FEROX International

"Optimizing Performance" *Since 1986*

- ✓ Protecting Engines
- ✓ Saving Fuel
- ✓ Increasing Power
- ✓ Defending Your Environment
- ✓ Redefining Freedom

GENESIS
management group

Capture the Ferox Advantage

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SECTIONS

Enclosures

1. The Economic Environment

The information age has complicated the economic environment. The speed and ready availability of information constantly accelerates the velocity of business. Consumers expect instantaneous delivery of products and business solutions. This requires fast, flexible production and distribution capabilities. The price for rapid response is ever increasing energy demands. The current energy currency is petroleum. The dilemma facing an energy hungry world is that petroleum resources are limited and shrinking. This dilemma is compounded by the environmental impact of petroleum products. The air we need, both to breathe and to fuel combustion, is daily becoming more contaminated by increased levels of toxicity caused by burning dirty petroleum products. The economy is locked in a vice with shrinking petroleum reserves on one side and environmentalist political action on the other. The cost of energy is high and will continue to increase as this pressure builds.

2. The Petroleum Problem

The cost of energy is everyone's problem, from the house mom who shuttles children to and from soccer to the government who spend precious taxpayers' money to maintain the vast transportation network upon which all enterprise depends. Every business, either a mom and pop store or General Motors, depends on both the transportation network and the engines of industry to produce and deliver the daily products of life.

Every business is impacted by three parts of the energy dilemma:

1) The escalating cost of fuel,
2) The escalating cost of maintenance,
3) The long-term environmental impact of petroleum combustion.

The price of fuel is a major part of all business costs. Fuel prices are, and will continue to escalate into the future. Whether fuel is a direct cost to a business or hidden within the price of purchased material and products, every cost item will continue to be effected by increased fuel prices. The cost of every businesses product and/or service will inflate according to the price of fuel. The result is always higher prices and lower profits!

Every business owner knows that maintenance is the "Achilles Heel" of production; good maintenance equals efficient, quality operations, poor maintenance equals poor products and high costs. As fuel prices escalate, maintenance costs follow suit. Lubricants increase in price and become more important. Good maintenance has always been the critical element in controlling production costs.

The immediate impact of petroleum combustion on the environment does not show up in the income statement as a cost or expense item. It is hid in government regulations that control emissions. It shows up in increased fuel prices as sulfur is scrubbed from fuel and BTUs of fuel performance is lost. It shows up in increased equipment costs as engines and exhaust systems are reengineered to lower emissions and reduce pollution. The impact of environmental problems is, however, real and directly effect the bottom line.

3. The Business Impact

Even when the economy is healthy and running strong, business success favors the prepared. As fuel prices rise, victory in the business area will go to the competitor who has an advantage: The ability to control or ameliorate increased fuel requirements and manage maintenance costs will have a strategic competitive advantage in the market place and an improved profit line. Reducing the pollutants from the petroleum engines of your business will not solve the universal environmental problem, but it will provide significant goodwill. Should all businesses lower their emission levels; the need for government legislation and environmental cost related business expenses will be reduced. The bottom line is that controlling fuel, maintenance and emission costs can have a significant impact on the profit line and provide a true business advantage.

4. The Business Need

As noted earlier, every business needs a competitive advantage. Ferox provides a business competitive advantage!

Ferox will:

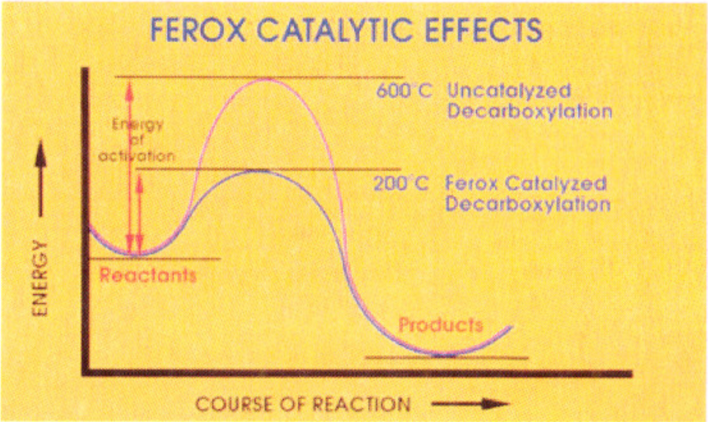
1) Increase engine horsepower from 5 to 15%
2) Increase fuel economy by 10 to 20%
3) Lower the gasoline octane requirement
4) Increase engine life 100%
5) Increase oil life up to 80%
6) Reduce air pollution up to 80%

