LOCATOR

June 6, 2005

Attn: Charlie Anderson, Owner
Greasel Conversions
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Drury, MO 65635
866-473-2735
Fax: 417-261-2453
Re: **Locator UpFront Mention**

Dear Charlie:

The May / June 2005 issue of Locator UpFront has just arrived in our office. I wanted you to receive one of the first copies since you have been mentioned.
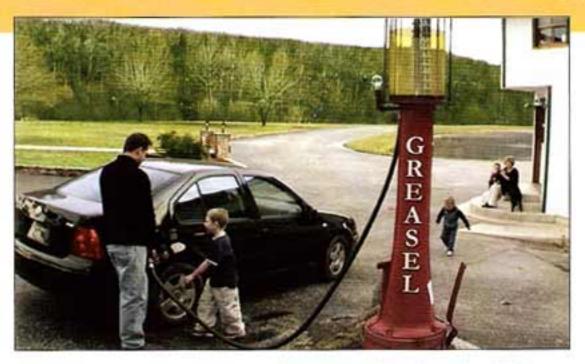
Enclosed please find five copies of the issue, with the page in which you're mentioned marked by a Post-it flag.

Hope you enjoy,

Wendy Lloyd
Editor In Chief
wendedit@partslocator.com

With gas prices so high, Greasel Conversions' business is thriving. It sells kits that allow some vehicles to run on used vegetable oil.

FRY GUY

Charlie Anderson Adds Sizzle To Fat

Unlike most health experts, Charlie Anderson believes that fat is good for you. More specifically, it's great for your diesel-powered car, truck or RV.

Anderson is the owner and founder of Greasel Conversions, Inc., which makes and sells equipment to convert diesel engines to run on used vegetable oil. And with fuel prices topping $2 per gallon, business is booming.

"This wasn't my idea," Anderson explained. "It was developed by Rudolf Diesel over 100 years ago, after he almost blew himself up trying to power his new engine with coal dust. At the 1901 World's Fair in Buffalo, (N.Y.), he exhibited a diesel engine that ran on peanut oil."

The concept is simple. The primary difference between vegetable oil and commercial diesel fuel is viscosity. If you can heat the vegetable oil and lower its viscosity, it will then burn like diesel fuel. The only discernable difference is the exhaust smells like french fries.

Anderson's company opened five years ago, after he conducted extensive research on vegetable-oil fuel technology. Since then, Greasel has sold approximately 3,000 kits, ranging in price from $700 to $3,000, to customers around the world.

The key to the system is to start the vehicle using diesel fuel and run it until the engine has achieved operating temperature. In warm weather, this takes only minutes. The engine's heat is then used to warm the vegetable oil and lower its viscosity.

When the operating temperature is reached, the driver manually flips a switch that changes the fuel source from conventional diesel to heated vegetable oil. Once the change is made, the operating characteristics of the engine remain the same. To shutdown the vehicle, it's necessary to switch back to conventional diesel and run the engine for a short time. This prevents the vegetable oil from thickening after the engine cools and clogging the injection system.

"There is no loss of power and the mileage with vegetable oil is essentially the same as conventional diesel, maybe a bit better. However, emissions are greatly reduced and, at least right now, you can usually get the vegetable oil for free," Anderson said.

He explained that most large restaurants store used oil in an outside tank and usually pay a disposal fee to have the tank drained. Greasel offers a 12-volt pump and 5-micron filter system, which filters out solid particles, to allow easy transfer from the waste tank to the vehicle's storage tank.

"You'd be surprised to see how happy restaurant owners are to give you their old oil," Anderson said. "They're happy because they don't have to pay you to take it."

The company has successfully tested most direct injection, indirect injection, common rail, VE and rotary inline diesel engines. The only engine they specifically do not recommend for conversion is the Cummins diesel while using a VP44 injection pump. This engine was commonly installed in Dodge pickups, from mid-1998 through 2002. They have also acknowledged problems with the General Motors 5.7 and Volvo engines. Ford, Toyota and older Mercedes diesel engines are the best candidates for conversion.

"This is a proven concept," Anderson said. "There are no complicated fuel cells or liquid hydrogen. You use existing equipment in existing vehicles. What could be simpler?"

For more details, visit Greasel.com. ▣

BY BERNIE PISCZEK

PHOTO COURTESY OF GREASEL