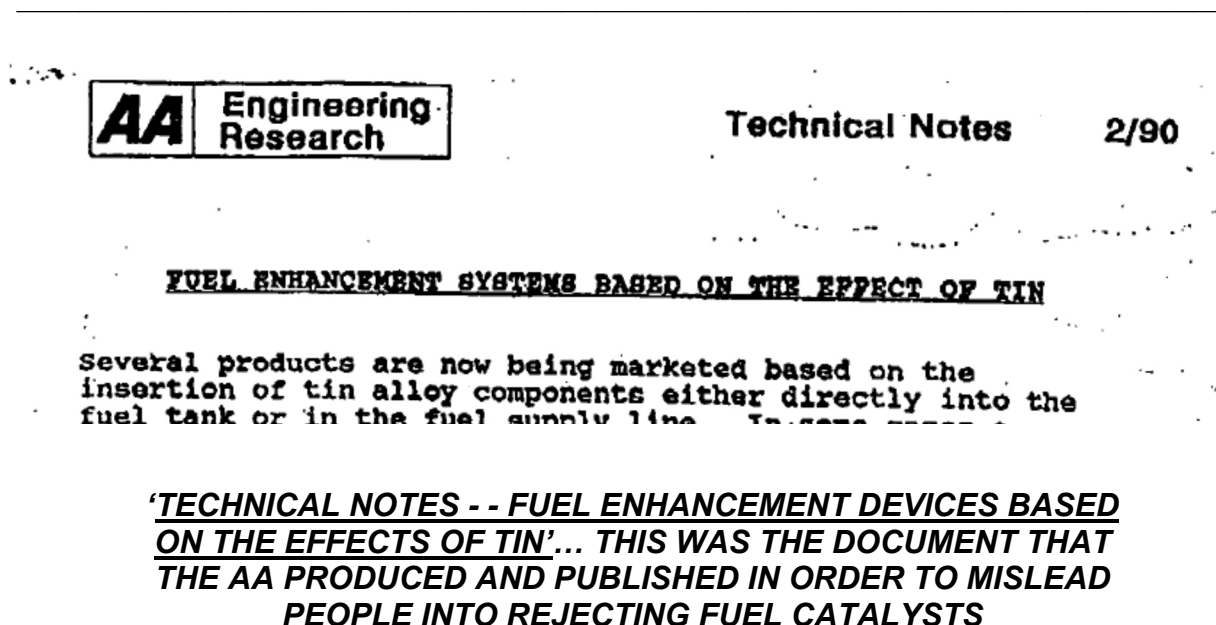
Not least, at the height of UK public interest in fuel catalysts, the AA was inundated with phone calls from people seeking reassurance that the wonderful reports they had been hearing about the products were actually true, and asking if they should use them. And in order to handle these calls the AA employed dedicated staff to tell people emphatically that fuel catalysts did not work and must not be used.

The AA's technical advice was written up in an official document that it produced and published to the press, and to the public including its own paying members, as well to overseas motoring organisations.

The AA document, which was titled 'Technical Notes - Fuel Enhancement Devices Based on The Effects of Tin', was presented as well researched information that was based on genuine test work, and it gave what appeared to have been utterly convincing impressions that fuel catalysts had no value and must be avoided.

Given the AA's mighty reputation for expertise and integrity, the damage caused by this document was beyond catastrophic for fuel catalyst devices.

But **research yielded irrefutable evidence that the AA document (header below) had in truth been a cynical and corrupt corporate lie.**



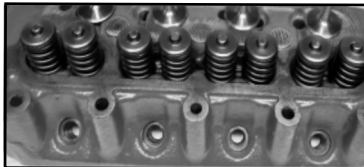
One example of a lie that the AA told involved a faked test by Rover:

As arguably the most convincing item of test work that the AA quoted in order to persuade people not to use fuel catalysts, it told readers of its Technical Notes that: *“as a result of test work, Rover warned against use of lead substitute products”* (meaning fuel catalysts exclusively).

Needless to say this statement alone was bound to deter people from considering fuel catalysts further. However the AA was being misleading and deceitful, as follows:



More than any other make, cars made by ROVER (such as the Mini on the left) needed leaded four-star petrol and were unable to use unleaded, and this caused major problems and extra expense to people who owned them.



Therefore, in order to solve the problem for its customers, Rover had manufactured stockpiles of replacement cylinder heads (left) and it was planning to sell them via its network of official Rover dealerships at a cost of £300 to £500 each.

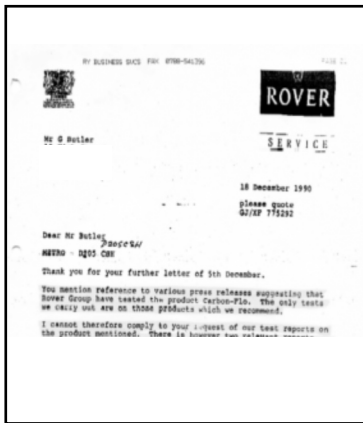
Save Money & Soothe your conscience
At the same time...
your car can now run on lead free fuel

The Conversion to lead all Converters
—CARBONFLO—
We can convert your car irrespective of make or model - to run safely on unleaded fuel. A mere one-off application of Carbonflo has a functional life of over 200,000 miles, making it a one-off investment for a car owner.

—CARBONFLO—
THE ANSWER TO:
UNLEADED PETROL
FUEL ECONOMY
ENGINE LIFE
EXHAUST POLLUTION
MAINTENANCE COSTS

SPECIAL INTRODUCTORY OFFER £75
For cars up to 1000cc + VAT
includes fitting

All these used cars can be converted to run on Lead FREE Fuel	
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However, after the damage to Carbonflo and other fuel catalysts was done and which was never undone, people wrote to Rover asking for details of its tests, and received replies such as this pic. (left) which revealed that there had been no test of Carbonflo by Rover or, in other words, that Rover's claims of test work had been outright corporate lies to protect sales of its replacement cylinder heads. This particular letter said: "You mention various press releases suggesting that Rover Group have tested the product Carbonflo. The only tests we carry out are on products we recommend. I cannot therefore comply to your request..."

There were also other letters by Rover executives that were similar to the above example, and as time passed it became crystal clear that Rover's claims of having tested Carbonflo had been outright lies presumably to silence the threat that the product posed to sales of its expensive replacement cylinder heads.

Hence the most important and influential cornerstone of the official AA document had been a repeat of Rover's outright lies.

The AA then further misled people with another quoted test that did take place, but it had been cynically rigged

The AA also told readers of its Technical Notes that "*What Car? (magazine) reported valve seat damage after a test of Powerplus (the Powerplus fuel catalyst) involving high speed running*". Needless to say, this also further deterred people from considering fuel catalysts.

But although this test did take place it had been cynically rigged, as follows:

- In 1990 What Car? began a test of the Powerplus fuel catalyst in order to evaluate its ability to allow unleaded running in a Rover Metro car that was otherwise unable to use unleaded petrol. Then, if after 12,000 miles the car was still running as it would have done on leaded fuel, What Car? would tell its readers that Powerplus truly was the answer to the expensive unleaded problems that millions of car owners were faced with.
- Moreover, throughout the agreed test What Car? reported that Powerplus was giving perfect results. For example, it stated that the supposedly 'leaded-only' engine that was being run on unleaded with Powerplus, was producing more power than would normally have been expected with leaded petrol: "As for power, our car delivers a maximum of 42bhp at the wheels which, once you allow for losses through the transmission, equates to a true 66bhp. According to Rover, the engine should deliver only 63bhp."
- But What Car? then allowed a company called *Ocelli Engineering Ltd.*, which had a direct and very large commercial interest in suppressing knowledge and use of fuel catalysts, to sabotage the test in order to produce a false negative result.



Left, a *What Car?* article about its test of the Powerplus fuel catalyst prior to the rigging of its test. The article described in detail how the car that shouldn't have been able to use unleaded fuel at all was in fact doing so with increased power even when compared to using leaded fuel, and that it was withstanding brutal treatment it was never designed to cope with, and all thanks to the fuel catalyst.