5. What is Ferox?

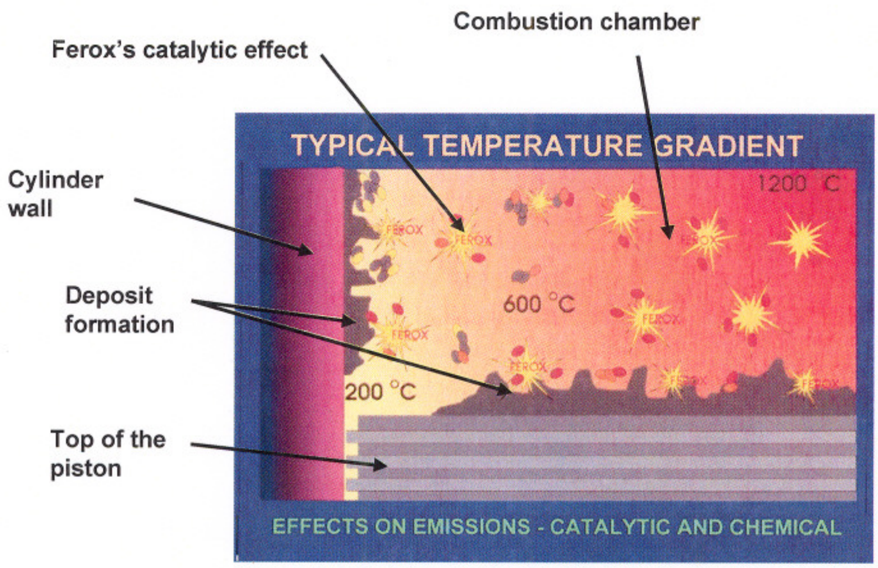
Ferox is a fuel catalyst that works in all carbon based fuels. Present applications target but are not limited to:

1) Diesel
2) Kerosene
3) Gasoline

Ferox is a simple product that does one simple thing; it lowers the temperature of activation of carbon fuels from 600°C to 200°C. *It is important to note that Ferox does not change the temperature of combustion nor the combustion process other than it allows the fuel to activate at a lower temperature!*



Because of the impurities in petroleum-based fuels, carbon deposits form along the surfaces of the combustion chamber, which will not combust at temperatures lower than 600°C. This becomes a problem because the surfaces of the combustion chamber stay cooler than 600°C. *This means that these deposits will not burn off by themselves*. These deposits are the problem. They are what cause your fuel mileage to drop over the life of your vehicle, they are what cause you to have to use higher octane fuels, they are the primary cause of automotive emissions, they are what cause your motor oil to get dirtier faster, they are what plug up your fuel injectors, and they are what cause a decline in overall engine performance. As a Catalyst, Ferox lowers the Energy of Activation of the rate determining step to 200°C. This allows the carbon deposits to burn off at temperatures as low as 200°C instead of 600°C. To the right is a diagram of a combustion chamber, where as you can see, the areas around the piston tops, heads, valves, injectors and cylinder walls are relatively cooler. These are the areas where impurities tend to build up and form deposits. Ferox bonds to these impurities and deposits, and as a catalyst it allows a



