



# Testimonials

## Greasecar Cold Weather Issues

We've been having a long cold spell up here in New England, and it's been affecting the performance of our greasecars. Most notably, it takes longer to warm up the engine when it's 10 degrees outside. Longer engine warm up time means longer WVO warm up time. I commute about 15 miles one way each morning and the vegetable oil in the greasecar tank is only just about getting over 100 degrees by the time I arrive and shut the car off.

So, winter greasin' is an issue.

Yesterday I put the Jetta up on blocks and wrapped the veggie oil lines with rubber plumbing pipe insulation. Then I wrapped the WVO hoses under the hood with foam pipe insulation and double-insulated the last foot of line before the injection pump. Then I wrapped and covered the greasecar vegetable oil filter and heating coil in insulating duct-tape and put a big piece of cardboard in front of the radiator.

Initial test run resulted in WVO temp of 153 degrees after 15 minutes of driving followed by 5 minutes of idling. It appears that idling helps the VO to heat up faster than driving, but driving helps maintain the temp better.

The electrotherm heating unit that I ordered from fattywagons hasn't shipped yet, but I'm hoping to get it installed next week. I hypothesize that it will give an instant 30 degrees temperature boost to the WVO, as needed on cold days.

**...later he got it installed only to find out it was a complete waste of time and money...see below.....**

## FattyWagons 100watt Electrotherm review

So, I have received and installed the FattyWagons 100watt "Electrotherm" inline electric fuel heater in the Vanagon. I bought it as a way to save a little money rather than buying the more expensive and more widely known "Vegtherm" by neoteric biofuels/plantdrive.

Well, let me put it plainly. I just went and ordered the Vegtherm.

To start with, the Electrotherm came with no instructions, no accessory hardware, and no receipt: just a tube with the unit inside. No recommended mounting ideas or wiring diagrams. No relay. No toggle switch. Just the electrotherm with two wires sticking out of it. Simple, right?

After installing the Electrotherm and troubleshooting why it wouldn't heat up, I finally got it working. But, even though it gets warm, it doesn't add even one degree of heat to the fuel passing through it.

It's frustrating to go through all the work of ordering a product, waiting for it to be delivered, installing it, and troubleshooting it--only to find out that it doesn't really work well. Not to mention

the fact that I didn't receive a confirmation email after ordering the item on the Fattywagons website, and I had to request confirmation three times before they even told me they'd received my order. It took over two weeks before I received the item! To their credit, after hearing about my problems with the unit, Fattywagons has been very good at trying to help me.

Ok, so the unit heats up. You can touch it and feel that it is warm...or even hot, but my temperature gauge probe (which is installed immediately after the electrotherm) doesn't register even one degree of temperature increase for the fuel passing through the electrotherm when it is on. Not even one degree.

I expected at least five degrees of additional heat, and hoped for 15, but it doesn't even put out one.

I double-insulated the electrotherm with foam pipe insulation, and I connected it directly to the battery to make sure it was getting enough juice...but still...not even one degree of additional heat.

Like I wrote earlier. Let me summarize by saying: I just went and bought the Vegtherm. When am I going to learn that sometimes you really do get what you pay for?

-Kristopher

<http://www.fillup4free.com>

"I'd have to say I've had great results with WVO/SVO. But I don't consider myself an expert. I can say that over the course of the last 7 months I've run my truck successfully on WVO with a kit I bought from Plant Drive. Craig and Ed have been most help full. I think the thing that I remember most is Ed's quote 'if it'll flow it'll go'. I think of that each time I flip the switch now.

There are 1000s of folks using WVO in vehicles all over the world many running on Plant Drive systems and other systems as well. I might add this truck I drive is a 2005 Ford F250. I bought new and converted it at 3900 miles. Now has 16,540 miles on it. If I can run WVO in my \$41K truck everyday back and forth to work anyone can" Erick

"I have one car with over 10,000 WVO miles, and another with over 8,000. Both are Neoteric/Plantdrive Mercedes single-tank systems with some minor customizations. While there were some initial problems with the installation (self-applied) and some air leaks due to leaky fittings (again, self-applied), both are running beautifully now, with standard regular maintenance. I pre-filter my oil, and only use good liquid oil, just like Craig says. And Craig and Ed have been nothing but responsive and helpful to all my issues. WVO will work like a charm if you do it right, and the Plantdrive system is bombproof. Use good thread sealant, and tighten your fittings well!" Dean

"I have now had the GC system installed for two weeks and luckily for me I got a vegtherm running on day 2. Running in upstate NY (Elmira) in 20F temps pre-vegtherm I could only get my IP oil temp (read by GC temp guage) up to ~122F even after 40 minutes of driving. The next day when I completed the electrical wiring of the vegtherm I am now up to 160 or more in the same weather. I am wondering what other TDI owners in cold weather think. GaiaGeek from Corning has had the same problem in his newly modified Beetle and has already ordered the vegtherm to supplement his system.