- As with Rover, Oselli was making and selling expensive replacement cylinder heads to allow unleaded running in leaded only engines, but nobody who used Powerplus or any other fuel catalyst would have needed the Oselli products.
- The first thing Oselli did was to take the test car that was fitted with the Powerplus fuel catalyst to the Millbrook motor industry proving ground for a four hour flat-out speed trial at over 90 mph that the car was never designed to withstand.
- Even so, thanks to Powerplus, the Metro withstood the speed trial perfectly according to *What Car?* itself, which stated in its article (as per the pic. above): "we took the Metro to Millbrook where its performance proved well up to scratch, and where we pounded it round the high speed bowl at over 90 mph for four hours. That's when the valves should suffer... but there was no sign of trouble at all... and the Metro's engine is running as sweetly as ever" and "back with its owner, the Metro has been running on 95 octane (unleaded) with no sign of pinking, despite its ignition timing being set for the standard (leaded petrol) value".
- Therefore, not only had the original test been passed, but in addition the test car had withstood deliberate wanton abuse that it was never designed to cope with. These findings would have been impossible without the fuel catalyst.
- However, if *What Car?* had then recommended Powerplus as it had originally agreed that it would, Oselli would not have been able to sell its expensive replacement cylinder heads.
- The next development was that Oselli took the test car back to Millbrook circuit for a five hour flat-out speed trial at over 90 mph on unleaded petrol after which Oselli claimed there had been engine damage, but it refused to permit appropriate independent verification.

We do not know how much money Oselli eventually made from sales of its replacement cylinder heads. But it would surely have been very large sums indeed, whereas it would have made no money whatsoever from its replacement cylinder heads had it not been for its rigging of the *What Car?* test of Powerplus, and had it not also been for everything else

that the UK establishment did to mislead the public into wrongly believing that fuel catalysts did not allow leaded only petrol engines to run on unleaded fuel, when in reality they did.

In any event, the What Car? episode meant that a test that the AA had used in order to persuade the UK public to reject fuel catalysts had been no more than malicious industrial sabotage.

Next the AA further misled people with another test that had very close similarities to the cynically rigged What Car? test

The AA also told readers of its official technical document that *"the magazine 'Practical Classics' found severe engine damage after a short period of use with Carbonflo"*.

Once again this was certain to deter people from considering fuel catalysts further. In reality, the Practical Classics test was little (if any) different from the cynically rigged What Car? test, as follows:



Amid intense public interest in the Carbonflo fuel catalyst, Practical Classics began testing the product in a Morris 1800 that was designed for leaded petrol only, and which could never have withstood the ravages of unleaded petrol.

And not only (as seen on page 17) did Practical Classics report perfect engine performance in its test; it also referred to Carbonflo as being “the perfect answer to classic car owners prayers”. Next, and exactly as with What Car?, Practical Classics did everything possible in order to convince its readers that its original outstandingly positive article was all a terrible mistake, and that Carbonflo hadn't worked after all.

Practical Classics...



Where the Practical Classics test differed from the What Car? test was that, instead of What Car?'s involvement with Oselli Engineering Limited that was selling engine components that nobody would have wanted if the truth about fuel catalysts had not been suppressed, Practical Classics became involved with an oil company.

What actually happened was that Practical Classics became sponsored (i.e. paid) by the Castrol oil company which was making a lead replacement fuel additive called 'Valvemaster' that nobody would have wanted if the truth about fuel catalysts had not been suppressed. The photograph on the left is from a page of Practical Classics overtly showing its sponsorship by Castrol.



This is the Castrol product called Valvemaster which is a lead replacement additive that Castrol would never have been able to sell had it not been for the false reporting by Practical Classics, and had it not also been for everything else that was done by the UK establishment to mislead the public into wrongly believing fuel catalysts did not allow leaded only petrol engines to run on unleaded fuel.

It can also safely be said that from a classic car owner viewpoint Valvemaster was a massively inferior product when compared to a fuel catalyst, being as it offered none of the fuel catalyst benefits such as improved performance and economy, whilst also needing constant replenishment, and all with the possibility of introducing additional poisonous emissions into the atmosphere.

Hence this cornerstone of the official AA document, that directly and indirectly persuaded generations of the motoring public to reject fuel catalysts, had at best been utterly without scientific merit, and at worst had been a mirror-image of the sabotaged What Car? test.

Practical Classics also misled classic car owners into rejecting fuel catalysts in further ways besides.

For example it once told its readers that Rover had tested Carbonflo using three leaded only Metros, and that *"it was intended (by Rover) to cover 5,000 miles in each car but, after just 1,000 miles, serious valve seat recession was found"*. However, this was an outright lie, because as shown on pages 28 and 29, Rover executives eventually admitted that Rover had not tested a fuel catalyst, and this was typical of Practical Classics' dishonesty throughout its many years of false reporting against fuel catalysts to the direct and extremely large detriment of readers of Practical Classics.

Castrol to launch lead substitute

CASTROL are planning to launch a lead substitute fuel additive in the UK as part of their Castrol Classic Oils range. Castrol TBE fuel additive has been available for two years in Austria, where there is a total ban on leaded fuel. It is designed to



AA refuse to endorse tin-based fuel catalyst

DESPITE continued pressure from the distributors, The Automobile Association refuses to endorse the tin-based Broquet fuel catalyst.

further examination of devices that use tin pellets and/or magnets and claim to improve fuel consumption, lower exhaust emissions and allow 'leaded

THE AA & PRACTICAL CLASSICS 'ON THE SAME PAGE'

ABOVE: From page 28 of Practical Classics magazine September 1997 edition. This speaks for itself, with the AA and Practical Classics side by side ushering in a new era of lucrative lead replacement fuel additives, whilst at the same time misleading their trusting audiences into rejecting fuel catalysts that not only served as a wonderful lead replacement but also saved fuel and cut harmful exhaust emissions

More examples of how the AA deceived press and public

The AA also claimed in its official Technical Notes document that it had itself carried out two tests of fuel catalysts but had found no benefit.

Contrary to all proper standards of the scientific world however these alleged AA tests were never published.

Furthermore, because the AA's claimed tests were never published, and because to the best of our knowledge all objective tests of fuel catalysts that actually had been carried out and had been published had shown benefits, and because of the AA's unfettered dishonesty in general, it always seemed to us perfectly fair and reasonable to allege that these two claimed AA tests had also either been rigged, or had never taken place at all.

Connecting the variously unpublished, rigged, and faked tests by Rover, Practical Classics and the AA - - SHELL UK OIL

Could the AA really have based its official technical document on rigged and non-existent test work by unfortunate accident, or because of incompetence? Or, might it have been paid by oil and motor companies as part of an organised conspiracy to suppress knowledge and use of fuel catalysts?

We do not know for certain, but our research yielded one document in particular that appeared to us as indication that conspiracy was the most likely explanation.

This document was a copy (on the following page) of an internal memo by Shell UK Oil for its independent petrol stations that were already selling, or were planning to sell, Carbonflo and / or Powerplus fuel catalyst products from their forecourts.

In its memo Shell "did not recommend" to its retailers that they should become agents for the Carbonflo or Powerplus fuel catalysts, on the stated grounds that the AA, Austin Rover, and Practical Classics magazine had advised against use of the products because of tests they had carried out.

But Shell did not mention the unscientific and dubious nature of the Practical Classics test, or that the claimed Rover test had never taken place, or that there was no evidence that the claimed AA tests had taken place either. Shell also failed to mention in its memo the devastating negative impacts on its profits that would have ensued if its retailers were to sell fuel catalysts.

Still less did Shell mention the vast database of verifiable reports concluding that fuel catalysts were beneficial.