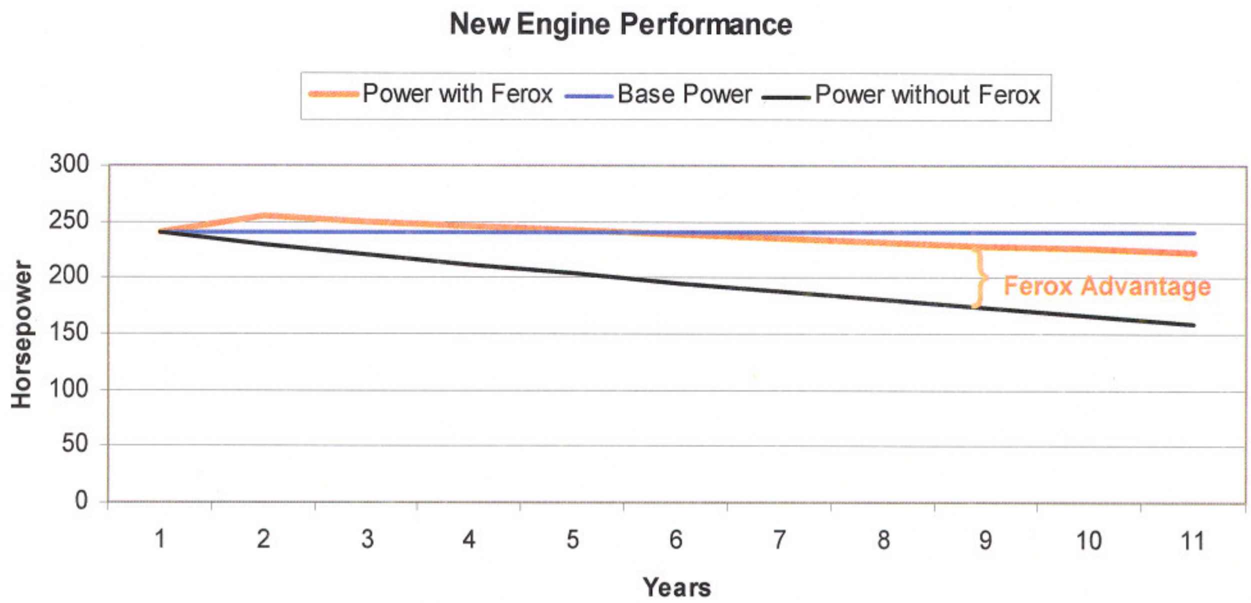
chemical reaction to happen at a temperature where it normally wouldn't happen. This chemical reaction allows the impurities to completely combust, and the deposits to burn off.

While Ferox is a simple catalyst that has a simple affect, it has a significant affect on combustion. *We call this the Ferox Advantage*!

How Ferox Effects Performance

Many variables effect vehicle performance (see Enclosure F). Ferox effects performance with every ignition. The laws of combustion are constant and do not vary between burns. **New engines** are designed to maximize combustion. When you buy a new vehicle or have a new engine, the engine is engineered to perform at peak efficiency. However, the variance between the centre of the combustion chamber (as noted above) and the cylinder walls, pistons, valves, head, and injectors temperatures do not allow for complete combustion of carbon based fuels. Unburned carbon builds up on the combustion chamber parts and slowly degrades engine performance (power and fuel efficiency). Over time, engines lose power and fuel efficiency. Unburned carbon builds up in the combustion chamber of the engine and in the oil, and increases normal wear.

When Ferox is added to a new engine it ensures complete fuel burn. An additional 5 to 15 % of power will be realized and a similar increase in fuel efficiency. As the engine continues to operate, there will be no carbon buildup in the engine and engine wear will be slowed. Overtime, wear will occur, but at a much slower rate. There will always be a constant 5 to 15% performance



improvement over the retarded wear.

When Ferox is added to an **older engine** that has been run with out Ferox, Ferox will immediately increase performance 5 to 15%. Additionally, Ferox will begin to saturate the carbon deposits that have built up in the engine and burn them. This will act as a tune-up (See the Arthur Whitaker Story in Enclosure C) as the engine is restored to its original performance minus the effects of the increased wear caused by the pre-Ferox carbon. As the engine is cleaned free of the carbon residue, significant performance increases occur, restoring the original power minus the additional carbon induced wear.

The graph on the previous page demonstrates the performance between normal fuel and Ferox treated fuel. The difference between the horsepower with Ferox and without Ferox is the "*Ferox Advantage*"!