Does anyone run just the stock GC kit in cold temps and not have problems getting up to 160F?

Thanks

RedRocc"

"Thanks for the Vegtherm, I got it Saturday morning and got it installed. We got the entire Greasecar kit installed in 8.5 hours!!

I did not get the vegtherm electrically wired up until Sunday evening. With the vegtherm powered up this morning I had an increase of 30 degrees F in my oil temp at the injection pump compared to the day before. Keep in mind this is in 20 degree upstate NY driving at 65mph, I am sure it s pretty cold under the hood!!

I am very glad I added the extra heat.

Thanks, Michael

"Yesterday was the day. When I flipped the switch, I thought that something was wrong because the engine just continued to run without any indication that something was different. I felt he brass Tee on the return loop which was too hot to touch meaning that the VO was circulating through it. I even went as far as disconnecting the diesel fuel line while the engine was running. After the car continued to run, I had to accept the fact that it was running on VO. All of the system works as advertised and surpassed my expectations. The bad lift pump was the only hitch but those things happen and are not within your control. Pictures are to follow and thanks again. // Wade"

"Thank you both for your prompt attention to my order!! Your customer service has been great."

Donny

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*This is from Ray Holan, the author of "Sliding Home" - an excellent book on SVO/WVO that compares the various kits, runs the numbers on return on investment of converting v. blends (and the dangers of blending) discusses hybrids v. alternative fuels, etc. We sell it on our site.*

" I have two diesels running on veggie oil and have had good service out of both of them.

One is a Greasel system and the other is a PlantDrive system. I've learned a couple of things over the last two years. Good, clean oil that is non-hydrogenated maximizes your chances of successful operation. Careful attention to filters is also important. I clogged up filters within 500 miles early on in my ownership. Typically, I get about 3K-5K miles nowadays with cleaner oil.

Burning SVO is not a "set it and forget it" proposition. With attention to basic do's and don'ts, a homemade heated system (I have several friends here in Ohio with these) or a system by any of the known kit companies can furnish you with cheap, environmentally-friendly transportation in a modified diesel vehicle.

I have about 5 years experience with making biodiesel (have made about 2000 gallons for my own use), have used commercial B20 blend, and (as I stated earlier) have used SVO in two vehicles with heated fuel systems. My view is that, in comparison to biodiesel or a gasoline hybrid, a heated SVO system costs the least and harms the environment the least and is the most energy efficient means of personal transportation short of a bus, motorcycle, or bicycle.

I've taken a great deal of time to research this area, consider it critically, and come to some conclusions that I can back up with personal experience, other's experiences, and research data as well. Just my Midwest two cents;)

Best wishes to all.

Ray Holan"

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*This is from a few years ago, we've had good success with a number of types of direct injection engines since then.*

Vegetable oil

Re: Experts advise against heated veggie oil as fuel (Western Producer, April 10.)

I use Neoteric's vegetable oil fuel kit to commute to work every day. Ed Beggs at Neoteric biofuels has been a great advocate for vegetable oil as an alternative fuel for diesel cars and trucks. Ed wrote his Master's thesis on the subject and is very cautious in promoting the use of good quality oil and the use of indirect injection engines.

Your article casts a poor light on the work Ed has done. By constantly recommending good-quality canola oil, by providing a diesel purge at the end of each commute and by sticking to the older, more tolerant indirect injection engines, Ed has been able to promote and use vegetable oil as a diesel substitute with great success.

Your article points out biodiesel as an alternative. I also use biodiesel, but only for startup and shutdown. The cost of home-producing biodiesel is 75 cents while the cost of filtering used fryer oil is about 15 cents. The garage-based biodiesel setup I use cost about \$1,000. Biodiesel at our local pumps runs closer to \$3 per gallon, 50 percent more expensive than regular diesel. Many farmers are pushing biodiesel as another outlet for their crops, usually as a blend of 20 percent with 80 percent diesel. This is a great first step and can complement straight vegetable oil, but it is not a replacement for Neoteric's system. Unheated vegetable oil, without a diesel purge, is not a good idea for most engines. Good quality straight vegetable oil, properly heated and purged, has proved to be a viable fuel alternative.

