



RADISI - LOEHMANN - RACING

P.O. BOX 924795 HOUSTON, TEXAS 77292

Dear Sirs:

I was introduced to Power Up in mid 1990. After careful consideration I decided the product might be useful for automotive applications that I am exposed to daily. I have been sceptical of additives available on the market due to engine damage caused by a lot of those I have seen being used. I have 15 years of experience in the automotive field as a Master Certified Technician. In that time, hundreds of so called "snake oils" have hit the market place. Some have been proven ineffective and others actually have accelerated destruction.

I am currently part owner in a general repair facility and also run an auto restoration / hi performance facility. In my restoration/performance business, engine and driveline wear is a big consideration. Due to the type of driving these vehicles receive most of the muscle cars we restore carry large investment values and are rarely driven. And in a race engine, cold start up causes most of the engine's wear. After seeing the Power-Up demonstration, I was willing to give it a try, however, one of my biggest concerns was to creating oil leakage past the engine seals when trying to solve wear problems.

Radisi-Loehmann Racing currently races a Super Comp Dragster with a Chrysler 440 c.i. engine which has now become our test bed. I added the Power-Up with an oil change and we headed towards the dragstrip. The first run was our normal time 8.94 seconds at 152.80 mph (most previous runs were 8.93 - 9.02 seconds). The next run the car made was 8.83 at 154.1 mph. We continue to test the car and it was continually going faster. After going home we changed the oil again and left the Power-Up after the car was warmed up and running.

The very first race the car ran 8.758 seconds at 154.24 mph and continued down to 8.706 seconds at 153.68 mph the next two races. Our idle speed increased over 500 rpm and the car was cutting the lowest sixty foot times of its career. This engine runs 80 to 90 PSI oil pressure and it has yet to show any signs of leakage or seal failure due to "Power-Up" to solve a problem occurred in our general repair facility. After replacing bearings in the differential of a 1988 Toyota Cressida, the ring and pinion gears and a whine from 4-60 mph. After pulling

I also used "Power-Up" to solve a problem occurred in our general repair facility. After replacing bearings in the differential of a 1988 Toyota Cressida, the ring and pinion gears and a whine from 45-60 mph. After pulling the third member three times to recheck pinion depth and backlash, we added "Power-Up" to the lubricant. The gear whine was reduced by 90% and only made noise at 45-48 mph. The noise at this point was almost undetectable. Apparently the debris from the bad bearings had marred the gear surface enough to cause a mismatch. "Power-Up" reduced the friction points enough to quieten the differential and enable the car to be delivered. I feel this product is far more advanced than any other "like" product on the market. From a professional point of view it is a definite money saver and a money maker.

Victor Radisi

John Loehmann