

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,



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