-- Will Taygan, Sedro-Woolley,  
Washington, U.S.A

"I like the idea of the VorMax filter system. I used to fly little airplanes and they were equipped with fuel sumps from which we'd drain small amounts and inspect prior to each flight." Tim W., Colorado

Ed,

I ordered a Veg Therm

It's my second. My first is now on my 95 Suburban - this will go back on my Passat. I have made a few glow plug heaters, but I like your product better - no problems with leaks etc.

Thanks,  
Jim

*"I had Craig install a 'the works' package on my 1999 E300 TD with 89,000 miles on it. Both Craig and Shane (the installer) paid very close attention to every aspect of the install. What I have report as far as operation is not much save for the the purging that has to be done at the end of the day. I've gone to a 'mile from home' plan and that seems to be the trick. It has started faithfully and runs quite nicely. When I'm doing better than 100+ on the highway on wvo I'm still quite incredulous that it's possible. I've saved already over \$400 in fuel costs and oil filling on the road is not really that hard, you just have to keep asking the right people (hint: Asian restaurants) At home in SF I have regular customers that I pick it up from. I do suggest filtering it through a 50 gallon drum at home as it can be quite messy filling from the cubees. Get on the train, this is the future."*

*John Knutson  
Account Manager  
Stover Seed Company*

"By the way my 93 300 Turbo D you converted is still running strong on SVO even after it was totaled and brought back! Thanks for all you do!!" JP...

"hay ed-  
she fired up on diesel first crank, let her warm up 10 minutes, flicked the switch and went for a drive. i didnt do that flick on and off thing, and she never sputtered or missed once, and i have noticed no differences except for the exhaust smells nice. my purge time is about 3 minutes judging by the smell. i did about 100km today and everythings good, thanks for all the help."  
-zack

### " Brrrr Saved by the OIL

Shingle Butte Ranch ... 4AM cold and windy, still snowing.  
The thermometer said ZERO this morning as I started the old frozen Dodge. We headed down the road to the little berg called Montana City along Prickly Pear Creek, there the temperature dropped to -12. Normally my WVO is ready to be switched over but this morning I thought I would give it a little more time to warm up. That soon ended, as I approached highway speed the truck suddenly lost power. The diesel filter must be plugging up with my experimental diesel/engine oil mix. We were rapidly dieing looking for a place to pull over, the WVO still not quite up to temp. Damn, switch anyway, counting on the VegiTherm I thought I could chance it, and did. Oh the relief I felt when she picked back up and down the highway we went without missing a beat. Looking at the overhead thermometer I read -16, I worried the WVO filter would soon plug as things are still not warmed up enough. Luck was with me, I made it to work.. The truck would run just enough on diesel to purge and backflush everything, but now I have to change the diesel filter before heading home, It's still about -10. I'm thankful I have so much in the way of heating on this setup. I had backflushed thoroughly last night as I put her to bed. Cold weather Veggi-ing can be challenging, having dual fuel systems saved the morning for me.  
Ken Gardner

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One Day At A Time



96 Dodge Cummins 2500 4x4 / Homebuilt conversion  
Listeroid Generator on WVO / Living off grid"

"I added my vegtherm probably 2 months back or so, and I've been VERY impressed with the shortened switchover time. I had been getting about 70 miles per purchased gallon before the

vegtherm. Just refilled my dinodiesel tank tonight - 10 gallons took me 2046 miles, so up to 204 miles per purchased gallon! And this is with the unusually cold weather here in Texas, which made me burn alot more diesel than normal.

Smiles,  
Eric"

"Hi Ed just wanted to say thanks for the replacement valve, and let you know my car loves its new fuel. drove its first 100 miles and didn't have any problems. It seemed to have more power. thanks for the kit and I'm looking forward to many miles on it. Patrick (a rougher idle would indicate air...he had to tighten a clamp!) Patrick, Colorado

"tah,

Doing my Masters is in Social Ecology, I am focussing on ecopsychology and cultural change with a complexity lens. Fasinating stuff, and a lot of deep changes within myself along the way.

The Vegtherm is working a treat, gezz it gets hot very quickly - a great addition to the coolant heating !

Cheers," Brett; Australia

"great, thanks again.  
it's a pleasure working with your products."  
Mel P.

