

Over 125 years experience with Enviro-Save Metal Treatment between the following 5 gentlemen:

This is excellent information for people who are sceptical about Enviro-Save Metal Treatment and require performance confirmation from people who are professionals, very knowledgeable and experienced with equipment and vehicles of all descriptions, and Enviro-Save. All of these gentlemen certainly confirm consistency in product performance with their 25 plus years of experience with Enviro-Save. Consistency in product performance by veteran users is the ultimate proof to reducing costs.

Harold Parsons: Harold began driving semi trucks at 15, excellent mechanic and he has been treating semi trucks, autos, machinery, equipment, hydraulic systems, boats and small items like pressure washers etc with Enviro-Save since 1990. He is still very active in helping his son's and grandson's with their trucks and equipment.

Ed Duchek: Ed has been road building with heavy equipment and farming for over 60 years and is still very active with his son Dave at Greenbelt Excavating. They have been using Enviro-Save since 1992 and treat all new or used equipment they purchase.

Richard Dufour: Richard has been trucking for over 45 years, owns about 80 trucks and services northern BC and Canada's Northern Territories where weather conditions are taxing on equipment. Richard has been using Enviro-Save since 1990 and automatically buys an Enviro-Save Powertrain Protection kit when purchasing trucks and his letters certainly confirm the benefits.

Kjell (Shell) Kessell: Kjell was a bush pilot flying planes in Norway, and on the BC coast since 1975 and accumulated about 14,000 hours of flying time. He has been using Enviro-Save in aeroplanes since 1990 and has also been very active with marine equipment, boats, trucks, automobiles, guns and other items, as per his letter.

Alvin Stedel: Alvin has been in the automotive, HD parts and small RV engine business for all his working life. He has been involved with treating virtually every kind of truck, automobile, RV, motorcycle, snow machines etc. with Enviro-Save since 1990. When he was operating Mile Zero Motor Sports and sponsoring motorcycle and snow machine racers, the sponsored racers had to use Enviro-Save to keep operating costs down.

Enviro-Save
P.O. Box 80129
Burnaby, B.C.
V5H 3X5

May 10, 2003

Dear Warren,

I wanted to inform you of the results from treating my 1998 International highway tractor with your Enviro-Save Powertrain Protection Kit.

I immediately noticed the vibration and noise disappeared in the Fuller 10 speed transmission, we could never figure out what was wrong. Easier - smoother shifting while operating cooler was also very noticeable after treating.

Prior to treating the 60 Series Detroit Diesel, the engine did not run smoothly and it was slow in response when accelerating. After treating vibrations disappeared, it ran much smoother and the RPM would increase immediately. It hard to believe the change and how smooth it runs now and the operating temperature is much lower.

Rear ends are also operating much cooler and smoother. The power-steering immediately operated much smoother. Can't feel any heat on the front steering axle hubs now. Fuel consumption is down between 5 - 10%.

I experienced similar results on my F350 Diesel Pickup and look forward to treating my charter boats.

I highly recommend Enviro-Save to others and it gives me piece of mind.

Sincerely,



Harold Parsons
Surrey, B.C.

July 12, 2004

To Whom It May Concern:

Harold Parsons of C & H Charters has been a firm believer of Enviro Save Products, We are using Enviro Save Product in our boats. One has Twin Cummins Engines 555, One of these engines had a fuel problem with the pump and pumped fuel into the pan, was on a charter and was not detected. The Engine ran on diluted oil for about 4 weeks with no ill effect, we corrected the problem changed oil checked engine for wear nothing Engine running fine, oil pressure good with no blow by. We use Enviro Products in motors gen -sets, transmission and any other equipment, it is recommended for.

I also have Highway Equipment that is treated with Enviro Save.

Mr Warren Casperson has been very helpful with his products in keeping our maintenance in check and protecting our Fleet from Costly breakdowns.

PS A friend of mine, whom I recommended to use the product, had a transmission cooler failure. He drove several hundred miles with prestone in the transmission. when the problem was rectified he change oil in the transmission and put the unit back to work. To this day there is no visual bearing or gear failure the unit is still running.