In addition, an article that was published in Practical Classics appeared to have been written by the same person who had written the Shell UK Oil memo. This was because Shell's memo advised that *"the Sale of Goods act states that it is the seller's responsibility and not the manufacturer's, to sort out problems with (and caused by) defective goods"*, whilst Practical Classics told anyone in the trade who was thinking of selling the Carbonflo

or Powerplus fuel catalysts: *"don't forget the Sale of Goods Act which states that it's the seller's responsibility, not the manufacturer's, to sort out problems with (and caused by) defective goods"*.

And, furthermore, an article that was published in Practical Classics appeared to have been written by the same person who had written the Shell UK Oil memo. This was because Shell's memo advised that *"the Sale of Goods act states that it is the seller's responsibility and not the manufacturer's, to sort out problems with (and caused by) defective goods"*, whilst Practical Classics told anyone in the trade who was thinking of selling the Carbonflo or Powerplus fuel catalysts: *"don't forget the Sale of Goods Act which states that it's the seller's responsibility, not the manufacturer's, to sort out problems with (and caused by) defective goods"*.

Aside from these statements having been blatant and clearly intentional smear and disinformation against fuel catalyst products, we found it very hard to believe that the almost identical wording appearing in both the Shell memo and in Practical Classics magazine would have happened by coincidence.

But above all it is certain that quoted tests that the entire AA-led establishment crusade against fuel catalysts was founded upon had been suspiciously secretive at best, through to blatant lies and deceptions, and all this whilst doggedly ignoring an extensive database of verifiable and repeatable tests and trials demonstrating valuable fuel catalyst benefits.

Proprietary Branded Fuel Additives

Shell U.K. Oil do not recommend the addition of proprietary branded additives to either Shell Fuels or Shell Lubricants.

Adding unknown additives could possibly interfere with the additive package we have already blended into the product.

In particular Shell U.K. Oil does not recommend the use of either 'Carbonflo' or 'Powerplus'. These are basically the same product but utilised in slightly different ways. Tests on these products have been carried out by the AA, Austin Rover and the Practical Classics Magazine. The AA found nothing to support the claims of 'Carbonflo' or 'Powerplus' whilst the tests carried out by Austin Rover and Practical Classics (reported in the January and May editions of the magazine) resulted in severe damage to the engines being tested. The tests were performed to investigate the claim that use of the product would enable a car without hardened exhaust valve seats to run on unleaded petrol. In conclusion, the AA, Austin Rover and the Practical Classics Magazine advise against their use.

Based on these recommendations we would advise Retailers against becoming agents for either of these products and would remind them that the Sale of Goods Act states that it is the seller's responsibility and not the manufacturer's, to sort out problems with (and caused by) defective goods.

Any enquiries on this subject to:

Left: the SHELL memo advising its retailers against selling fuel catalyst products because of unpublished / rigged / faked tests by Rover, the AA, and Practical Classics.

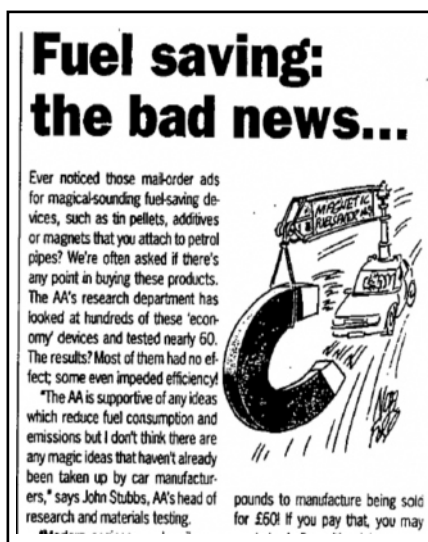
Below: extract from Practical Classics editorial that was virtually word-for-word the same as the bottom paragraph of the Shell memo.

recognised and independent test bodies.

Incidentally if you're in the trade and considering becoming an agent don't forget the Sale of Goods Act which states that it's ultimately the seller's responsibility, not the manufacturer's, to sort out problems with (and caused by) defective goods!

More examples of how the AA misled people into rejecting fuel catalysts

'To give a false impression' is one definition of the word 'lie' and the AA gave many false impressions when campaigning against use of fuel catalysts.



For example in an article (left) in its own member magazine about fuel catalysts the AA said its "research department has looked at hundreds of economy devices and tested 'nearly 60'" and none had worked.

Likewise the Consumers Association published an article in its prestigious Which Magazine? publication in which the AA said it had tested "many of these products but doesn't recommend any".

But we can be certain that the maximum number of fuel catalyst devices tested by the AA was not 'nearly 60' or 'many' but just two at the very most, or they would have been cited in the official AA technical document.

And, as previously outlined, there were ample grounds for suspecting that even the two tests that the AA claimed in its official document to have carried out would have been rigged or faked.

Similarly, in its conclusion to its official Technical Notes document, the AA said it "would welcome wholeheartedly any product giving an effective, viable solution to the problems of toxic emissions and to improving fuel economy".

But when we saw this we could only wonder what on earth the AA might have done if it had not wanted there to be such a product.

In any event, and as with other famous establishment organisations involved with suppressing knowledge and use of fuel catalysts, the AA continued unabated with persuading people not to use the products, and it did so in the full and certain knowledge that its public advice on the topic had all along been dishonest and deceitful, and that the only possible winners from its misleading activities could have been special interest groups in the oil and motor industries.

The AA was then joined in its campaign of deceit by other famous and trusted UK organisations, for example Which? magazine, the prestigious publication of the Consumers Association

Consumers' Association
Publishers of **WHICH?**



Despite everything that the AA, Rover, Practical Classics, and What Car? had done to suppress knowledge and use of fuel catalysts there was still a lot of public interest in the products in the UK.

However, this interest was further dampened in September 1994 when the trusted and revered Which? magazine added to the establishment's anti-fuel catalyst crusade by publishing an article that was similarly deceitful to the statements made by the AA, and needless to say it was also extremely damaging.



Left: the Which? magazine article about fuel catalysts that further dampened UK public interest in the products by means of misleading and false reporting similar to that by the AA

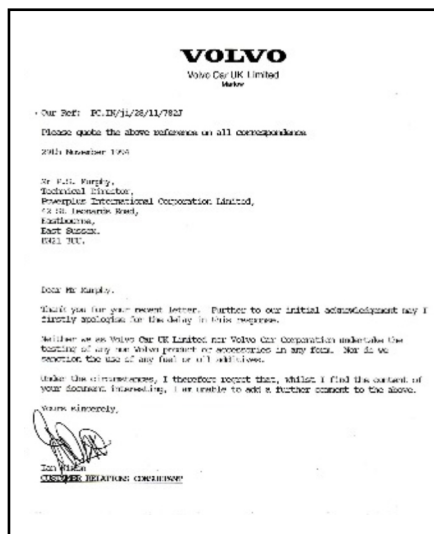
One example of a lie that the Consumers Association told

One way in which Which? magazine deceived people was by telling its readers that Volvo had said it had *"tested one of these devices and on a car with a carburetor engine it caused rough running and made no difference to the power output or economy"*. Which? then went on to state that Volvo reported that on a fuel-injected car *"there were no adverse or beneficial effects"*. Which? also said that Volvo had stated: *"Our advice is not to waste money on such a device"*.

Needless to say this was also bound to have deterred people from considering fuel catalysts further, but after the Which? article was published Peter Murphy (co-author of

this special report) contacted Volvo and asked for details of its test work. And, in its reply, Volvo flatly denied that it had carried out any such tests.

It was therefore safe to conclude that the statements made by the Consumers Association with regard to Volvo had been direct and unambiguous lies.



When asked for details of the tests of fuel catalysts that Which? said it had carried out and had shown the products to be useless, Volvo replied: "Neither we as Volvo Car UK Limited nor Volvo Car Corporation undertake the testing of any non-Volvo product or accessories in any form". This has been the policy of all motor manufacturers, and it is certain that the Which? magazine statements that Volvo had tested a fuel catalyst only to have found it useless had been completely false and dishonest.

Another Consumers Association lie

In its article about fuel catalysts Which? stated "the only supporters of the devices are the makers of them" and once again this was also bound to have deterred people from considering fuel catalysts any further.

