

BAAF AUTOMOTIVE CENTER

P.O. BOX 577
TESHIE NUNGUA ESTATE
ACCRA, GHANA
TEL. 712177

EVERYTHING IN AUTOMOTIVE SERVICE

ADVANCED PRODUCT DISTRIBUTORS, INC.
601A LOFSTRAND LANE
ROCKVILLE, MARYLAND 20850
ATTN : ALAN D. ROTH, PH.D.

Dear Dr. Roth,

You may remember me from our meeting in November, 1995, the Friday after Thanksgiving Day, in your office. The meeting had been arranged by Mr. Stephen Leamon of Whitset N.C. with whom I have been working to market MILITEC-1 in Ghana, West Africa.

As you can see from our letterhead, we are in the automotive repair and service business, with a car wash attached. We use a power washer, Northern Star model #Z5Fx236, for the washing of engines and the chassis of vehicles of all types.

In January of this year, I treated the engine of the power washer with MILITEC-1 at the time of our regular oil change. In the middle of February, the machine developed a problem. The engine oil turned white and very watery and lost its viscosity. Upon close inspection, it was determined that water was pumping into the oil due to a big crack in the cylinder head gasket. The replacement part could not be obtained locally and had to be imported which took some time.

Our business, however, depends so much on the use of the machine, and the stiff competition around would not allow our temporary shutdown until the part arrived. There would be a customer flight to other places which would have knocked us out of business.

We decided to risk using it, with frequent oil changes to prevent any further damage to the engine. We did this for three days, changing the oil about 3 times a day until the following Sunday, which is usually our busiest day of the week. Due to the workload on that day, we forgot to change the oil. The machine was in almost continuous use from 6am to 6pm on that day, and we washed 72 vehicles including trucks and tankers.

To everybody's amazement, the machine worked without any breakdown. You can appreciate the heat in our part of the world, coupled with the internal heat build-up due to the absence of the normal oil lubrication.

Our engineers all agree that there is no way the machine could have worked under those conditions for more than 30 minutes without engine failure had it not been for the MILITEC-1 factor.

After that Sunday, we continued to use it lightly for the next three days after which we received the part for replacement.

This has been such a practical demonstration of the truth on the claims of the product. Consequently, all our machines have been treated with MILITEC-1.

Sincerely,

KWAME OWUSU-BAAFI
MANAGING DIRECTOR