By using this product it gives me piece of mind.

Sincerely,



Harold Parsons

**LEI CAL ENTERPRISES INC.
BRYAN & LEI LONNIE HUNT**

87 VanBuskirk Dr.
St. Thomas, Ont N5R 4Z3
(519) 633-3204

Hi Warren,

We purchased Enviro Save for our two trucks from you about four years ago. A 2000 Freightliner and a 2002 Freightliner. The 2000 truck had a water loss and didn't know where it was going. The transmission was hard to shift when it was cold, come to find out the transmission was full with water (antifreeze) with the Enviro Save in it. We dumped it out, washed it out added new oil and transmission coolant and it works fine to this day

My 2002 truck had the same trouble as the 2000 and we did the same to it.

It was about March 9, 2009 the transmission on my 2002 started heating to 325 degrees in Seattle WA. I checked the oil level which was full. I drove it home to St. Thomas, ON at a very high temp. We pulled the transmission out and replaced only the pump. We put the transmission back in and it's just like new!

I highly recommend Enviro Save! I have it in my Thermo King units as well!

Thanks Warren!!

 Bryan Hunt

DUCHEK BULLDOZING
5070 Kirk Place,
Delta, B.C. V4K 1G5
946-6470

November 18, 1993

Enviro-Save Products Inc.
P.O. Box 80129
7840 Edmonds Street
Burnaby, B.C. V5H 3X5

ATTENTION: Mr. Warren Casperson

Dear Warren;

The following information pertains to the test we conducted on the hydraulic system of our Komatsu PC 220 Excavator to determine the benefits from using the Enviro-Save Metal Treatment.

We used a "Fluke 52" meter for recording ambient air and hydraulic oil temperatures. We installed thermocouples in the hydraulic tank and one on the outside of the operator's cab. Both temperatures were recorded three times a day for eight working days at 10:00am, 12:00pm and 3:00pm prior to treating and after treating the hydraulic system. We did not record any temperatures for one week after adding the treatment to the hydraulic system so that the treatment had time to perform it's function. The weather in June and July was very consistent which contributed to accuracy of conducting and monitoring an operating field test.

Our conclusions: Hydraulic oil temperatures were reduced 16.8°F or 8.4%

The machine operated much quieter, less pump noise

The hydraulics were smoother to operate

These results should definitely contribute to longer machine life and improved efficiency.

We look forward to receiving similar results from using your Metal Treatment products in the rest of our equipment and vehicles.

Yours truly,



Ed Duchek

DUCHEK BULLDOZING
5070 Kirk Place
Delta, B.C. V4K 1G5

October 9, 2001

Enviro-Save Products Inc.,
P.O. Box 80129,
Burnaby, B.C., V5H 3X5

Attention: Mr. Warren Casperson

Dear Warren,

We thought it was time to update you on the success of using Enviro-Save in our excavators, since our last letter in 1993. Our Kamatsu PC220 is still going strong since we treated it in 1993 and the following results are from our long-term experience.

We treated the hydraulics at 2500 hours, the oil temperature was reduced by 8.4%, and the engine and drive train was treated at 3500 hours. At 9500 hours we noticed an increase in engine blow-by and discovered that a piston skirt had cracked. We replaced all six pistons while we had the engine apart and were very impressed with the lack of wear on the pistons and no marks or damage to the bores. At 10,000 hours we had to replace the final drive cover bolts and inspected the thrust washers while we had it apart. There was no sign of wear, so we reinstalled them. Consequently, every time we checked the magnetic plugs for metal wear particles they wasn't any on the plugs. At 10,000 hours we also sent the engine fuel injection pump to New Westminster Fuel Injection Service to have it checked. There was no sign of wear on any parts and the pump was right on performance specs. At 14,000 hours we had Hydraulic Technologies in Langley check the condition and performance of the hydraulic pump. The pump checked out at 97% efficiency, which is excellent. We have never seen any wear particles in the hydraulic oil filters and all oils are always extremely clean.

