



S&H RACING TEAM

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We race an open competition, SUPER LATE MODEL asphalt stock car and have been in the racing business since 1982. We were introduced to POWER UP in July 1986. Up until this time we had encountered numerous component failures. After seeing Lorne's POWER UP demonstration, I was convinced that this product by signification would lower the temperature of all working components combined in our drive train.

The first and most severe test was the rear end. This unit is called a quick change, which incorporates a conventional ring and pinion along with an additional pair of spur gears in the rear for very quick gear ration changes. These units are inefficient and run in the 300 degree F range. After 25 laps of racing, it is common to turn new oil black from excessive heat. With the addition of POWER UP after a 25 lap qualifying race at Delaware Speedway Park, we were amazed to find the oil was like new and the spur gears could be changed with bare hands. Normally we would use leather gloves! POWER UP had cut rear end temperature in half.

We next treated the transmission, engine and wheel bearings, keeping in mind that less friction equals less resistance equals more speed which is the name of the game in this sport. Since August 1986, we have not lost any major component due to lack of lubrication or excessive heat.

In 1988, we began adding POWER UP to the aviation fuel of our racer. The purpose was to gain to end (valve train) lubricant not supplied in the fuel. For the McKerlie Millen 200 race, we ran consistently all day in the top 10. On the 2nd last lap of the event, 3 cars holding positions ahead of us ran dry of fuel. Our driver, in an attempt to avoid these cars, left the racing surface briefly and gained 4th position, also taking the bottom off the engine oil pan. He continued the final lap with no oil pressure at all!

While inspecting the bottom end bearings, we were astonished to find we only had to replace the oil pan. We also calculated our fuel mileage was tremendous. POWER UP actually saved our expensive race engine, after repairs went on to run 6 more races (700 laps) encountering no problems.

Race season is over for 1988, but Power Up goes on working in our tow and shop equipment. I am looking forward to the 1989 racing season with a confidence never before experienced -- because POWER UP will be a major component of our racing team.

Sincerely yours,

Scott Hayward

