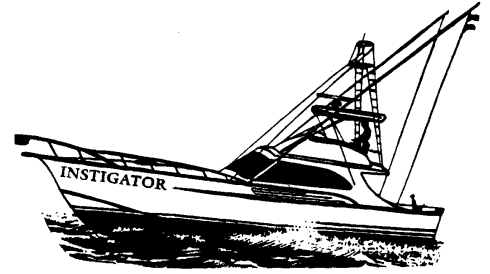


The Instigator

Charter Fishing

January 26, 1996

Mr. Alan Roth
President
Advanced Product Distributors, Inc.
601A Lofstrand Lane
Rockville, MD 20850



Dear Alan:

Your product, Militec-1, has provided significant benefits to my charter boat fishing business. I am now in my 26th year of running charters as a captain for sports fishing boats. I have a Master's Degree in Oceanography from Duke University which followed a B.S. in chemistry and biology from Catawba College. The report is on Militec-1 used in my former charter boat, the Sun Bird. I now operate the 54' Instigator which has a pair of Caterpillar 3176 prototype engines which were awarded to me by Caterpillar.

The Sun Bird, based out of Barnegat Light, N.J., was repowered with Johnson & Towers (J&T) GM/Detroit Diesel 671 TI engines. Each engine was rated at 450 hp. At 1800 engine hours, Militec-1 was introduced to the engines and transmissions. We use a Texaco Ursa Super Plus 30W oil in the engines and change it every 200 hours. We added 1 1/2 ounces of Militec-1 per quart of oil. This was repeated every fourth oil change. **The transmissions had an immediate 8° temperature drop and had less audible "rumbling". After the engines were treated, there was also a 7° temperature drop from 193°F to 186°F.**

The charter boat was used mostly for offshore fishing, plying the canyons for marlin and tuna. Over the years, I kept good fuel records. The boat followed a consistent routine on its "canyon" trips. The typical canyon trip was departure at 3 PM, arrival at 6:30 PM, trolling until dark, engines shut down at dark, fishing for swordfish and tuna during the night under lights. At the crack of dawn we start up the engines and begin trolling. This continues until noon. Then we pick up the lines and head back to port, arriving at approximately 3:30 PM. The trip is 68 to 78 miles each way. The fuel use ranged from 248 to 273 gallons per trip. With a base of 70+ trips, the average fuel consumption per trip was 263 gallons. Effective immediately after the Militec-1 treatment, **fuel consumption decreased by an average of 22.6 gallons per trip.** This continued until the boat was sold and is calculated on a base of 135 trips. **This was an 8.6% improvement.**

When I was ready to sell the Sun Bird, the prospective purchaser requested an engine survey as the engines were then at 5,883 hrs. It is not uncommon for these engines to need rebuilding at 3,000 hrs., so there was concern about their condition. The engines were running fine and were clean burning. No black or blue smoke was apparent. The surveyor performed a compression test on all 6 cylinders of each motor. The results were quite surprising to all. New, "factory" specs call for 475 psi/cyl. On 5 of the 6 starboard cylinders, they were 475 with only 1 cylinder measuring 470 psi. Normally at 3,000 hours, they would be under 450 which would indicate a rebuild was needed. The port motor also had excellent results with 4 cylinders testing at 475 psi and 2 cylinders at 468-470. **Absolutely amazing results.**

The favorable results of the survey landed an immediate sale with a \$10,000 deposit. Results of oil analyses were available to the new owner indicating minimal wear to rod, main and cam bearings, and of course negligible wear to rings and liners.

As for my new 54' charter boat, the Instigator, good records are being kept via the "E-Cat" electronic program. Results of Militec-1 use in these engines will be available soon.

Sincerely yours,

Capt. David G. Wentling

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