We are very pleased with the performance of Enviro-Save in all of our equipment and vehicles and we never hesitate to recommend it to others.

Yours truly,



Ed Duchek

DUCHEK BULLDOZING
5070 Kirk Place
Delta, B.C. V4K 1G5
604 834 4425

December 17, 2013

Enviro-Save
PO Box 80129
Burnaby, B.C. V5H 3X5

Attention: Mr. Warren Casperson

Dear Warren,

It has been over 20 years since we began using Enviro-Save Metal Treatment in our vehicles and road construction equipment. Our company Greenbelt Excavating has been handling our contracts over the past few years. The dollar savings have been huge from treating our vehicles, excavators, rock trucks, dozers etc with Enviro-Save and I wanted to inform you about the following situation that amazed us.

Three years ago we treated our Volvo 25 ton 6 wheel off road rock trucks and about 2 years ago one was working on site and all of a sudden the engine RPM increased and it began billowing black smoke like an old coal train. The operator turned the key off but the engine kept screaming, way over the governed RPM with black smoke everywhere. The seal on the intake side of the turbo had blown so it was running on engine oil being pumped to the turbo bearing and then into the air intake. The engine ran like that until there was no more oil in the crankcase to feed the engine. After it finally stopped we only got 1 ½ liters of oil when we drained the oil pan, takes 25 liters to fill it. My son was going to call Volvo to see if they had another engine and when I said it had been treated with Enviro-Save and we are only going to change the turbo, everyone thought I was nuts. That was about 2 years ago and today the Volvo is still running perfectly and doesn't use any oil. The cost to protect engines, hydraulics and drivelines with Enviro-Save is insignificant when component life is doubled (magnetic oil plugs show no metal) and the fuel savings.

A few years ago one of our treated excavators was backed off the working pads when working in a bog and the machine sat vertical and ran until it quit, Enviro-Save also saved us a bunch of money that time.

Our first Dodge diesel pickup truck, a 1996, was treated when it was brand new and today it has over 500,000 kilometers on it and no repairs to the engine, automatic transmission, differential or fuel injection system. It doesn't use a drop of oil and gets good fuel mileage for the road construction application.

We tell others about Enviro-Save but so many people are brainwashed by the equipment manufacturers and oil companies to think there is nothing available that works, other than their profit motivated recommendations. Enviro-Save has saved us a pile of money over the past 20 years!

Yours truly,


Ed Duchek



R. Dufour Enterprises Ltd.

1505 - 97th Avenue
Dawson Creek, B.C. V1G 1N6
Phone: (604) 782-7084

August 17, 1993

Ultramodern Products Corp.
Box 2359
Dawson Creek, B.C.

Att. Alvin Stedel

Dear Alvin;

I have been purchasing your powertrain protection kits for my Highway trucks since 1986, and have been more than pleased with not only fuel savings but reduced downtime and maintenance costs.

Recently I traded off the first unit we treated on a new model and I am convinced that because of your treatment, the components on this truck, transmission etc. had so little wear that I received at LEAST another \$10,000.00 worth of trade in value on that unit alone. That truck had over 1,300,000 Miles on it and we had never replaced anything with the exception of the mandatory crank bearing replacement at intervals as per Caterpillars requirements for warranty, whether they needed or not. The transmission of that unit still sounded and ran almost as smooth as a new one. Another thing I have noticed which may be a side benefit of your product is that I have never had to replace a diesel fuel injector pump on any of the units I have treated since 1986. I am sure that you don't make all the repair shops or the OEM's happy with your Enviro-Save but we sure are.

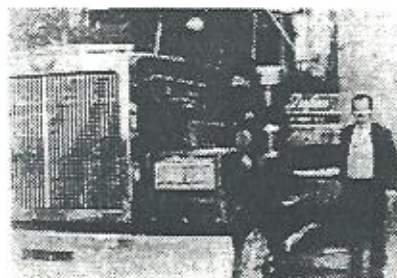
I understand that the complete powertrain protection kit price is around \$550.00 per truck. Please drop off two complete powertrain protection kits for our two latest units. a "Star" with a 3406B, and a "Pete" with a 444 Cummins.