Hi Ed,

Running like a top! Thanks for all your help!

I was concerned about air in the fuel lines when I first started out, but I used a marine bulb right at the end of the line that I wwas about to connect to the fuel pump, to pump SVO all the way through the system, then switched and pumped diesel all the way through, then pulled off the buld and attached the hose. Started on the first turn of the key, and when I first switched to veggie oil, there was no detectable change except in the smell!

I am very pleased.

Thanks, Ian; Canada

Craig,

I just wanted you to know that I installed the Vegtherm and my truck is running great ever since. What a great unit!!

Can I get a bit of a discount if I order 3 vegtherms and 1 more megatherm?

We have a few more diesels to hook up on veggie. A 300TD, a Onan L634aT, and a 3 cylinder perkins generator.

Also your instructions were great. Is there a benefit to leaving the megatherm on even when I am running straight diesel?

Thanks,

Theo

hi again Ed.  
it has been a couple of week since installing the Vegtherm. It is working great for me and I get fast fuel warm-up times.

tx. David

Craig -

I was very impressed with the quality of the kit - Gregg and I installed it and it works perfectly so far, although he did not take the car to Belize. Thanks for all your help - Jason's is next!!

Michael Grasso  
Independent Import, Ventura Ca.  
805 649 5067

"hello, My name is Kevin Bryant. I just purchased a mega veg-therm for my 1990 Dodge Ram. I have been experimenting with vegetable oil based fuels for four years. I currently run B20 in my truck with home made biodiesel. In the summer I have run blends of 50/50 wvo/dsl. I am a previous greasel kit owner in which I sold the majority of the system. It worked putting about 8000 miles on the truck with wvo but my temperatures were never that high and the material they used was cheap as far as my truck is concerned. I now have a ninety gallon metal tank in my truck with a hotstk inside(I found one on ebay) and also a vormax filter mounted in my engine compartment. The vegtherm is all I need to finish the conversion. I just replaced my injectors also finding ample carbon buildup on the tips. The injectors had never been changed in its 180000 mile life. The truck runs great now except it does not run veggie yet, soon with your product though. I've owned many diesels and plan on buying a couple mercedes here soon to convert and sell to friends. I am part of a local biodiesel co-op and a homebrewer as well. Oh yea I also build environmentally friendly homes. My business is Sustainable Solutions Construction. People love hearing that I commute in a earth friendly way. Soon I will have the solar trailer finished then I will supply renewable power at the job site. Keep me posted on workshops. Sorry I missed John Day last year, too hot the misses wanted to be at the lake instead!!!!" Kevin

"Hi Craig,  
I received my VEGTHERM MEGA promptly. Thank you !  
It is about 20 degrees now here in Cleveland, Ohio  
and the vegtherm gets my oil up to about 130 without me  
wrapping up my fuel lines. I am very pleased with the unit."

Thanks, Greg

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"I bought a kit from Neoteric right before they introduced the Vormax. Ed was kind enough to tell me to hold off for a week or two until they had everything in place to give me the new kit.

I have very happy with the system. I could have sourced all the parts and bought them locally I suppose, but didn't have the time nor the inclination.

The Neoteric kit appealed to me since I hated the thought of pre-filter and de-water. I use enough fuel that it would be full time job in itself.

My experience has been let the oil settle for a couple of weeks minimum and I can pull 100 to 150 gal thru the Vormax before filter change time. If I can wait another week or two on the oil to settle I can get 200 plus gal before filter plugs.

I was more interested in gal thru the filter vs miles as my f-250 with 8,500 lb camper loves her veg-oil. I have not noticed any difference in milage, power etc.

Have pulled almost 2,000 gal thru the truck and saved some serious money!

Not had one single problem after the first week (re-tighten clamps secured a vegtherm contact). Just get in and drive!" (Off infopop, a few years ago.... lost his name, sorry!)

Hi Ed,

Just a note to thank you for your continued interest and advice over the last ?????????????? gosh! it must be close to six years now, and that's a lot of water under the bridge, and a lot of oil in the tank. I estimate that I've driven my truck for at least 250,000 Km (likely more) on WVO. This includes our annual trip to Toronto (Pickering) , Ontario (six drums), and numerous trips to the Vancouver area to visit our kids and Grandchildren. No mechanical service, outside of expected parts replacements. It is interesting to note that I replaced such items as the injector pump and injectors at double the expected lifetime. The pump was replaced mostly for insurance because it was at about double it's expected milage, two of the injectors showed minimal streaking under test, but no carbon or other contamination, again, insurance. Lube oil usage remains at about a liter per 1000 km which is where it was when I switched to WVO. The truck runs smoothly with lots of power, and no black smoke.....ever!!

