

Broquet Boost

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There are a few things in life that rarely come down - petrol prices are one of them. A litre of premium 98 Ron petrol costs just over \$1.40 at the moment; pretty steep for a guy who has to struggle with the expenses of running and maintaining a car.

One way out - and this something many motorists are doing - is to pump in a lower grade of petrol such as 95 Ron. A better solution would be to install a catalytic device that adds the extra boost to the lower grade petrol you're currently using. Essentially it's a device that 'charges' up your lower-grade fuel to give you the benefits of a higher-octane petrol.

One such device, which has been available in the market for a good number of years, is "Broquet".

Developed in the UK, Broquet is a powerful catalyst that reacts with the fuel to improve the efficiency of the combustion process. It makes the burning more complete, thus releasing more of the 'power' within the fuel. And here's the best part for all financially strapped motorists, as the combustion is more complete, by comparison less of the precious fuel is therefore used to power the car (all things equal, that is).

With complete combustion, other benefits follow. For starters, you get cleaner engine as there is hardly any build-up of carbon deposits, waxes and gums that would have otherwise form in the combustion chamber. With a cleaner engine, maintenance and running costs also comes down.

Distributed regionally by Universal Consultants, Broquet is available in several forms. From in-tank pellets, BoostMaster 30 and BoostMaster 40 to the top-of-the-line "Top Fueller", the product is designed to suit various engine capacities and performance demands.

The same unit of Broquet that works in a petrol engine is also compatible with diesel powerplants. There are, in fact, numerous buses and taxis running on Broquet and enjoying the benefits of cleaner engines and better mileage.

A unit of the in-line BoostMaster 40 was fitted onto a relatively new Toyota Picnic, which, hitherto, was causing its owner some concerns due to the relatively high fuel consumption. After three months, the owner was averaging a five per cent improvement in fuel consumption. Coupled with

the fact that he was using a lower octane 95 fuel, the savings are therefore quite significant.

