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To: <militec@militec1.com>
Sent: Tuesday, March 12, 2002 1:22 AM
Subject: Great Product!!

To whom it may concern:

In 1988 I bought a new Ford E150 van with a 302 V8 engine. After the breakin period (12,000 miles) I started using Slick 50 in the engine. Over a period of time and oil changes I used a total of 7 quarts of Slick 50 in the engine. I didn't know about the 'layer' of teflon that it was putting on the parts. I didn't realize that someday that 'layer' would rub off and PLUG up my engine.

When I had about 50,000 miles on the engine I was introduced to Militec. I saw it demonstrated at a gun show in Charlotte, NC. I was VERY impressed with the demo on the machine with the amp meter and torque wrench. I bought a pint and a one ounce dispenser. I used it on a brand new Smith and Wesson stainless steel semi-automatic pistol. Over the years I have fired over 200,000 rounds through that pistol and it shows NO WEAR! I am amazed.

Here is how I used the pint: I put one ounce in my 9 year old son's go-kart and the rest in my 1988 van. The van had 50K miles at that time.

One day my wife called me at work and told me that my son had checked the oil on his go-kart (it was a rule he HAD to check his oil level BEFORE starting it) and didn't put the plastic screw-in plug in correctly. He started his go-kart and all the oil came out and he didn't know it. He was driving the go-kart around and around his 'track' when my wife noticed the oil on the back of his shirt. He had been driving it for about 20 minutes. When I came home, I found the 'oil slick' starting from where he normally parked his go-kart and going for about 25 feet. There was no plug and NO oil in the engine.

I figured the motor must have frozen up. I pulled the rope starter and the engine rotated freely. I put oil into the engine and replaced the plug. The engine continued running for about 8 years until we sold it. (he grew out of it and now drives a Camero)

In my work truck at about 80,000 miles I had changed the oil and didn't install the oil filter on correctly. It had leaked out the oil and I wasn't aware of it. (I know, I know, I should have done what I told my son to do - always check the oil)

I wasn't paying attention to the oil pressure gauge. Myself and one of my employees were driving down the road and I kept hearing a "sizzling" noise. I thought it was the sand from the road as I was driving in S. Carolina on a road that had some sand on it. When we arrived at the customer's house, we discovered the sizzling sound was still there while we were sitting still. That was when I looked at the oil pressure gauge. ZERO psi! I had one quart of oil with me and the customer had a quart. He drove me down to a store where I purchased 4 more quarts. (it is a 7 quart capacity) That restored the pressure and the "sizzling" went away. The sizzling was from the lifters not being pumped up.

At about 125,000 miles a 'mechanic' told me that I HAD to change the timing chain and gears. I asked why, and he stated that because you HAVE to at about 80,000 miles. I bought the chain and gears and tore down the front of the engine.

The chain and gears did NOT show any signs of wear, however, what I DID find was a build up of 'brown goo'. It was the deposits of 'Slick 50' that rubbed off the engine. Changing the timing chain and gears disrupted this 'goo' and caused it to start circulating in the engine and plugging it up. It plugged up my oil pump screen and my pressure dropped to zero. The engine did not overheat. I took the van to a mechanic to have him change the oil pump. (you have to lift the engine off the motor mounts to get the pan off)

The mechanic changed the pump and screen, however, he didn't clean out the remaining goo. (I can never understand why he didn't)

Needless to say, after a short time the screen was plugged again. By this point I figured the van didn't owe me anything. It gave good service. I knew that Militec was protecting my engine and I figured that I would run it without oil pressure until it finally seized up.

I have been running this van now for about 4 years. I get oil pressure for about the first 2 or 3 miles and then BOTH oil pressure gauges (I installed a second one thinking the first didn't work right) will go to zero. After about 5 or 10 minutes the lifters start clicking like a drummer and the engine loses power because the valves aren't opening fully. I only use this van for short hauls. (20 miles or so)

I have now put on about 40,000 miles driving it this way. Last week for some reason, the oil pressure came back and is holding about 22 psi. The engine is running smoothly and does not overheat. I guess I am not going to seize it up, am I?

I now have 230,000 miles on this BADLY abused engine and it is STILL running. When I tell mechanics about this they don't believe it. I have taken many for a ride in the van while the oil pressure would go to zero. They have always been amazed. I am amazed.

I like this product so much that I am tempted to order a 55 gal drum and cases of pint sized bottles and market this product. Right now I provide Internet Service through dialup and wireless here in the Charlotte area. The closest place that I have found this product is in Albemare, NC.

I have a new Mustang GT and I want to preserve this car and my son's Camero with Militec.

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