It's a long story, my initial experiments with Biodiesel, trial and error with oil collection, cleaning (and not cleaning), to the really smooth system that I have today. To illustrate some changes, I've gone from changing the truck filter every 300k to changing it after a year (remember that insurance thing) even though there was no sign of clogging. I've included a couple of pictures that might be of interest, unfortunately the picture that I really wanted didn't materialize, an oilwell pumping against a background of Canola in bloom. Maybe next year.

As I've mentioned before I'd be happy to share my experience with anybody who is interested. The Petro Industry is getting greedier, but there's lots of WVO, and it's simple to convert now with your easy to install kits.

Austin Fulton  
Peachland, BC  
<</span>afulton37@shaw.ca>

(Note...Austin cleans used Canola cooking oil VERY well before it goes in the tank...probably to 1 micron. The results are impressive...5000 mile trips from British Columbia to Ontario and back on one filter, for example! So, while the Vormax we use does a great job on oil that is filtered to a basic level, one can expect even better results, obviously, if the oil is prefiltered that well." Austin Fulton

Scroll down for more!

"I had the strangest insecure feeling pouring salad oil into my fuel tank.

Well I did the purge and the 10 second tank switch and what was curious was when I finally switched over to svo I could not tell a difference, I had to go to the svo fuel line just before the fuel switch and feel the line to check for fuel passing through.

It seems to work. Yehh!!!! Thank you for all your help.

The only thing left is to get the wvo pump system and the buzzer for the switch, which I am sure is going to come in handy especially when I am tired and forget to switch back.

Also are you expecting in any replacement filters? If so please send me a couple to have on hand.

This is great. I especially like the expressions on people faces when I tell them what free fuel I am using.

Thank you,

John Kelley"

Scroll down for more!.....

We just got this one in, and thought it was so cool we wanted to get it onto the site right away....thanks Miriam!



## Our Veggi-wagon Adventure

By Miriam Liske-Doorandish, age 10

Rudolph Diesel originally designed his engine to run on peanut oil, not fossil fuel. Lately, people have started to think about what will happen when we run out of petroleum fuels. If a lot of people started using vegetable-based fuel, there would be high demand for it and farmers could begin growing more crops for vegetable oil. If that happened, there would be a lot less pollution and less tearing up the earth (all in all, much better for our planet).

Any diesel car can run on plant-based biofuel. You have several choices in how you do it. A diesel engine will run on biodiesel without any changes to the motor. Biodiesel is a biodegradable fuel that replaces regular diesel. It is created by putting fresh or used vegetable oil through a series of chemical reactions. With a little more effort you can also convert your diesel engine to run directly on straight vegetable oil, called SVO, or WVO. WVO is used oil, the waste veggi-oil from restaurant's deep fryers. If you're mechanically-minded and not afraid to get dirty, you can buy a kit and do it yourself, or you can have your crazy uncle help you get it done. That's what we did this spring. And this is the story of our cross country trip in our 1982 Mercedes veggi-wagon.

My family wanted to get a car that runs on vegetable oil. My uncle, who is a plumber in Oakland

was already running his Dodge work truck on waste vegetable oil, and that is where the story begins.

He located a car for us and eventually We flew out to California and drove the car back to our home in Virginia.

What an adventure.

Before we left the Bay Area, my sister Eleanore and I put little plastic fish inside the special vegetable oil tank that sits inside the back hatch next to the wheel well. We hoped that they would float so that when we looked in the little window in the tank's end we could see how high the level of the oil was. Unfortunately, these fish turned out to be bottomfeeders, and we're looking for a different kind that will float now that we're back home.

Now we have a vanilla-pudding colored station wagon that runs on vegetable oil, biodiesel, diesel, kerosene, or (in a real pinch) a small amount of regular gasoline. Driving a car that runs on vegetable oil feels good because you are not polluting the environment as much and you aren't using oil from oil wells that are destroying the land and causing conflict between nations.

Our first night on the trip home, we camped at a hot springs where a biofuel conference was just ending. It was neat to see all the vehicles of different shapes, sizes, and colors all running on biofuel. It was great to see how many people are thinking about the importance not polluting the earth.

