

Nick & Dee's Trucking & Brokerage, Inc.

ROBERT B. NICHOLS

PH. 806-364-4198

P.O. BOX 1127

HEREFORD, TEXAS 79045

August 2, 1994

Mr. David Potter
Division Manager
Pace Marketing Corporation
Oklahoma City, Oklahoma

Dear David:

I was once a user of SFR. I am now, however, a believer in and a user of Power Up Products; the NNL-690 is in all of our trucks, through and through. I also use the Thixogrease in special applications and will soon be user of the GEN-49. In a year and a half, I've had some experiences and results I wanted anyone who might be interested in using Power Up to know about.

We are on a continuous oil analysis program for our rigs. According to the analysis, NNL-690 has given us enough protection by reducing wear metals, neutralizing blow-by gas acids, and keeping contaminants dispersed until they reach the filter, that we have been able to increase our oil change intervals by 5000 miles up to 20,000 miles with no increase in wear.

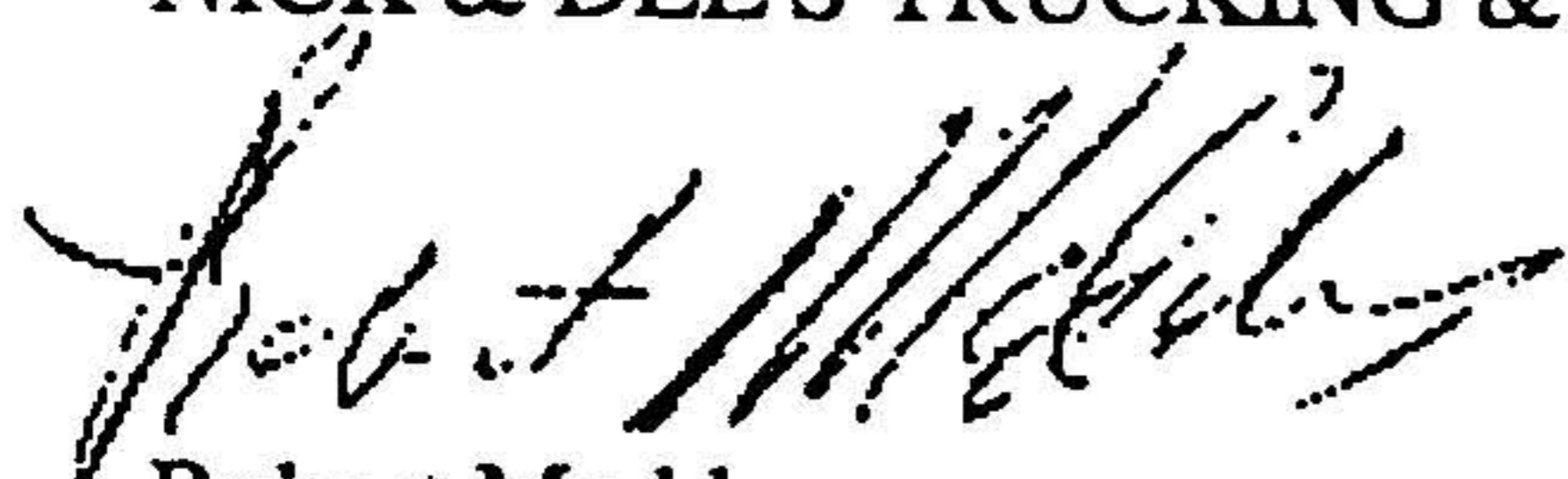
I use NNL-690 strait on every part before it is assembled on an overhaul. It makes the pistons go in easier and I have noted that compression is great with no unusual oil consumption. In fact, my oil consumption is down since Power Up.

The most dramatic event that took place where Power Up really proved itself was in my Self-unloading Feed Truck. This truck has six motors operated hydraulically with a 50 gallon reservoir. At the time of the problem, the truck was not protected with Power Up, we just had not gotten around to servicing it. The truck started cold and fresh that morning and was at a customer's location unloading feed. By the time the truck had unloaded two compartments with four left to go, she started smoking and shut down. When we got her back to the shop, we drained the oil and to this day, no one can accurately describe the smell of that oil. It was burned so badly, we couldn't keep it in the shop because of the odor. At that point, we did not have the luxury of enough time to repair the system. Because of our commitments to our customers and the work load of that truck, at all costs, I had to keep that unit running. So, we put in knew fluid with 5% NNL-690, started the system and she ran. All things considered, if it was only a fluid problem, the system should have ran about two more loads and been right back to the same situation, overheated and shut down. However, the system unloaded the rest of those four compartments and two more full loads that day without a hint of any problem. That has been over seven weeks ago to this day and 30+ full loads later. We still have had no problems. I don't want to suggest that Power Up has been a "mechanic-in a jug". I know that there is a mechanical problem within that system causing a by-pass problem. But, Power Up has allowed me to continue business as usual, fulfilling my obligations to the unit that might have occurred due to the predicament I was in and the necessity to keep it running.

Those who would consider Power Up to be an added expense or a luxury, simply do not appreciate what downtime really means.

Sincerely,

NICK & DEE'S TRUCKING & BROKERAGE, INC.



Robert Maddox
New Owner