We have 45 units total, and are agents for B T S, Nu-Maid, Coca-Cola, Hollandia Bakery, and Old Dutch foods. We deliver these products all over the Peace River country plus make regular line hauls from Prince George, Edmonton and the Yukon on road conditions which are not always perfect.

If you wish to give this to someone who wants to call us about Enviro-Save, go ahead.

Sincerely

Richard Dufour



UNIT #115 TREATED IN 1986...FIRST OF MANY



R. Dufour Enterprises Ltd.

1505 - 97th Avenue, Dawson Creek, BC V1G 1N6

Tel: (604) 782-7084 • Fax: (604) 782-1429

March 25, 2002

Ultramodern Products Corp.
9201 - 6th Street
Dawson Creek, BC
V1G 3L5

ATTENTIN: ALVIN STEDEL

Dear Alvin:

It appears that Enviro-save is getting some attention. Due to the letter I gave you back in 1993, I have been receiving phone calls from other interested trucking related industries. Therefore, I feel this follow-up letter may be helpful because I am often difficult to get in touch with.

Since 1986 I have been treating my highway tractor units and reefers. Our average runout lifetime of the tractors has jumped from 1,200,000 km to around 2,400,000 km. I usually then sell or trade the still operational units.

I have never had to replace bearings in a transmission or differential in a unit that has been treated.

On all the treated trucks that we have monitored, we have experienced a savings in fuel of 1 to 1.5 mpg. This is a substantial amount considering we keep the trucks over 2,400,000 km.

The one time treatment is considerably more cost effective than allowing the truck to become inoperative because it reduces the time in which revenue will be lost.

I have no reservation in recommending the Enviro-save treatment because of the success we have experienced since our first use in 1986.

Yours truly,

R. DUFOUR ENTERPRISES LTD.

Richard Dufour
President

RD/ec



R. Dufour Enterprises Ltd.

1505 - 97th Avenue, Dawson Creek, BC V1G 1N6

Tel: (250) 782-7084 • Fax: (250) 782-1429

November 19, 2008

Enviro Save
P.O. Box 80129
Burnaby, BC
V4H 3X5

ATTENTION WARREN

Dear Warren:

I have been purchasing your Enviro-Save powertrain kits for my highway trucks since 1990 and have been more than pleased with not only fuel savings but reduced downtime and maintenance costs.

Recently we inframe a 550 hp Cat engine with 1.5 million kms. The mechanic couldn't believe his eyes, the bearing and liner look almost new – the wear was very minimal. Also, differentials last for over two million kms. and transmissions over a million before rebuilding back ends.

We have over 70 units and have treated them all. I have also done reefer units on trailers, getting over 25,000 hours before having to rebuild.

I would strongly recommend to anyone that it is money well spent. If anyone has any further questions in regard to this product please do not hesitate to contact me.

Yours truly,

R. DUFOUR ENTERPRISES LTD


Richard Dufour
President

Readers; Mr. Dufour is located in NE British Columbia. His trucks travel to the Yukon where severe long cold winters reduce component life. A similar letter in 2002 states Enviro-Save (ES) doubles the life of his trucks. ES affords excellent protection against dry start damage, which oils cannot do- oil analysis reports support this fact.

April 04, 2012

To whom it may concern;

My summary of over 20 years of using Enviro-Save Metal Treatment.

Personal information; I was born in Norway in 1936 and became involved in shooting and collecting guns when I was 10 years old. During the late 60's I was a weapons instructor and had specialized training in Commando tactics in the Norwegian National Guard, retired as a Sgt. Major in 1974. I also obtained my commercial pilot license in 1968 and moved to B.C. in 1974. I flew the B.C. Coast and retired with about 12,000 hours of flying seaplanes, winter glaciers and fire bombing with a Catalina. I built the first original Colin Archer 40' wooden Norwegian Pilot Cutter (sail) in N. America, which is my residence today.