But as with the AA the Consumers Association would also certainly have known that fuel catalysts were being used and very highly rated by UK police forces, ambulance services and local authority fleets among innumerable others, and that objective laboratory tests had concluded that the products were beneficial.

Therefore, by making this statement, the Consumers Association had again deceived its trusting readers.

Yet another Consumers Association lie

Which? magazine also quoted the AA as saying said it had tested "many" fuel catalysts but none of them had worked.

But as seen the maximum number of tests by the AA was two, and even these were never published and would also have been unscientific and / or rigged and / or never carried out at all.

Therefore by making this statement the Consumers Association had once again deceived its readers.

Yet another Consumers Association lie

Which? Magazine also stated that "tests commissioned by the Trading Standards department disproved these claims" (of reduced emissions and fuel consumption).

But this statement was another outright lie by Which? magazine because neither Trading Standards, nor anyone else, has ever conducted tests that have disproved the claims made for the products.

There were also additional ways in which the Consumers Association materially misled people in its article, and an important example was a statement it made that "The Advertising Standards Authority has upheld 14 complaints about the claims made for fuel-saving devices in recent years. In all the cases the advertisers were judged to have failed to supply details of testing which were adequate to substantiate claims made".

However, whilst it is true that the ASA had upheld complaints, Which? failed to mention that the ASA had only been able to do so by creating and implementing special rules that ensured the products could realistically never be advertised.

The ADVERTISING STANDARDS AUTHORITY (ASA) assisted the suppression of knowledge and use of fuel catalysts by creating special rules that not only ensured that the products could not be advertised, but also meant that attempts to advertise them would result in false adverse publicity



The ASA purports to protect UK consumers from exploitation by ensuring that advertising is "legal, decent, honest and truthful".

But for decades it has contributed to the UK establishment disinformation campaigns that have persuaded the UK public to reject fuel catalysts on false grounds.

The ASA's involvement in the case began with so-called 'adjudications' that it made against companies advertising fuel catalysts on the claimed grounds that their products were 'unproven'. And its 'adjudications' were then eagerly seized upon by publications such as Practical Classics and Which? magazines and used as evidence that fuel catalysts did not work and must be avoided.

However, the like of Practical Classics and Which? magazines were again deceiving people because they never mentioned that the ASA's Committee for Advertising Practice (CAP) had created special rules that inevitably led to censorship of truth.

For example, although vague and non-committal, the special rules meant that to avoid negative ASA 'adjudications':

- Advertisers of fuel catalysts would need to have had formal emissions tests carried out on every single individual make and model of vehicle on the road

- Advertisers of fuel catalysts would need to have had formal fuel consumption tests carried out on every single individual make and model of vehicle on the road
- Advertisers of fuel catalysts would need to have had formal 'carbon deposit removal' tests carried out on every single individual make and model of vehicle on the road
- And so on.

In addition the ASA's special rules required:

- That tests of fuel catalysts would have needed to have been conducted to appropriate official test procedures, with the problem being that no such procedures have ever existed
- That tests would have needed to be carried out by motor industry test houses that would have refused to have tested fuel catalysts anyway because they only test products that are made and sold by oil and motor companies.

Furthermore the ASA would surely have known that tests on each individual make and model of vehicle would have been inappropriate and unnecessary because fuel catalysts treat fuel and are not engine specific.

The ASA would also surely have known that such tests would have been impossibly expensive, to the tune of millions or even tens of millions of pounds.

In addition, in the hypothetical situation in which carrying out the tests had somehow been possible, the ASA could (and in consideration of its overall attitudes would) have deployed its secretive behind-closed-doors adjudication system to have blocked advertising of fuel catalysts however impressive the test results might have been.

Opposite to being engaged with consumer protection, the ASA (CAP) guidelines for would-be advertisers of fuel catalysts were as if purpose-designed A) to ensure that the products could realistically never be advertised, and B) to provide the likes of Which? and Practical Classics magazines with baseless yet convincing-looking ammunition with which to manipulate the public into rejecting the products.



Left: the ASA's (CAP) special rules for fuel catalysts that ensured that any advertising of the products would result in negative 'adjudications' against them.

Below: How ASA 'adjudications' were exploited by Practical Classics magazine as convincing-looking evidence that fuel catalysts didn't work, with its readers unaware that the adjudications were the result of restrictive trade practices under a false guise of consumer protection.



Even the Office of Fair Trading (OFT) point-blank lied



UK establishment lies and disinformation against fuel catalysts even extended to a press release issued by the OFT (since disbanded) that was supposed to have been 'responsible for protecting consumer interests throughout the UK'.

The OFT press release was about a fuel catalyst company that had refused to obey ASA instructions to cease advertising its products.

In the OFT press release its Director General, John Vickers, stated that "The OFT will continue to work hard with the ASA and trading standards departments to stamp put misleading advertising".

In addition, the stated grounds for the OFT press release was that "tests by the Royal Automobile Club (RAC) had showed that the (fuel catalyst) pellets did not do what the company claimed".

When asked for the RAC's test report however, the OFT admitted that there had been no test by the RAC. Or, in other words, the OFT admitted that its press release had been yet another direct and unambiguous lie by UK 'powers-that-be' in their evident determination at any cost to persuade people not to use fuel catalysts, regardless of evidence of consumer and public health benefits that were easily available.

PN 42/00

24 October 2000

Misleading fuel claims stopped

The supplier of a fuel additive for cars has agreed, after OFT action, not to make misleading claims about its effectiveness.

Clockwork Orange Limited, based in London, has given written assurances to the Director General of Fair Trading, John Vickers, that it will stop producing misleading adverts for a product called Fuel Cat.

Fuel Cat, a catalyst of tin alloy pellets designed to be placed in either the fuel tank or fuel line of any vehicle, was said to save fuel, reduce exhaust pollution, improve performance and lower maintenance costs.

Adverts also claimed that it would enable unleaded fuel to be used in cars designed for leaded fuel and that there were many thousands of satisfied users.

Clockwork Orange was unable to prove the claims and tests [see amendment] by the Royal Automobile Club (RAC) showed that the pellets did not do what the company claimed.

Assurances were sought after Clockwork Orange was referred to the OFT by the Advertising Standards Authority (ASA). The ASA had already upheld complaints against the company after adverts were placed in specialist car magazines, in leaflets distributed at classic car exhibitions and on the company's Internet site.

Mr Vickers said:

'False claims made for products deceive and harm consumers. The OFT will continue to work hard with the ASA and trading standards departments to stamp out misleading adverts.'

Left: The press release in which the OFT stated that tests by the RAC had shown a fuel catalyst did not work. But when asked for details of the RAC tests the OFT admitted both in correspondence and in a revised press release that no RAC tests had ever taken place. Or, in other words, the OFT had lied.

The DEPARTMENT FOR TRANSPORT (DfT) did not exactly lie, but it aligned itself with the AA that did, whilst at the same time working with oil and motor industry lobby groups which had colossal financial reasons for wanting people not to use fuel catalysts

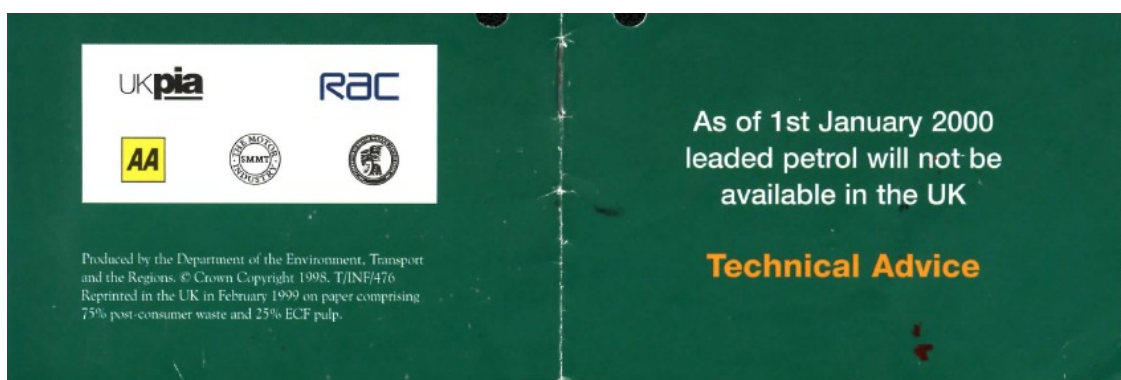


The DfT (which was then known as 'DETR') was another institution that also made public statements about fuel catalysts.