Increases Engine Power

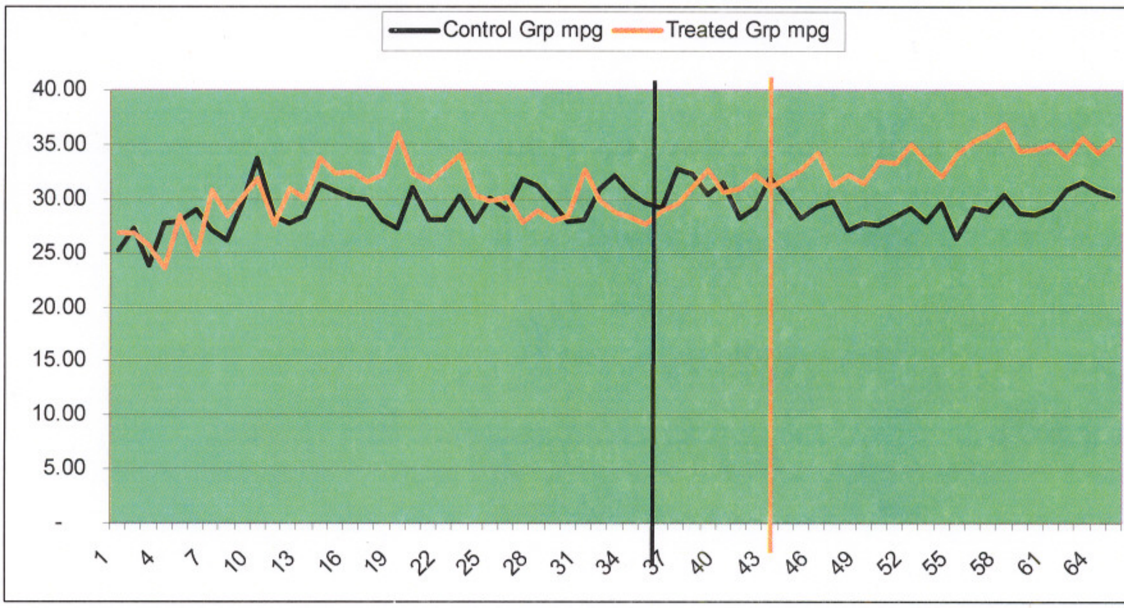
Ferox increases engine horsepower (as noted already). It is important to note that Ferox is a fuel catalyst, not an octane booster or product that changes the fuel itself. It simply lowers the fuel point of activation. The result, however, is a more complete burn in the combustion chamber. Since more of the carbon fuel burns, more of the fuel BTUs are available for horsepower. The result is simply a 5 to 15% improvement in engine horsepower! Please note the bench tests in Enclosure E.

Increases Fuel Economy (Ferox Gasoline Fleet Test Summary)

In late 1989 Ferox, Inc. began a fuel economy evaluation with Ferox on a fleet of over 40 vehicles owned by Parish Chemical Company employees. In January of 1990 the fleet was split into matched groups of twenty (20) vehicles each and monitored for a year on non-treated fuel in order to obtain base line data and confirm the stability of the two groups. Each group fueled from its own fueling station. In January of 1991 one group was picked to begin using Ferox treated fuel. The two groups were then monitored for ten (10) months. The test was concluded on the last week of October 1991. The result was an average 9.5% improvement in fuel economy with a statistical confidence level of 95% for the treated group over the non-treated group.

The following graph shows a summary of the data. Averages were calculated every ten (10) days for each fleet. From periods 1 through 36 the two groups follow each other very closely. The up and down variations follow the same basic trends for both groups indicating that outside variables affected both groups in the same way. At period number 37 the treatment began. **Two months later (period number 43) the treated group clearly split from the**

control group. Even after the split the two groups still followed the same up and down trends, indicating that outside variables were still affecting both groups. This indicates that the margin of difference in the performance was due solely to the effects of Ferox. **The final 22 test-periods averaged 16.6 % improvement in fuel use!** The fact that the two groups do not cross each other and the minimum overlap by standard deviations, leads to a 95% confidence level that the divergence is real.



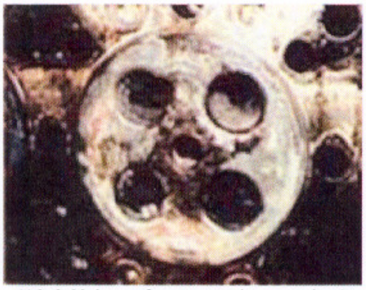
The Davis County Sheriff's Department Test at Enclosure A and the Cox Trucking Test at Enclosure B also demonstrate this performance.

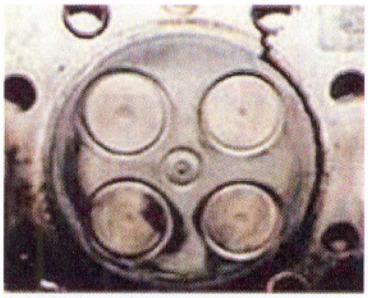
Reduces Octane-Requirement

Most cars are engineered to operate on regular gas. High performance engines with higher compression rations require higher octane gas to compensate for the higher combustion temperatures that occur. As carbon builds up in high compression engines, fuel will impregnate carbon deposits and cause pinging or pre-ignition. Ferox eliminates the carbon deposits and lowers the ignition temperature. The result is that regular gas with Ferox eliminates pre-ignition and pinging in all engines. *This is a direct savings of about $.20 per gallon.*