Weapons: 9mm Colt match pistol; it jammed under rapid fire and a gunsmith worked on it 3 times with no improvements. I cleaned all surfaces and after warming all parts I rubbed Enviro-Save Gun Treatment (ES) on all moving parts and the barrel for a couple hours and after several seasons it had never jammed again.

A friend came with a 7.62mm Sako rifle and he claimed the barrel to be squeaky clean with Hopp's 9. The barrel was soaked with ES and after one hour he pulled a new patch thru the barrel and it came out black – he couldn't believe it! ES removes the lacquer gum residue, from burnt oil and gun powder.

44 Ruger Super Magnum, after it was cleaned and treated with ES it was extremely easy to clean after use, notably the powder stain between the barrel and drum.

I worked with a customer who treated and tested 11 hand guns; we used a chronograph and heat laser gun to record temperatures. After ES treatment velocity increased by an average of 10%, and barrel temperatures were reduced by an average of 15%.

The barrel of a 22 caliber rifle was too hot to hold onto after 20 rapid rounds, after treating with ES and another 20 rounds you could hold the barrel. We immediately fired another 20 rounds and you could still hold the barrel with bare hands.

Misc: 19 years ago I bought a high quality Norwegian hunting knife with an 8 inch blade. I treated it with ES and after much use it still looks like new, no rust or corrosion.

I treated a carbide quarter round drill bit with ES. I used it a lot on hardwood and bronze when building my boat and the bit is still sharp today. The sealed bearing in the router was replaced twice due to heavy use.

After taking a new Makita jigsaw apart and treating it with ES grease I noticed it took a lot longer to stop after letting go of the trigger. The shaft squeaked but after treating with ES it never squeaked again.

A machine shop on Vancouver Island purchased 1L of ES to treat machining bits. Prior to using ES, the stainless steel shavings were blue and after ES they were natural color. The boss told me that they saved about \$5,000.00 in various ways: higher production, less down time, extended use of bits, reduced handling and packaging to send bits for re-sharpening etc, all with 1L of ES.

A friend was going to throw his chainsaw in the garbage and buy a new one. I told him "we are going to treat the saw before you throw it away". The saw has been used lots and 17 years later he still has not bought a new chainsaw.

My on board Honda 2000 generator had not run for 5 months, it usually started with one pull but when I tried to start it the motor just freewheeled. A compression test showed zero "0", so I poured some ES into the cylinder and let it sit for several days. After a few pulls it started as normal – stuck rings – still running today.

Engines / Equipment: Mazda PU with diesel engine; front wheel bearings wore out at 45,000kms, packed new bearing with ES Grease. Sold truck at 150,000kms and the new owner drove it for another 5 years on the same new bearings. I experienced a 12% fuel saving, quieter engine and it went up hills one gear higher after ES. Lafarge stone crusher; at the end of the work day you could not touch the gearbox with your bare hands. Two days after the ES treatment the gearbox was lukewarm at the end of the day, operator was extremely surprised.

Crown Zellerback pulp mill; A while after a gas engine forklift had been treated, it ran one morning shift and the next shift discovered there was no oil in the engine. The night shift apprentice forgot to refill it with oil after servicing and no damage to the engine was found.

Aircraft Engines: After ES treatment on a Beaver 985 engine there was a 17.3% fuel saving recorded. Shell 100 oil was used with a 50% reduction in metal wear and for the next two oil changes Amsoil synthetic oil was used with no further reduction in metal wear rates; they went back to Shell 100. They noticed a quieter running engine and more power. Various aircraft engines were treated and the average results were; 10% fuel savings, 50% reduction in metal wear rates utilizing oil sample analysis, 15% average drop in oil temperature and 10% average drop in cylinder temperature, at same settings. Two planes I know of that were treated lost oil pressure and flew for 15 and 20 minutes to a safe landing without seizing the engines.

