

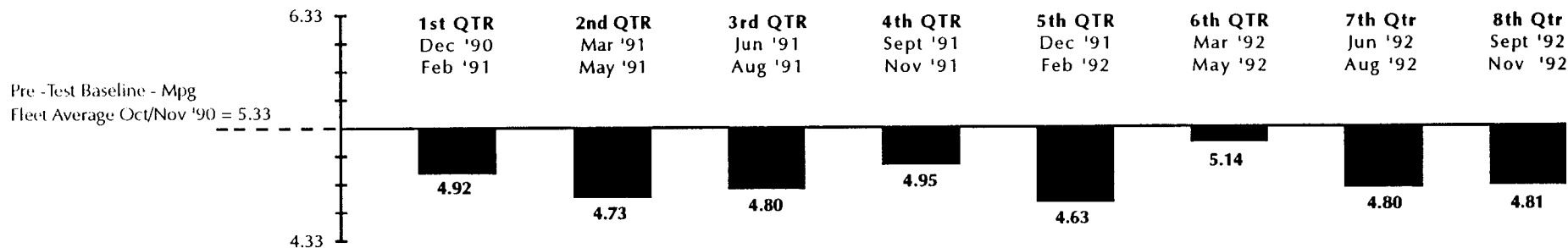
FUEL SAVINGS 17.6%

FINAL RESULTS - MPG USA INDEPENDENT LONG TERM 24 MONTHS- 8 DIESEL TRUCK CONTROL TESTS - MPG

Both the Control Group and Testing Group Each Consisted of 4 - 1990 Peterbuilt Trucks all with Cummins 365 Diesel Engines
All the front axels and fuel tanks have an infra-red electronic measuring mechanism linked to an onboard computer to measure MPG accurately

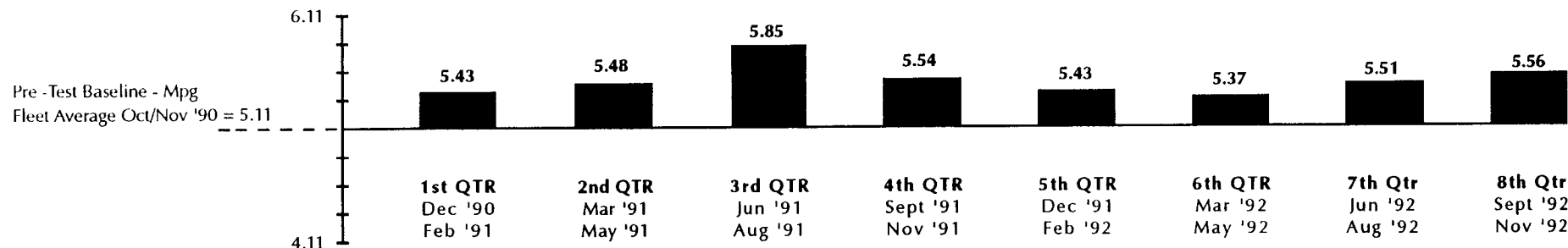
CONTROL GROUP OF VEHICLES - WITHOUT DIPETANE

START MILEAGE FLEET AVERAGE 93 261	TOTAL TESTING MILES - 1,172,256 AVERAGE TESTING MILES PER TRUCK = 293,069 MILES	BASLINE - MPG OCT/NOV '90 FLEET AVERAGE 5.33 MPG	FLEET AVERAGE - MPG DEC '90 - JULY '92 4.83 MPG	FLEET AVERAGE - MPG DIFF BASELINE V'S 20 MONTH TESTING PERIOD -0.50 MPG DECREASE	% DIFF -9.38% MPG
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TESTING GROUP OF VEHICLES - WITH DIPETANE DEC '90 - NOV '92

START MILEAGE FLEET AVERAGE 128 995	TOTAL TESTING MILES - 1,126,648 AVERAGE TESTING MILES PER TRUCK = 281,662 MILES	BASLINE - MPG OCT/NOV '90 FLEET AVERAGE 5.11 MPG	FLEET AVERAGE - MPG DEC '90 - JULY '92 5.53 MPG	FLEET AVERAGE - MPG DIFF BASELINE V'S 24 MONTH TESTING PERIOD +0.42 MPG INCREASE	% DIFF +8.22% MPG
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Based on the above data: Control Group (Non-Dipetane): -9.38% (loss of mpg), and the Testing Group on DIPETANE: +8.22% (increase in mpg) the cumulative effect of both groups, Control and Testing, gives an overall difference of 17.6%

A - Consider the Nett Cash Savings of approximately 1 in 7 Trucks at Nil Diesel Cost

B - Consider the Cash Savings of Clean Engines

C - Consider the Environmental Benefit of Reduced Smoke/Emissions

THE ABOVE BENEFITS ARE ACHIEVED OUT OF EXISTING FUEL BUDGET

DIPETANE Fuels are standard fuels restructured - without the use of additives - bringing about the proper combustion of carbon, thereby leading to:

1. Very large and measurable fuel savings
2. Clean Engines and Boilers, i.e. reduced maintenance costs
3. Much lower emission levels.

DIPETANE - works equally well in Boilers

*Astute Financial Environmental, Logistic and Transport Managers - Appreciate the above impact on the Bottom Line
N.B. £2,000 Nett per Truck, Fuel Savings alone (UK) i.e. Average Truck using 50,000 litres of Diesel per year (With NO Capital Cost)*

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