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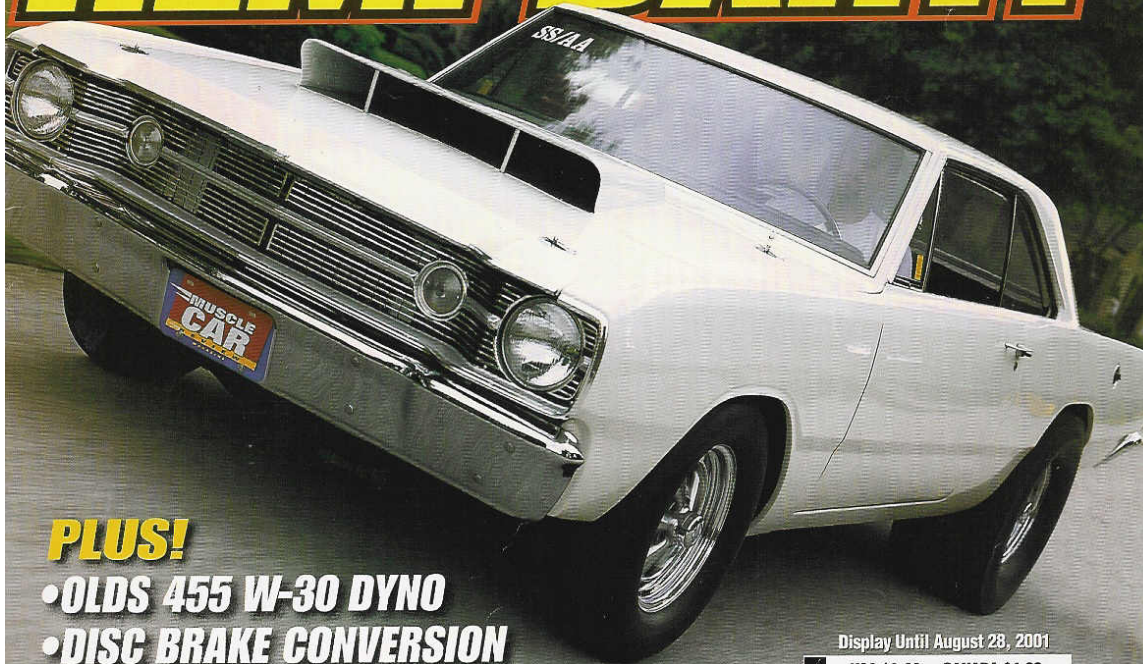
MUSCLE CAR



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September 2001

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Supercar Performance Series

New Technology

New stuff to make your musclecar better

by Tom Shaw



Fitch Fuel Catalyst

We weren't sure whether to call the Fitch Fuel Catalyst a mileage enhancer, an emissions reducer, a power improver, or a fuel stabilizer. It's really all of the above. The Fitch Fuel Catalyst is a group of metallic alloy discs held in a nylon cage that react with the gasoline (or diesel fuel) to reverse the oxidation and decomposition that happens as fuels age.

Before you pump that fuel into your tank, it has already been stored at the refinery before it's trucked to the retailers, then it's stored in the retailers' underground tanks, and then it sits in your tank for weeks at a time—maybe longer. You can't exactly stamp a freshness date on gasoline, and unlike wine that improves with age, volatile fuels lose their ability to burn every day that they sit. The Fitch Fuel Catalyst

triggers an ongoing process that keeps fuel at peak freshness, enabling it to burn more completely. This shows up as reduced emissions, better fuel mileage, and the ability to sit in a tank for extended periods without degrading. Engines are often able to run on lower (and less expensive) octane fuel, start easier, and make a bit more power. Oil life is also extended.

The kit to treat up to a 25-gallon tank costs \$149, and it's a one-time deal. The "pellets" slide right down your fuel-filler tube and last for at least 250,000 miles. That's it. No adding liquids at every fillup. Also available is an inline canister version.

After talking at length with the people from Fitch Fuel Catalyst and reviewing their results from standardized EPA and CARB tests, we added the product to our daily driver. The car—which delivered 25 mpg over flat interstate with just a driver—improved to 27.9 mpg with five occupants and a trunk full of luggage.

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Holley Street Avenger

Holley's new Street Avenger carburetors bring numerous updates and improvements to Holley's proven design. The carburetors are built with reliability in mind and optimized for top street operation. Tuneable vacuum secondaries tie secondary operation to engine demand and can be adjusted for precise opening. Holley includes its latest GEN IV power valve, guaranteed for one million miles against blowout.

Float levels are adjustable through a sight glass on the side of the bowl, so you don't have to leak

fuel on your clean engine as in days of old. Air-metering circuits are geared for superb street operation, and idle and mixture are fully adjustable to suit your engine. All vacuum ports and linkages are supplied, and calibration is flow tested to be spot-on right out of the box. In short, the new Holley Avenger is built for the street-driven musclecar and brings forward all the improvements in design and precision machining.

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