Stinson on floats; 4 cylinder engine was previously treated and more power noted. I was checking a pilot out and we flew from the Courtenay River to Comox Lake, a 10 minute flight, and half way there I noticed a burnt smell and the oil temperature was extremely high. The student forgot to remove the engine cooling air intake pads. We reduced power and landed in the lake safely with the engine still running. The pads were removed and two hours later we returned to base. A bore scope check showed one cylinder with some scoring and only the scored cylinder was replaced. The engine was given half a treatment and 6 months later at the 100 hour inspection the leak test was 80 / 100, otherwise perfect and that certainly proves ES improves cylinder efficiency. I have flown 9 planes with ES treated engines and the performance results have always been very consistent.

Motorcycles: Honda twin cylinder compression was 50 and 54 psi and the bike had to be pushed to get it started. A few days after ES treatment compression jumped to 155 and 158 psi and it ran like new.

Motor cross 125 cc bike; Motor had to be torn down after every race. The bike was treated before a new season and half way thru the season with no tear down the racer sold the bike to move up to bigger class. The new owner raced the bike for the rest of the season with no tear down. We buffed the whole bike with ES and after racing he only had to rinse it off with a water hose to look like new.

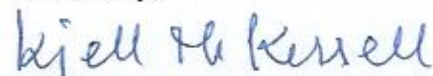
My Boat Engine: It is a John Deere 300 series 4 cylinder 219 cu. in. / 3.6L and I treated it with ES in 2004, much quieter after ES. In 2008 I was on a trip from Secret Cove to Pender Harbor in a NW gale and half way to Pender Harbor I lost oil pressure, it was at "0". Due to weather conditions I had to keep running with reduced RPM and the water temperature only increased by 10 degrees F. 35 minutes later I dropped anchor in Pender Harbor, oil pressure still at zero and water temperature was 185 degrees F. A plug had come loose and all the oil was pumped out of the engine into the bilge, so I fixed the plug, refilled with oil and kept on cruising. After 3 months I returned to Richmond B.C. with 235 hours on the new oil. An oil sample was taken and the lab results showed **normal** wear. The ES saved me from a major expensive engine overhaul and if I had not been able to keep running I would have been blown up on the rocks, and probably lost my boat.

Please visit my web site to view the "RUGGEN" @ www.ruggen.ca.

As you can see Enviro-Save products have lived up to the advertised performance claims and should any skeptics doubt ES then please do not hesitate to call me.

Enviro-Save pays for itself in many ways and I highly recommend its use.

Yours truly,



Captain Kjell T. Kessell
604 928 1978
17011 River Road
Richmond, B.C. V6L 1L8

Unique Products

Surrey, 10.25.2015

17011 River Road

Richmond, BC

Dear Kjell,

Last year you introduced me to Enviro Save as I had told you about my boat engine, 6 cyl. Ford Lehmann, that had a terrible smoky exhaust. That was one problem, the other was very bad performance under power, full throttle gave me only 1100 rpm. And plenty smoke, not good for the environment. After we had talk about these problems , you gave me some reading stuff about Enviro Save Metal treatment.

After reading about the product and all the testimonials which I found very informative and interesting. I also heard other boats in the marina had treated engines, among them two 4-71 Detroit's with good results, smoke free- and better fuel economy.

Therefore I came back to you and asked you to get me the treatment.

When you brought me the product you informed me that the treatment is to be done in two parts, pre-treatment cleaner in the existing oil with 20 hour accumulated running time, then the treatment is applied to new oil. So I did, started engine warmed it up, shut the engine down, poured the cleaner in, restarted and went home for supper.

Well, I didn't know what to expect the next morning when I returned to the marina. Walking toward the Ramp I could not see any smoke drifting around, like last evening when I left, and as I got closer I could not see any smoke from the boat's stack. I thought the engine must have stopped, surprise, not so engine was running, gauges showed all is well. I let the engine run the remaining hours, removed the oil and changed filter, refilled with the treatment and new oil, followed by recommended 2 hours running to start treating the bearing surfaces.

This treatment is really something, today , many hours later, smoke free and RPM 2100 at full power and added bonus, more speed.