Unlike the public statements by the AA and other UK organisations as previously outlined, the DfT statements did not contain outright falsehoods against fuel catalysts, but instead carefully worded 'lawyer speak' that had a similar effect with regard to further damping down interest that many UK people still had in the products.

For example the picture below is the footer from a DfT technical advice leaflet that led people to believe that that fuel catalysts did not allow leaded only engines to use unleaded fuel, when in practice they always did.

Furthermore, it can be seen that the DfT leaflet was issued in conjunction with the oil industry lobby organisation known as the *UK Petroleum Industry Association* (UKPIA), and the motor industry lobby organisation known as the *Society of Motor Manufacturers and Traders* (SMMT) and, unsurprisingly (to us), the AA. All of these organisations would surely have known that the DfT leaflet would have misled people into rejecting fuel catalyst products that they would otherwise have benefited from enormously, albeit at colossal cost in terms of lost profits to special interest groups in the oil and motor industries.



... from the rear of a technical advice leaflet issued by the DfT (then DETR in partnership with the Society of Motor Manufacturers and Traders (SMMT), and the United Kingdom Petroleum Industry Association (UKPIA), and the AA. The leaflet was about how motorists could run leaded only petrol engines on unleaded fuel but use of fuel catalysts was not recommended, despite an enormous database of repeatable tests and trials that they were the dream answer to the problem

The BRITISH STANDARDS INSTITUTION (BSi) could easily have put a stop to the disinformation campaigns but instead allowed them to continue



The supposed role of the BSi is to establish formal legally binding standards against which products of all kinds can be evaluated.

As such, if fuel catalysts had been successfully tested to a suitable BSi standard, the AA-led disinformation campaigns against them could no longer have been implemented, because a BSi test would have overridden any other test and put an end to all debate and discussion, leaving the establishment with no option other than to acknowledge the effectiveness and value of the products.

What actually happened was that the relevant BSi committee (known as MCE/22, which included oil and motor industry groups with enormous vested interests in knowledge and use of fuel catalysts being suppressed) worked alongside the AA and the Consumers Association and the Department for Transport in refusing to specify appropriate test standards and procedures for the products.

And it was this state of affairs that enabled the AA and other establishment organisations involved in the case to carry on using variously unpublished / rigged / faked tests in order to continue misleading the UK public into rejecting fuel catalysts.

Standard slips as BSI fails

Members of the BSI committee involved in discussion on the Standard include representatives from oil, petrol and chemical industries, AA, RAC, Freight Transport Association, Society of Motor Manufacturers & Traders and officials from the DETR, DTI and Ministry of Defence.

(Left) Headline and paragraph from an article in 'Classic' magazine bemoaning that the BSi, with its relevant committee including representatives from the oil industry working alongside the AA, SMMT, DETR etc., had failed consumers by refusing to specify test standards for products such as fuel catalysts. And to our minds it seems only fair to suggest that BSi did not set standards because it knew that doing this would lead to official endorsement of fuel catalysts and, in turn, admission by the UK establishment organisations involved in the case that every single allegation that we are making against them in this special report is true and justified

UK establishment organisations involved in suppressing knowledge and use of fuel catalysts also included the Federation of Historic British Vehicle Clubs (FHBVC), and the Motor Industry Research Association (MIRA), and others including Channel 5's 'Fifth Gear' program in more recent years.

As time passed it became hard to avoid the conclusion that the entire UK so-called consumer protection system had been manipulated in order to protect big business profits regardless of cost to consumers and public health.

The effects of the UK establishment disinformation campaigns were also felt in many places overseas.

For example the AA sent its misleading and deceitful 'Technical Notes' document to equivalent organisations in Europe and by so doing sowed the seeds for suppression of knowledge and use of fuel catalysts well beyond the UK, and this is another reason why take-up of the products has been at a fraction of the level that would otherwise have been the case.

But although the UK establishment almost 'killed off' knowledge and use of fuel catalysts it did not entirely succeed, which has meant that evidence of the value of the products has continued to accumulate.

Despite knowledge and use of fuel catalysts having been kept to a minimum yet more evidence has accrued to show that they always were, and still remain, beneficial

We find it hard to imagine what more the UK establishment could possibly have done to stop people using fuel catalysts.

Yet despite the problems, additional products that are to all intents and purposes copies of Henry Broquet's World War 2 Carbonflo fuel catalyst invention are these days benefiting hundreds of thousands if not millions of users around the world even including United States armed forces, and umpteen objective tests having concluded that claims made for the products are justified.

Hence we see the evolution of more tests and trials than ever before that fuel catalysts always were, and still remain, beneficial.

One additional fuel catalyst product that to all intents and purposes is a copy of Henry Broquet's WW2 invention, albeit with slight variations, is the *Fitch Fuel Catalyst* in the United States.

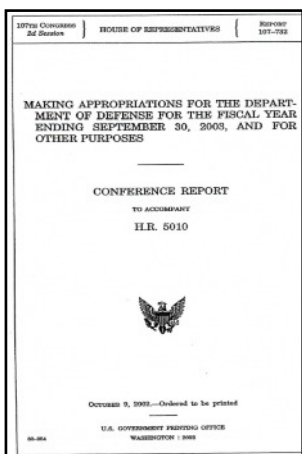
Whilst we have no connection with Fitch we have no reason to doubt claims on its website such as:

- That their products "are used on hundreds of thousands of applications. Customers include many Fortune 500 companies, the US Navy and Air Force, National Guard, and many municipal and state agencies. In the New York City heating market alone APSI's technology (i.e. the Fitch catalyst) is installed in over 1,000 schools and large commercial and residential buildings".
- And that thanks to research that "was, in part, funded by a grant from the United States Department of Energy" and "using Dart Mass spectrometry, Dr. Steven Suib and members of the Suib Research Group at the University of Connecticut were able to identify four positive molecular changes the Fitch Fuel Catalyst induced in treated fuels".

In addition to the Fitch fuel catalyst there are also other overseas manufacturers of fuel catalyst products that are similar versions of Henry Broquet's WW2 fuel catalyst invention and, even though the UK establishment prevented UK fuel catalyst manufacturers from succeeding in the UK, some achieved success in overseas markets.

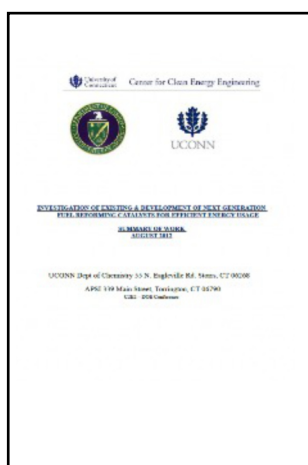
Because of this background there is now an enormous database of anecdotal evidence concluding that fuel catalysts are beneficial, whilst additional published objective tests have also highlighted consumer and public health benefits.

On the following pages we cite just a few examples of the references that have appeared:



Fuel catalysts in use by the United States military

United States House of Representatives document confirms \$4m allocated for purchase of fuel catalysts for United States Navy marine vessels in 2003, and our understanding is that since that time US armed forces have adopted the products far more widely. In addition, H.R.4546 The National Defense Authorisation Act FY 2003 House Military appropriations document stated: "Given the magnitude of potential fuel savings and emissions reductions the committee urges the Secretary of Defense to take immediate steps for the application of this new technology as soon as practicable". However it is unlikely that the document authors would have realised that the "new" technology they were referring to was fundamentally Henry Broquet's UK fuel catalyst invention dating back to World War Two Russia.



