

TALBOT RACING

RACE CARS, PARTS AND SUPPLIES

LEE TALBOT ASSOCIATES, INC.

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Alan D. Roth, Ph.D.

President

Advanced Product Distributors, Inc.

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Dear Alan:

I enjoyed meeting you at the Auto Show last week. As I indicated, I have been using Militec both in race and street applications for over two years now. While I have driven everything from grand prix (Team Lotus) down over the past forty some years, I am at present racing in Sports Car Club of America (SCCA) road racing events. SCCA races are held throughout the U.S. and involve both professional and amateur events. In the past several years I have been racing in several classes, primarily in the nonprofessional events where I have won two championships.

At present I am racing an SCCA Spec Racer. The Spec Racer class is strictly controlled so that the competition is based on the competitor's skill rather than his bank account. The cars are built by SCCA and all parts and repairs must be provided or authorized by them. Consequently, nothing but some suspension settings may be changed on the cars. The engine, transaxle and carburetor are all sealed, and if any seal is broken, or any other part changed, the driver and car are disqualified. This is in marked contrast with other classes where it is possible to gain additional speed or acceleration through extensive (and expensive) modifications in engine, drive line, suspension and body.

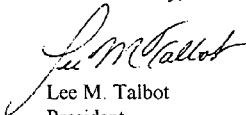
I tried Militec on the suggestion of another driver (who was consistently slightly faster than I was). To determine its effectiveness I took the car to a practice day at the Summit Point Raceway in West Virginia, which, as you know, is our closest road racing circuit. I warmed up the car and tires, then drove five laps at speed, checking the RPM at various points on the track as I always do in competition. I then paused and added the specified amount of Militec, but made no other changes or adjustments, and immediately went back and did five more laps. On the first full lap the car was pulling 300 RPM more at the end of the main straight than it had on the previous laps, and it continued to do so. I was impressed, particularly because I am an Amsoil dealer and I was already using Amsoil synthetic racing oil in the engine. Therefore this improvement was on top of the improvement that the excellent synthetic racing oil provides.

I have continued to use Militec in the engine and transaxle. This last season (1993), for example, I added Militec at the start of the season. After about 7 races (which equals something over four hundred miles at speed) I added another 2 oz. per quart half way through practice at an event at Summit Point, and picked up 200 RPM at the end of the straight over the best I had done in that practice session.

My experience with using Militec in passenger cars is also good, and I have friends who swear by it both for passenger and race cars.

With all best wishes for the new year,

Yours sincerely,


Lee M. Talbot
President



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