Cleans Combustion Systems/Increases Engine Life

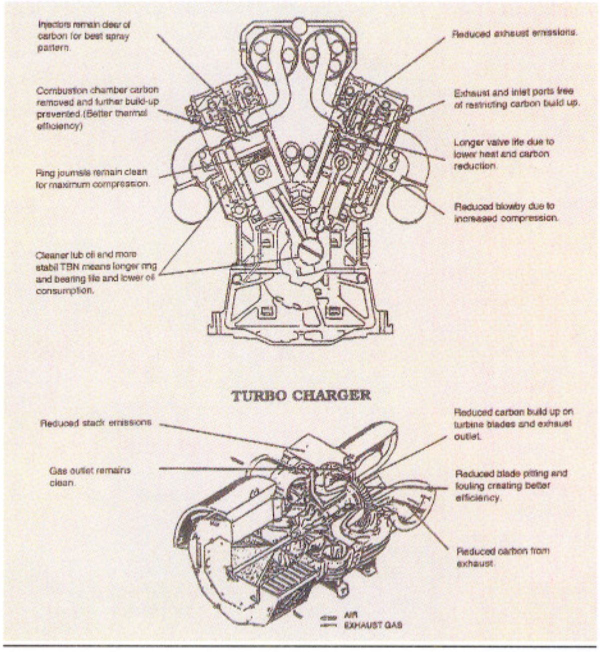
The combustion that occurs in all operating engines results in one of the most important reasons for using Ferox. Ferox will make your engines last longer. The carbon deposits that build up in the engine (as noted previously) result in greater friction that causes dangerous wear. Ferox is a catalyst; it will burn off all existing deposits leaving your engine free of corrosive material and dangerous carbon build up. Consistent use of Ferox will also prevent new deposits from being formed in their place. This catalytic action helps to improve the longevity of the internal combustion engine, and reduces maintenance costs. It also reduces downtime for maintenance by increasing the time between scheduled maintenance. Not only does Ferox remove carbon from the combustion chamber, it also reduces or eliminates sulfuric acid which corrodes engine parts. . Ferox is a fuel catalyst that you put into your fuel every time that you fill up. This means your engine stays clean, the environment stays clean, and you receive optimal engine performance and fuel efficiency with every mile of every day.


(13,260 hrs of untreated operation)


(13788 hrs of Ferox treated operation

The two cylinder heads above (Both engines were ran for over 13,000 hrs one was treated with Ferox catalyst and the other was not.) demonstrates the effects of Ferox in reducing carbon deposits. Additional information is at Enclosure D: Cummings KT-2300 and Cat 3406 Engine Teardown.

Increases oil life up to 80%



Engine oil performs two functions in an engine: first, it lubricates the moving parts to reduce friction and lower heat, and second, it cleans the engine of all foreign matter that will impede and harm the engine. The greatest amount of dirt introduced into the engine comes in the fuel and is a byproduct of combustion. Unburned material contaminates the engine and is picked up in the oil. Frequent oil changes are needed to keep these contaminates out of the engine. The more complete the combustion, the lower the engine contamination, thus the cleaner the oil. Ferox not only keeps the engine cleaner, it keeps the oil cleaner, prolonging the effectiveness of the oil and improving engine lubrication. *This is part of the Ferox Advantage!*

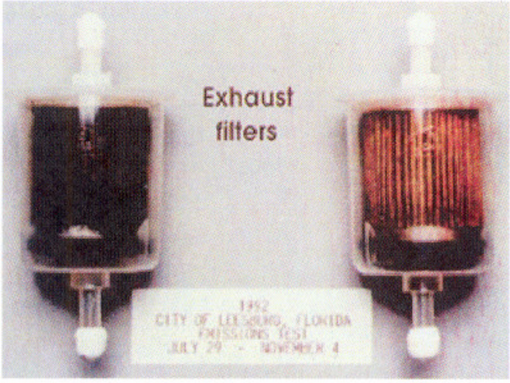
Reduces Emissions

Ferox is test proven to be a very effective catalytic combustion manager, which drastically reduces emissions, and deposit build up in the internal combustion engine. Ferox's purpose is not to run a cleaning system through your engine every 3,000 - 12,000 miles with the hope that no deposits form from the dirty fuels (gasoline and diesel) that we use in the mean time. Rather, Ferox is a supplement that you add to your fuel every time you fill up so that it cleans your engine every mile not just every 3,000 – 12,000 miles. Cleaning your engine the Ferox way prevents new deposits from ever forming, this means your engine stays clean, the environment stays clean, and you receive optimal performance and fuel efficiency every mile of every day, and best of all it doesn't cost you anything, in fact you *SAVE MONEY DOING IT!*. .