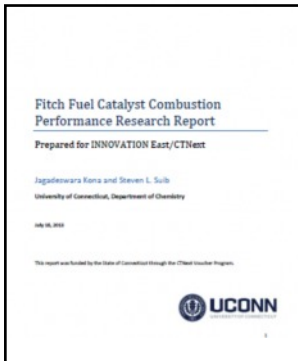
Tests of fuel catalysts part-financed by the US Department of Energy demonstrated beneficial changes in fuel chemistry

Report of tests carried out by the University of Connecticut (UConn) and the US Department of Energy stated: "This catalyst has the ability to selectively remove hydrogen and add oxygen to hydrocarbon components of fuel. The catalyst demonstrated the ability to produce reformed fuel species at room temperature - - the ability to selectively remove a few hydrogen atoms from specific sites is a key to the enhancement of fuel. Removing and redistributing hydrogen atoms from components of gasoline to produce olefins that can couple to form larger hydrocarbons has been measured. The ability of the same catalyst to introduce oxygen to hydrocarbons to form oxygenates has also been measured. Data from combustion experiments demonstrated enhanced useful energy yield per unit of fuel".



Fuel catalysts giving reduced fuel and maintenance costs for Philippines power generation

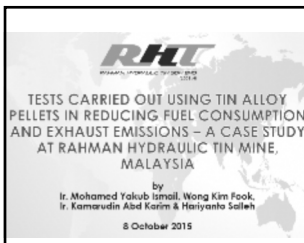
Industrial generators are applications in which fuel catalysts can give very substantial fuel savings due to constant load operation. For example Smart Communications, a large mobile phone network operator in the Philippines, installed fuel catalysts to over 600 large generators in remote locations where mains power supplies are unreliable, and reported in a national press article: "Operating 23 hours a day, each generator consumed an average of 2,000 litres of diesel fuel a month. With the catalysts, fuel consumption went down to an average of 1,540 per month resulting in 460 litres saved".



Fuel catalysts cutting fuel and maintenance costs in New York industrial heating installations

(Left) New York, where fuel catalysts have been widely used to boost the efficiency of oil fired heating boilers. For example SL Green Realty Corp., which is New York's largest real estate company, reported having installed fuel catalysts for all 25,000,000 square feet of buildings it owns and / or manages.

(Left) University of Connecticut research team analysed fuel catalyst performance in heating boilers in New York buildings and reported large savings of 7% to 18% due to constant load operation, together with greatly reduced maintenance costs as a result of greatly reduced carbon deposits. (The most substantial fuel savings due to fuel catalysts are generally recorded in static constant load installations such as boilers).



Objective long term multi-vehicle fuel catalyst tests showed substantial fuel savings and cuts in emissions

Long-term monitored tests of seven diesel and two petrol vehicles were conducted by an Asian mining corporation in association with a UK scientific body. First, baseline figures were recorded. Next, fuel catalyst units were fitted for six months following which fuel savings between 4.1% to 7.8% (according to the particular vehicle) were recorded, whilst CO emissions were cut between 12% and 88%, SO2 emissions were cut by between 18% and 82%, and NOx emissions were cut by between 15% and 82%. Then the fuel catalyst units were removed for six months with fuel-efficiency and pollution regressing to baseline. Then the catalyst units were re-installed for six months and the marked fuel-efficiency and pollution-reduction benefits were restored.



Fuel catalysts preserving fuel quality and allowing engines to operate correctly in extreme cold in North America

Just as fuel catalysts enabled RAF Hurricane aircraft to operate on poor quality fuel during World War Two in Russia, they are nowadays reported as helping to overcome problems including fuel 'waxing' in very low temperatures, such as with snowmobiles in North America.

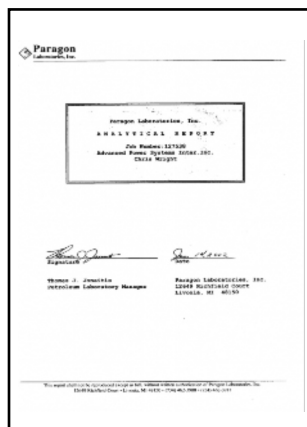


(Left) 'Snowtech' magazine reported that thanks to fuel catalysts fitted in snowmobiles there were: "No more fuel related problems. Year after year. No green crap, no varnish, no gum ... even after 6 months it does not lose octane it actually seems to get better".



Tests of fuel catalysts published in the Indonesian Mining scientific journal

This report first details catalytic reactions with fuel catalysts that beneficially modify the chemical makeup of fuel. It then covers controlled static laboratory tests with machinery including a diesel generator and a lawn-mower showing fuel savings of 10% and above, with the added benefit of black smoke and emissions reductions of up to 40%, together with reduced carbon deposits in engines. Road tests were also carried out on cars and motorcycles with similar outcomes.



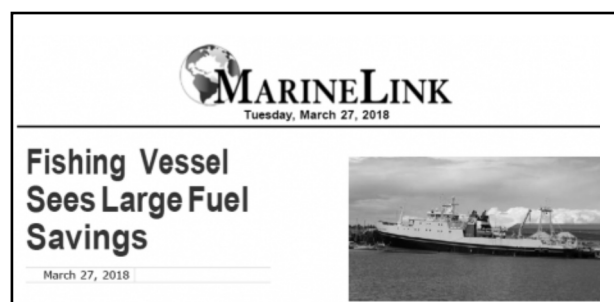
Tests of fuel catalysts at Paragon Labs, Michigan

Paragon labs performed Oxidation Stability tests to evaluate the ability of fuel catalysts to resist deterioration in quality of stored fuel and to restore the quality of previously degraded fuel. Findings included quality of previously degraded fuel improving by 57% after 24 hours exposure to the catalyst. This aspect is important to fuel consumers because otherwise fuel is prone to degradation from the moment it leaves the refinery which causes problems from fuel inefficiency to difficult starting, both of which are routinely found to be reduced or altogether avoided when fuel catalysts are used.

Fuel catalysts in the marine industry

Marine vessels consume enormous volumes of fuel, and prior to fuel catalysts having been suppressed in the UK they were making valuable savings for UK fishing trawlers and cross channel ferry operators as shown on pages 18, 19 and 20.

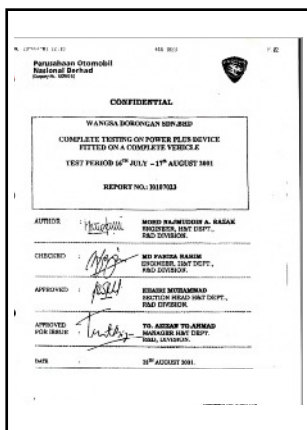
In more recent times the products have been effective for giving fuel savings with reduced emissions and cleaner running engines for marine vessel operators overseas. Specific examples that can be verified include markedly improved fuel efficiency with reduced maintenance costs for close to 200 large fishing vessels in Iceland and Nova Scotia, as well as fishing fleets from Peru to Alaska, culminating in trade press headlines such as these:





Tests at Intertek Caleb Brett Laboratories, Connecticut

These tests chemically analysed low sulphur diesel before and after exposure to a fuel catalyst and reported improvements in quality after exposure including ratio of hydrogen to carbon, cetane number, lubricity, and distillation points.



Fuel catalyst tests by Proton Cars, Malaysia

Most people think that if there was such a thing as a simple low-cost device that would save fuel and cut pollution, then motor manufacturers would almost fall over each other in their desperation to be the first to use it.

However, the whole story of fuel catalysts has been the opposite of this, with car makers having put up every conceivable barrier. There was one exception, when due to a personal connection Proton Cars formally and objectively tested a fuel catalyst and recorded 3% fuel savings in a new vehicle plus emissions reductions including NOx reductions of 100% at engine idling speed.

Today in 2026 fuel catalyst products that are similar / virtually identical to those that the UK establishment misled the UK public into believing were useless, are in beneficial service from food processing factories in Chile, to farms in Ohio, to buses in Serbia, to trains in India.