One morning at a restaurant in Colorado where we stopped for breakfast, we asked the waitress whether they had any used vegetable oil that they might be willing to donate. Instead, since they didn't have a deep fryer, they donated a fresh five-gallon jug of soybean oil. All we had to do was pour it into our tank using a funnel.

There is something that you should know about getting a greasecar started. Vegetable oil, when it is cold, is too thick to lubricate the engine. So in a cooler climate like ours here in the mountains of Virginia, you need a two tank system. A Start-up tank that can be regular diesel, but preferably biodiesel, to warm up on, and a second tank for the WVO.

If you're going to be stopped for more than half an hour, or the temperature outside is lower than about forty-five degrees, you should switch your car over to the primary tank (diesel or Biodiesel) a few minutes before you stop driving to clear out all the pure oil. Otherwise, you don't need to switch back to diesel. You should not use hydrogenated oil, because it clogs your engine and the exhaust is not as clean. This is sort of funny since it's also now known that hydrogenated oil is bad for you too. Don't buy toxic fast food, and don't feed their oil to your diesel engine. The good news is that making Biodiesel out of this oil works just fine.

We have stickers on the rear window and the side windows of the car that say "POWERED BY VEGETABLE OIL, [www.plantdrive.com](http://www.plantdrive.com)." Craig Reece is the person who my brother worked with to get our car converted for straight veggi-oil. He is also a lot of fun, and answered all of our questions. Too bad his fish didn't float. A lot of people are interested in the idea of running on vegetable oil and think that vegetable oil is a great thing; it's amazing the number of conversations you can have with people you'd normally never get a chance to talk with. You can start conversations with nearly anyone and get a positive response.

Yesterday, as we were driving around town doing some errands, we were at a stoplight and a lady in a car next to us motioned for us to roll down the window. "How can I get ahold of you? I have a lot of vegetable oil at home!" We gave her our e-mail address, and then the light turned green. As she was pulling away, we saw that her

license plate said "QUIXOTIC." Hopefully, there will come a day when it's not at all quixotic to be involved with vegetable oil. That lady has not yet gotten in touch with us, but we hope to be swimming in vegetable oil ourselves when she does.

Now that we're home we have arranged with two local restaurants to pick up their used cooking oil.

After they dump it in their bin behind the restaurant, we check to see how much is there. If there is enough, we pump the oil into five-gallon jugs and let it sit for a week to allow the pieces of food sediment and any water molecules to settle to the bottom. After a week, we get the jugs out and pump the oil through a filter into our tank. People have said that our car smells like hamburgers, French fries, a grill, or tempura. I like it a lot.

Scroll down for more!

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"I bought a kit from Neoteric right at the introduction of the Vormax. I've used it ever since then and love it. I'm getting ready to sell the truck and the guy wants the kit."

"Nodebts"

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My 85 vw turbo diesel has had no problems running on used canola for the last 2 years., using the original neoteric kit(vegtherm, in-line filter) I probably drive 12-18,000 miles a year.  
Tom W.

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"I just spent the last couple of days installing the components which I had purchased from you, and I am still in a state of amazement at how relatively easy the whole process was. Oh sure, there were some downright nasty spots ( with the accompanying cursing ), into which I had to contort my hands and fingers, but the end result looks good and performs fantastic!

Once I managed to purge the fuel systems of air, which took a few starts and stalls, I took my boys out for a test run to the corner store ( about 20km round trip). We threw in about 10 km of highway running just to see what veggie oil felt like on the open road. Well, the response of Michael (9 years old) was simply, "Cooool!" The truck just purred along as nice as ever. It has 309,000 km on it, and it sounds ready for another 300,000 km.

I must thank you for all your advice and suggestions. Before I made my first cut in a diesel line, I was more than a bit nervous. Once I was over the first five minutes, it all seemed to flow in a smooth and logical manner, excluding the above mentioned spots. I appreciated your attached installation guidelines, and I took them as guidelines only. They made you think out the process, and come up with the best method of installing the components in my vehicle. I will e-mail you a few photos of the installation, and feel free to show them to anyone who might want to put the system in their own Ford." Thanks again.. I will send you up-dates on how the unit and vehicle continue to perform as the kilometres add up."