Thank you Kjell for your very good advise

Ronald Macht With all my Thanks
Ron Macht *I have a new Eng with the use of*
M/V Sue Ann, BC 1560046 *the treatment*



1441 - 100th AVE.
DAWSON CREEK, B.C.
V1G 1W7

TEL: (250) 782-4808
1-800-810-4808
FAX: (250) 782-4766

Enviro-Save Distribution & Mfg. Inc.
#12, 7675 Edmonds Street,
Burnaby, B.C. V3N 1B7

February 20, 2004

Attention Mr. Warren Casperson

Dear Warren;

Our Company is a Jobber flying the "Auto Parts Plus" banner, a subsidiary of USI/AGI, Uni-Select/Acklands Granger. We have sold Enviro-Save treatment products for over 10 years to our automotive, agricultural and fleet customers. Although not a huge seller, we continue to sell it weekly and usually to repeat customers who have taken advantage of the product in previous years.

Under our other DBA name of "Mile Zero Motorsports" we are a dealer for Honda Motorcycles, Atv's, Power equipment, Yamaha Motorcycles, Atv's, Snowmobiles and also Arctic Cat Sled's and Atv's. We sell Enviro-save to the recreation users as a means of reducing their operating costs especially for the racers (we make it mandatory that our sponsored motocross riders treat their bikes). An additional good selling feature has been pointing out the benefit of corrosion protection while in the off season along with cooler operating temperatures while in use.

As a dealer for Enviro-save we always recommend the complete power train protection kits whether for a quad or a class 8 truck. Many of the local car/truck dealerships have purchased kits from us to be installed into their customer's vehicles.

Of all the high quality products we sell or have sold including new warranted units, we have received fewer complaints from selling Enviro-Save products than any other product in the building. There simply have not been any instances of slipping clutches or premature failure caused by wear leading to unhappy customers. I wish all of the products we sell had this level of customer satisfaction.

Sincerely;

Terry Stedel
Manager.

4 - 2 1

"We are Leading"



2004 MILE ZERO MOTORSPORTS MX SPONSORSHIP PROGRAM

Last year our sponsorship program was completely changed and proved to be fairly successful. This year we are going to make several other changes that should:

- a) bring the team closer. b) have a prize for qualifying 4th in your class. c) get our name out into the marketplace and create higher volume in sales, thus setting the stage for an even better program for next year!

Last year Cole Lewis and Josh Vipond both received credits for placing at the end of the year.

This year we will sponsor the following classes in the P.M.A. 80 (13-16), youth (14-24), 125 (intermediate & expert), 250 (intermediate & expert), as well as quads.

RACERS BENEFITS:

- enjoy a 15% discount on parts and apparel.
- free team shirt
- Team decal kit for bike will cost only \$50.00 and will be credited back if you send customers to us.
- free Team number plate
- placing 4th at the end of the year entitles you to a credit on 25% of all of the parts and accessories purchased from us for the bike during the season.*
- placing 3rd at the end of the season entitles you to be credited back with 50% of all your parts and accessories purchased from us for your bike during the season.*
- placing 2nd at the end of the year entitles you to be credited back at the end of the season with 75% of all your parts and accessories purchased from us during the season.*
- placing 1st at the end of the season entitles you to be credited back at the end of the season with 100% of all your parts and accessories purchased from us for your bike.
- placing 1st in one class and 2nd in another entitles you to 100% of your purchases from us for your bike credited back PLUS A \$500.00 CREDIT TO YOUR ACCOUNT*.
- placing 1st in two classes entitles you to 100% of your parts and accessory purchases for your bike credited back PLUS \$1000.00 CREDIT TO YOUR ACCOUNT!!!*.

* season starting from March 15th through until Aug. 21, 2004. Credit will be in the form of a credit on your parts account and issued only if racers obligations (below) are met.