The list of repeatable tests and trials goes on and on with the foregoing examples having been just some of those that we know about, whilst there are also bound to be very large numbers in existence that we do not know about.

But what have been the impacts of the AA and other UK authorities deceiving the vast majority of potential beneficiaries of fuel catalysts into rejecting the products, a process that began over thirty years ago now?

The colossal sums of money that oil and motor companies would have lost if the UK establishment had not suppressed knowledge and use of fuel catalysts

The numbers of fuel catalysts in service have been sufficient to give rise to a vast database of tests and trials concluding that the products give consumer and public health benefits, with no drawbacks or downsides to their use.

And yet, for every vehicle and marine vessel fitted with a fuel catalyst thousands are not.

The reasons for this are traceable to the long ago deceitful and dishonest activities of the AA and other UK organisations concerned.

But what have been the impacts of the case since the UK establishment deception and cover-up began all that time ago in 1989? We'll never know precisely accurate figures, but these are some general estimates from an oil and motor industry perspective:

1. Estimate of sales of petrol diesel and other fuels that oil companies would have lost if knowledge and use of fuel catalysts had not been suppressed:

- Google says average world oil production is 89,900,000 barrels per day
- Average price per barrel is currently \$70 which gives \$6,300,000,000 revenue per day
- \$6,300,000,000 revenue per day gives \$2,299,500,000,000 revenue each year
- \$2,299,500,000,000 revenue each year for 30 years = \$68,985,000,000,000
- Just 1% saved with fuel catalysts = \$68,985,000,000
- **Or if 3% were to be saved with fuel catalysts (we believe this to be a conservative estimate) it would mean oil companies have been spared from lost sales to the tune of \$2,069,550,000,000 since the case began.**

2. Estimate of sales of liquid fuel additives that companies making them would have lost if knowledge and use of fuel catalysts had not been suppressed:

- Google says global market for liquid fuel additives is \$9,000,000,000 per year
- If 90% of demand for liquid fuel additives had been eliminated by fuel catalysts that would amount to \$8,200,000,000 each year
- **\$8,200,000,000 each year x 30 years amounts to \$2,460,000,000,000 since the case began.**

3. Also *the motor industry*: estimate of sales of spark plugs, fuel injectors, diesel particulate filters, catalytic converters, oil filters, replacement unleaded cylinder heads, and other items besides that would have been lost if knowledge and use of fuel catalysts had not been suppressed:

- Whilst it would be impossible to ever give an accurate figure, in our view it is reasonable to suggest the value of lost sales of the above vehicle components and others besides would at least have matched the value of lost sales of fuel additives since this case began. So for the sake of argument let's say this amounts to another **\$2,460,000,000,000**.

Estimate of the total value to oil and motor companies of the UK establishment suppression of fuel catalysts which has dramatically cut knowledge and use of the products worldwide:

- \$2,069,550,000,000 in lost sales of petrol, diesel, and other hydrocarbon fuels
- \$2,460,000,000,000 in lost sales of liquid fuel additives
- \$2,460,000,000,000 in lost sales of motor components.

IN TOTAL this gives the sum of \$6,989,550,000,000 **.

Of course it is possible that the true figure might be less than \$6,989,550,000,000.

But equally it could be more, and conceivably *much* more.

In any event, all benefits to the oil and motor industries due to the suppression of fuel catalysts have inevitably been at direct cost to consumers and public health.

PLUS, FUEL DUTY AND TAX REVENUES

The previous estimates are of what the potential impacts could have been upon oil and motor industry profits of all fuel consumers using fuel catalysts.

But what of the potential impacts upon tax revenues of all fuel consumers using fuel catalysts?

According to HMRC fuel duty in the UK alone amounts to somewhere in the region of £24 billion (plus vat) annually.

Therefore even a modest percentage reduction would surely give a possible explanation for government refusal to give fuel catalysts a fair hearing, despite its supposed loyalties being to consumers and public health.

**** *The above calculation made in 2024... now in 2026 the figures have become considerably higher***

Now in 2026, the famous UK establishment organisations responsible for suppressing knowledge and use of fuel catalysts are wholly unable to dispute the damning case facts

By 2015 toxic exhaust emissions from vehicles had become a major news topic and yet more tests and trials had concluded that fuel catalysts are able to alleviate the problem.

Therefore, to find out if the UK organisations that had historically suppressed knowledge and use of the products might now be willing to use their power over public opinion to benefit consumers and public health, we again contacted the main players and this is what has happened:

The Automobile Association

We wrote to senior AA management about how the AA had long ago led people to believe that fuel catalysts were not beneficial, but there was now more evidence than ever before that they always were and still remain beneficial. We therefore asked if it might be prepared to start afresh with a new assessment of the products.

AA senior management replied that they were not interested and that the matter was closed.

Then a couple of years later, in 2017, we contacted AA President Edmund King OBE directly, outlining in more detail the evidence of fuel catalyst benefits. We also explained our previous dealings with the AA in the 1990s with regard to how it had suppressed the abundant positive and verifiable information about the products. In addition, we suggested that as the evidence that proved every aspect of the case was now even stronger than ever before, it definitely was time for a review in order to correctly serve the best interests of consumers and public health.

We then received a reply from the AA's Principal Legal Counsel that the AA continues to consider the matter as closed, but also stating "we reserve the right to take action".

We then responded that the AA had threatened legal action previously. but to our disappointment it had failed to follow through. We had been disappointed because if the AA had taken action it would then have been plain for the world to see that it had indeed lied to the UK public in order to suppress knowledge and use of fuel catalysts.

True to previous form however, nothing further was heard from the AA which has no plausible defence whatsoever to counter any of the allegations against it as outlined in this special report.

The Advertising Standards Authority

As shown on pages 38 and 39, for over twenty-five years the ASA had been implementing special rules it had created that made it impossible to advertise fuel catalysts under any remotely realistic circumstances, and as late as 2017 the ASA's special rules were still in place.

We therefore wrote to its Chief Executive Officer Guy Parker, and this led to a meeting that was attended by ourselves and Senior ASA executives, in particular Shahriar Coupal who now holds the position of Director of Advertising Policy and Practice.

Our letter to the ASA had outlined the facts about fuel catalysts as we could prove them to be, focusing firstly on the extensive and verifiable evidence of benefits to consumers and public health, and then how this evidence had been suppressed by misleading and false negative public statements by the AA and the Consumers Association etc. etc..

Our letter also showed how the ASA had itself contributed to the establishment suppression of the products by means of its special rules.

At the meeting Mr Coupal made no attempt to deny any of the allegations against the establishment including those against the ASA. On the contrary, he instead promised that the ASA would withdraw its 'CAP' guidelines that for over a quarter of a century had been used to assist the suppression of fuel catalysts, and sure enough the said ASA guidelines disappeared from the ASA website.

Now in 2024 however, the ASA has new CAP guidelines that again makes advertising not only of fuel catalysts, but also of any other technology that could potentially harm oil and / or motor company profits, impossible under any remotely realistic circumstances.

This is because exactly as before, anyone attempting to advertise fuel catalysts will still need to have tests carried out at astronomical cost, and however impressive the test results might be the ASA would still be able to ignore them because it does not commit itself in advance to tests that it will accept.

For example a would-be advertiser could spend £1m having six cars independently tested and the ASA could then turn around and say that sixty cars should have been tested. Or an advertiser could spend £10m having sixty cars independently tested and the ASA could then turn around say six hundred cars should have been tested, and so on. And, based on its record in this case, this is very likely what the ASA would do in these circumstances.

The ASA presents itself as a staunch defender of consumers' interests. But in the case of fuel catalysts it has done a thorough job of truth censorship that has served only to protect the oil and motor industries from threats to their profits posed by any possibility of universal use of the products.

Practical Classics magazine

Practical Classics is a large-circulation publication that is revered and unquestioningly trusted by UK classic car enthusiasts.