Greg (BC, Canada)

"By the way, that kit I bought off you 18 months ago, is still working perfectly. Regards, Ken. "

(UK)

"I just wanted to say hi and let you know my conversion is all done. The Toyota Landcruiser is purring along nicely now on Canola and I am completely thrilled! The VegTherm you sold me works great!" (Robert - Alberta, Canada)

"Thank you for your excellent service after the sale." AW(Ontario, Canada)

"www.biofuels.ca Totally committed to their product and to the business of upgrading diesels. Only retailers of the Vormaxx Filter one of the best and most dependable in the business." Liquid Solar (NY, USA)

Hi, For months, I didn't use my WVO tank because I had a rinkydink little wire mesh inline filter (LFS-35) that originally worked great, but eventually clogged every 20 miles. After running on my startup tank for about 8 months, I looked in the WVO tank and found that I had some gray slimy stuff growing in it. I don't know what it was, but I figured it was something living off the oil and benefiting from the occasional heat (the oil was heated every time I drove because of the immersion heater, even though I wasn't running on it). Then I installed a VorMax filter, one of those centrifugal dealies that precipitate everything out supposedly. I doubted that any filter was good enough to deal with what was in my tank. I thought about cleaning out my tank and installing new WVO, but I figured that it was cheaper to buy a new filter cartridge (the other half of the VorMax) if it came to that, so I decided to just run the funky oil through the filter. When I flipped the switch to WVO, I looked at the bowl of the VorMaxx, and I swear it looked like one of those snow-globes with all the flecks of who-knows-what coming into it. But darn if all that stuff didn't settle right out to the bottom of the bowl. The gauge on the cartridge went up a little, barely. After a few hundred miles running on much cleaner oil, the gauge has actually gone down. I've been using waste corn chip oil from San Fleandro right out of the drum into my tank, no prefiltering, no problem. You tell me, but I think this filter is the answer to algae, or bacteria, or whatever it was, plus a great deal of occasional funk that gets past initial screening. By the way, the vehicle is a 1996 Ford F-250 TDI Powersmoke, known to be WVO-challenged. - Gray (California)

"I'll be working in a remote area of Northern Alberta, the truck will rarely be sheltered, on occasion be parked away from any A/C to plug into, and the system will, at least initially, be uncovered. In other words, I think I'll need some of the best components you have for dealing with very cold temperatures and driving in remote areas. Also, for exposure and security reasons, I was considering how to best build a box for the system and/or getting a canopy for the truck. To further complicate things, I was wanting to utilise a tidy tank to reduce the frequency of refuelling. If this is something we can successfully put together Ed, I can assure you that you will have many new customers from Edmonton northward. I have just completed my graduate studies in environmental philosophy and also have over 10 successful years of direct sales experience. Several years ago I also sold my car, found employment close to home, and decided that I would never own another fossil fuel powered vehicle. Consequently, my learning about the possibility of using SVO in a convenient system such as yours has come as a blessing. Needless to say, if we can successfully design a system for the Hilux I would be extremely grateful. Talk to you soon"  
Chris - (Alberta, Canada)

From the biofuels@yahoogroups.com list: "Neoteric Biofuels Inc wrote: Biodiesel is a better solvent than vegoil, and so is tougher on seals. We've had no leaks from vegoil-only on any of our pumps here, over several years now, and have not had complaints about such, either.

reply: "Coming from you, Ed, that speaks volumes. There probably isn't anyone here with more experience with vegoil diesels." AP (USA)

"At home, I have the advantage of knowing exactly where my oil comes from and letting it settle in barrels. I was curious how well I could do on the road. The good news is that the Vormax really does its job. I quickly came to the conclusion that oil unfit for use as a motor fuel is a good indication of food quality. Yuck! I could become a food critic just from studying a restaurant's waste oil. I've installed a clear section of hose on my pump. Now I stop pumping when the quality changes." -Ray (USA)