RACERS OBLIGATIONS:

- race at all Dawson Creek races and missing only up to 2 other races.
- wear your free "Team" shirt at all PMA functions, and casually fairly often.
- place a "Team" decal (supplied) on the back window of your tow vehicle
- use Enviro-save metal treatment on your bike. We believe that this will give you an advantage because of more power (less friction) and fewer break-downs (less wear). Credit will NOT be issued unless your bike is treated.
- build a sponsor board and put our name on it. You can put all your sponsors on the board, however all we require is that the board is in your pit area during each race. Last year this was carried out by a select few of our sponsored riders who value a good working relationship between the racer and the dealer. Thanks to those who did a sponsor board last year. This year will be handled differently in that we will be at most races and will be keeping track of who has a sponsor board out. Absolutely no credit will be given unless this obligation is carried out. Also next year, those who fail to do this will not be eligible for our sponsorship program.
- send everyone you can through our doors and tell them to say that you sent them. The more profitable we are, the more we can give back to you.

We are extending this helping hand only to our best customers who have purchased their bike at Mile Zero Motorsports and who value a good, long-term racer/dealer relationship where all parties can come out ahead. If you have any questions, please phone me at 782-4808 or (800)810-4808. Hope you join!

Yours truly,

Jerry Stedal

4 - 20



1441 - 100th AVENUE
DAWSON CREEK, BC
V1G 1W7

TEL: (250) 782-4808
1-800-810-4808
FAX: (250) 782-4766

October 6, 2008

Enviro-Save Distribution & Mfg. Inc.
P.O. Box 80129
Burnaby, B.C.

Attention: Mr. Warren Casperson

Dear Warren;

We are very pleased to inform you that today, the City of Dawson Creek has awarded us the tender to supply Enviro-Save Powertrain Protection Kits for most of their equipment and all of their vehicles two years and newer. They will recover their initial costs on fuel savings and GHG emissions alone, the added reliability, increase in usable hours and reduced maintenance costs are secondary.

The City of Dawson Creek has won several awards for being aggressive in implementing innovative practices and policies to lessen the Carbon footprint that the City has on the environment. The track record of Enviro-Save over the past 18 years, the "one-time" only application and the history of showing a 50% reduction in wear metals, certainly made the decision easier.

With today's high operating costs and the desire to reduce GHG emissions, we expect that many other municipalities will also consider using Enviro-Save as means of reducing operational costs, fuel costs, CO2 emissions and to extend the usable life cycle of their vehicles and equipment.

Sincerely;

Alvin Stedel

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Ultramodern Products Corp.

9201 - 6th Street, Dawson Creek, B.C.
Phone 250-784-4234 Fax 250-782-4766

April 19th, 2009

Enviro-Save Distribution & Mfg., Inc.
P.O. Box 80129
Burnaby, B.C.
V5H 3X5

Dear Warren,

In March of 1993 we received a letter of endorsement for Enviro-Save from Iva and Wayne Tuttle (I & I Construction Ltd. / testimony # 6 - 1)

The letter states a dramatic reduction of metal wear rates and a 10% reduction in fuel consumption on their 740 John Deere grapple log skidders.

As CO₂ emissions are directly related to fuel consumption we have calculated the benefit realized not only in operational costs but also environmental costs.

These John Deere 740 skidders went from 77 gallons per 12 hour shift before Enviro-Save treatment to 70 gallons per 12 hour shift of diesel fuel consumed in the same period after Enviro-Save treatment. From 6.42 gal. per hour (145.09 lbs of CO₂) to 5.84 gal. per hour (131.98 lbs of CO₂). This equates to a **reduction** of 13.11 lbs per hour, 314.64 lbs per day 2x12 hr shifts.

These machines were operated 6 months of the year on double shift (24 hrs.), the **reduction** in CO₂ over 180 days of operation amounted to approximately 56,635.20 lbs of CO₂ or over 28 tons per skidder per season.

Over the same period diesel fuel consumption was reduced by 2520 Gallons (11,460L), a savings at today's prices of about \$10,314.00 per machine per year.
All with one treatment of Enviro-Save.

Reducing CO₂, save's money!



Alvin Stedel
President

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