Apart from its original article in 1989 about the Carbonflo fuel catalyst however, in which it referred to the product as being "the answer to classic car owners' prayers", Practical Classics spent many years deliberately misleading its readers into rejecting the products.

This meant that Practical Classics caused classic car owners to spend vast amounts of money on far more expensive yet far less beneficial products such as replacement cylinder heads and lead replacement additives that they would never have needed if they had used fuel catalysts.

The case facts were presented in writing to Practical Classics editor Danny Hopkins in person at the Classic Car show at the National Exhibition Centre in Birmingham in 2017, and he made no attempt to challenge or question any of them, surely in the knowledge that they are beyond any kind of doubt or dispute.

The UK Department for Transport

The Government likes people to think it is in favour of helping consumers and cutting pollution.

As shown on page 41 however, the DfT, in its capacity as the most relevant government department with regard to fuel catalysts, had all along worked alongside the oil and motor industries and the AA, and by so doing it had assisted the suppression of knowledge and use of the products.

Therefore in 2020 Peter Murphy (co-author of this special report) emailed his local MP Colleen Fletcher explaining that fuel catalysts were helping with fuel costs and cutting pollution overseas, but that knowledge and use of the products had been suppressed in the UK, with the DfT having been partly responsible.

Ms. Fletcher duly forwarded his email to Baroness Vere of Norbiton who was the appropriate DfT minister at that time, and Baroness Vere replied with a letter that clearly had been written by her officials.

The DfT letter displayed at best ignorance of the entire subject, but at worst it was an indication of continued determination by DfT officials to keep the issue of fuel catalysts concealed from wider public knowledge.

For example, the DfT letter made out that fuel catalysts might even cause adverse effects on exhaust emissions, whereas the California Air Resources Board, that operates the most stringent regime in the world for protecting air quality, had stated that fuel catalysts "will not have any adverse effects on exhaust emissions".

Peter Murphy then replied in detail about the success of fuel catalysts in places overseas where they had not been suppressed as they had been here in the UK, and he also described the corporate lies against the products that had been spun in the UK by establishment organisations, especially the AA with its links to the DfT.

Baroness Vere replied that the DfT was prepared to reconsider fuel catalysts and that her officials would be in touch to arrange this, and an on-line conference was duly arranged with a DfT scientist.

During the conference we covered the pertinent facts set out in this special report from the faked and rigged tests that the UK establishment had used to discredit fuel catalysts, through to the umpteen published and verifiable reports concluding fuel catalysts are beneficial to consumers and public health, and not one single word was raised by way of protest or denial.

After this conference however, we received a letter from a senior DfT official stating that the DfT "will not enter into any further correspondence on this subject". Such is the rock-solid evidence against the DfT, this can only have been because the DfT knows that - like the AA and other establishment organisations involved in the fuel catalyst case - it is utterly defenceless with regard to the allegations against it.

Additional notes about UK establishment suppression of fuel catalysts

As stated previously on pages 4 to 6, dealings that we had with the establishment about fuel catalysts began in the 1990s with correspondence between ourselves and the AA's technical staff because of public statements they made that effectively destroyed the reputation of the products.

To this end we sent them the facts as we felt certain we could prove them to be, for example in connection with the faked Rover test and the clearly rigged What Car? test and the evidently similar Practical Classics test that the AA had used to discredit fuel catalysts, and all this whilst ignoring innumerable published tests and trials concluding that the products were beneficial to consumers and public health.

When writing to the AA's technical staff we always gave assurances that, if they could show our information was wrong, we would apologise for taking up their time and would trouble them no further.

In response they failed entirely to disprove (or even seriously challenge) anything we were saying, and yet they continued to knowingly mislead people into rejecting fuel catalysts.

So we then approached the highest echelons of AA management who at first dismissed the issue with contempt but eventually took it seriously, and this led to extensive correspondence with them including threats of legal action against us, and culminated in meetings with the AA's most senior manager and legal representative as well as with other senior AA personnel at Norfolk House in Basingstoke, which was the AA's headquarters at the time.

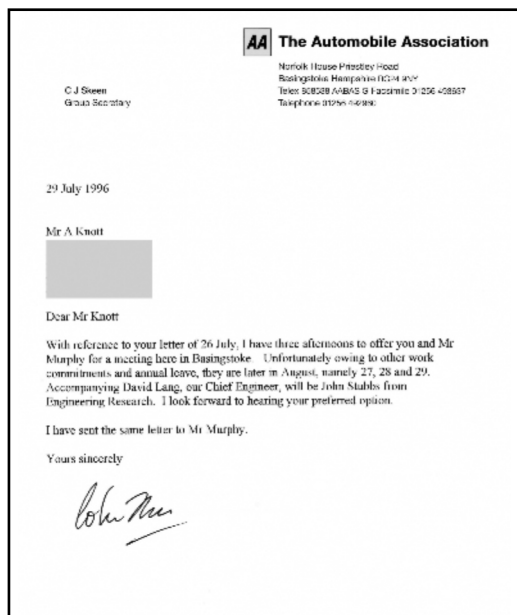
We could only assume that AA senior management were looking for an honourable way to U-turn on the AA's position.

By then however, the AA had dug itself into a hole so deep that it could not have U-turned without leaving itself open to enormous compensation claims from fuel catalyst companies that had been ruined by its false reporting - not to mention potential claims from literally millions of motorists including its own paying members that it had cheated out of valuable benefits.

Therefore, far from making any meaningful U-turn in its position in the 1990s, the AA simply carried on regardless with its deception, and due to its mighty reputation for expertise and integrity, it was never seriously challenged by any person or organisation possessing the capacity to bring the case to public knowledge - and hence it never got found out.

As also stated on page 51 of this special report, in far more recent years we attempted to re-open the case with the AA, especially in the light of growing public concerns about air pollution together with the ability of fuel catalysts to alleviate the problem.

In response the AA even attempted to imply that we had made up the entire story. However, over 300 pages of documents and letters still on file from the 1990s shows that the AA had lied yet again.



As a result of our dealings with the AA in the 1990s we ended up with extensive dossiers of documents and letters. For example the letter on the left was an invitation to a meeting with the AA's most senior manager at the time who was a Barrister by the name of Colin Skeen.

On several occasions Mr Skeen threatened legal action but he never followed through, and we could only assume that this was because he would have known that the deceit and dishonesty of the AA in the fuel catalyst case would then have become public knowledge, with potentially very large and serious consequences.

Our statements in this special report about the deceit and dishonesty of the AA when suppressing knowledge and use of fuel catalysts are all fully supported by hard evidence, and what we have presented has been merely the tip of a very large iceberg.

Moreover, although dealings with other UK establishment organisations referred to in this report (such as the Consumers Association, Practical Classics magazine, the Department for Transport, the Advertising Standards Authority, and so on) have not been as extensive as those with the AA, they have nevertheless been more than ample to fully substantiate the comments and observations made about them.

Andrew Knott & Peter Murphy, September 2026 **

***** Periodic updates to be posted at:***

<https://www.fuelcatalyst.co.uk/fuelspiracy/>



FUELSPIRACY!

A fully documented case of famous UK establishment organisations suppressing an easy chance of financial benefits for fuel consumers and cleaner air for everyone

For decades there has been a simple device that, according to scientists and engineers who have tested it, allows for cleaner running and longer lasting engines together with cuts in pollution and improved fuel economy.

Unfortunately however, knowledge and use of the device has been suppressed, especially in the UK.

This special report covers:

- **Key information about the device in question**
- **The many valuable consumer and public health benefits of the device according to extensive, albeit suppressed, evidence**
- **Ways in which potential use of the device by all fuel consumers has threatened colossal profit losses not only to oil companies but also to motor companies**
- **How famous and widely trusted UK establishment organisations have conducted savage disinformation campaigns against the device in order to persuade people not to use it**
- **And more besides, with the case being supported throughout by comprehensive evidence.**

**www.fuelspiracy.info
e: fuelspiracy@protonmail.com**