"Hi, Just a quick update to let you know how my Mercedes 240D conversion is doing. I put the Vormax filter under the hood in place of the cheap in-line filter. A 19 gallon marine diesel tank was installed in the trunk. Range was a concern. It ran well on WVO Canola and could function in temperatures down in the teens, Fahrenheit. On the first of the year, we headed south from NH to FL. We did about half the trip on veggie. The waste oil we pumped in VA was pretty bad stuff -lots of water and fine breading. It was hard on filters. Not sure what we had as none of the kitchen staff spoke English. The first oil we picked up in FL was better but must have been partially hydrojetted as it gummed up around 50 degrees. It was like running good oil on a 15 degree day. Currently, I'm running a really good batch from a quality restaurant. I've learned my lesson -be more picky about oil! I figure out the cost of oil by the cost of filter replacement. It's cost as little as 30 cents/gallon and as much as a dollar. I've had better luck on the road getting NAPA filters than Fleetguard. Also have used Wix filters. Our car is loaded with camping gear and a canoe. Oil collection is interesting. I don't do it after dark, as it seems like a good way to get shot. I always ask if it's OK to take oil. I make sure to leave the area as clean or cleaner than when I got there. The prefilter is drained into zip lock plastic bags. Most people are fascinated. A lot think I'm crazy. A few just don't believe it. All in all, it's been a fun and interesting experience. Heading from Central FL down to Key West. Next month, I expect to head out to the Southwestern part of the US. The system runs well. Thanks, RC, (USA)

(NOTE: Most users experience much better filter life than this, because they pre-settle (gravity settle) the oil for at least a few days, and we recommend 2-3 weeks at room temperature or warmer typical for a truck: 2000 miles per filter...for a VW, we have seen 2-3times that!! Often! So, if a filter element is \$20, and lasts at least 2000 miles, that is ONE CENT PER MILE!!! If it lasts 6000 miles, our best case so far, that is 1/3rd of a cent per mile...and this is basically your only cost if using WVO. It becomes so cheap, that one can well afford to do things like blend new Canola or high oleic sunflower oil 50/50 with used soy oil, to reduce overall viscosity, Iodine number, etc and extend the local used cooking oil resource- and even then operating costs will be less than on diesel fuel!)

"I bought your veggie kit over a year ago and am very happy with it. I would like to know if I can order some new metal filters but I couldn't see them on your site. (We told Adam, who lives in

England, the part number, so he could just get some locally!)

" I ordered a Veg Therm... It's my second. My first is now on my 95 Suburban - this will go back on my Passat. I have made a few glow plug heaters, but I like your product better - no problems with leaks etc. " JB, USA

In response to a newspaper article in a Western Canada agriculture newspaper:

"Vegetable oil Re: Experts advise against heated veggie oil as fuel (WP, April 10.) I use Neoteric's vegetable oil fuel kit to commute to work every day. Ed Beggs at Neoteric biofuels has been a great advocate for vegetable oil as an alternative fuel for diesel cars and trucks. Ed wrote his Master's thesis on the subject and is very cautious in promoting the use of good quality oil and the use of indirect injection engines....Your article casts a poor light on the work Ed has done. By constantly recommending good-quality canola oil, by providing a diesel purge at the end of each commute and by sticking to the older, more tolerant indirect injection engines, Ed has been able to promote and use vegetable oil as a diesel substitute with great success. Your article points out biodiesel as an alternative. I also use biodiesel, but only for startup and shutdown. The cost of home-producing biodiesel is 75 cents while the cost of filtering used fryer oil is about 15 cents. The garage-based biodiesel setup I use cost about \$1,000. Biodiesel at our local pumps runs closer to \$3 per gallon, 50 percent more expensive than regular diesel. Many farmers are pushing biodiesel as another outlet for their crops, usually as a blend of 20 percent with 80 percent diesel. This is a great first step and can complement straight vegetable oil, but it is not a replacement for Neoteric's system. Unheated vegetable oil, without a diesel purge, is not a good idea for most engines. Good quality straight vegetable oil, properly heated and purged, has proved to be a viable fuel alternative. -- Will Taygan, Sedro-Woolley, Washington, U.S.A "

"Again, it was SO GOOD to talk to you yesterday, to test drive the cars, to see how the pumping works, to get so much information from you. COUNT ME IN"  
Jenny, California, USA

"Thank you for coming all this way and giving us such a boost in moving veggie fuels forward on Salt Spring! I got a message tonight from a woman who got my name from a friend - she's a local kindergarden teacher who's looking into buying a hybrid or a diesel to convert and wants more information. You know, when you've got the kindergarden teachers on board - you've got it made!!" Robin, BC, Canada.

"Thank you very much for getting that kit out quickly. We are taking many pictures of the process, so yes I will send you some. We plan to put together a document of the entire process when we finish" (John B, Gaviotas...in Colombia, tractor conversion project)

"The 97 E300 runs great, we have put over 5000 miles on vegetable oil only and have had no problems at all, the car starts right up without a problem and what I like especially about the one tank system is that I don't have to use any other fuel besides the veg oil. Craig was great to deal

with and helped every step of the way. "  
Michael Sjollema