Let's face it, the fuels (gasoline and diesel) that we put into our vehicles are dirty and they don't burn completely. This means particles are left behind, which together form hard carbon deposits that harbor poisonous gases such as Carbon Monoxide. When we operate our vehicles many of these gases are emitted into the air, thus causing air pollution. Automobiles don't have to be a major cause of the atmospheric pollution in our cities. Drastic measures often taken by federal and state agencies to reduce this pollution are not necessary. If Ferox were used by everyone a substantial percentage of the many different kinds of automotive pollutions in the atmosphere would be eliminated. Because Ferox is a catalyst it will burn off the carbon deposits in the engine, which normally lead to emission problems, and keep the engine free of new deposit formation. By using Ferox to reduce emissions you're ultimately reducing the air pollution; making the world a cleaner place one mile at a time, and best of all using Ferox to clean the air won't cost you anything, in fact you will *GET PAID TO DO IT!*

Typical pollution decreases when using Ferox Are:

Carbon Monoxide	15 – 20 %
Hydrocarbons	25 – 30 %
Nitrogen Oxides	15 – 25%
Sulfur Oxides	35 – 50%
Smoke	50 – 90%
PM-10	65 – 95%



This picture comes from two emissions tests performed in Leesburg, Florida. The filter on the left was used to collect particulates from the exhaust of an engine operating on untreated fuel. The filter on the right was used to collect particulates from the exhaust of the same engine while operating on Ferox treated fuel.

You can do your part in cleaning up the environment by using Ferox!

How you use Ferox

Ferox is now available in tablets and powder form (originally, Ferox was sold as a liquid). Each Ferox tablet treats between 10-to-15 gallons of fuel. Powdered Ferox is available in 1,000 and 5,000 gallon bags for bulk applications. Tablets or powder is simply added to the tank at the beginning of fueling and is completely dissolved and mixed by the completion of fueling.

Capturing the Ferox Advantage

What will it mean to you and your company to save some of the money that you are presently spending on fuel? How much will it improve your maintenance to increase engine life, improve oil life by 80%. Where would you use that extra money? Saving is as easy as dropping a tablet into your fuel tank or adding powder to bulk delivery!

Ferox has an unparallel record:

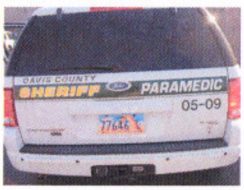
- Ferox is a 22 year old product
- EPA Registered
- Safe for all engines (Every element in Ferox is approved by the EPA)
- Completely dissolves in minutes
- Cleans out your engine
- Reduces engine wear
- Reduces engine emissions up to 80%
- Extends oil life by up to 80%
- Increases power and performance 5 to 15 %
- Lowers octane requirements
- Works in all carbon base fuels, diesel, gas kerosene, etc.
- Increases your fuel economy by up to 20%

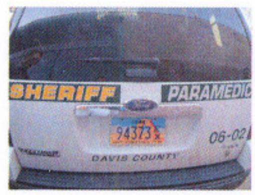
Regardless of what you run, we all have one thing in common......fuel!

Experience the Ferox Advantage!

Start Using Ferox Today!

Ferox Fuel Efficency Test





Davis County Sheriff's Office

PATROL DIVISION

Division Commander
Captain Randy Slagowski

Assistant Division Commander
Lieutenant Arnold Butcher

January 28, 2008

To Whom It May Concern:

This past fall, I cooperated with the Ferox Co. to look into the possibility of adding their product to our gasoline and diesel fuel. When I was first contacted I was skeptical of the claims the Company representative made regarding the additive. But, feeling pressured by the rising costs of fuel, I agreed to a trial study to determine the effectiveness of the additive. I was not interested unless they could prove to me that the additive saved money on fuel costs. A controlled test was proposed. I picked a sample of Sheriff's patrol vehicles to test. We tracked four vehicles as a control sample, and four as test vehicles that the Ferox additive would be used in. This test was done over a five week period, with a weekly data check. A "scan gauge II" device was attached to the computer system in the vehicles in order to measure the gallons per hour and MPG used by the vehicles chosen. The device measures a number of other factors in the engine performance. The complete report, with a more thorough explanation is available.

After the test period was complete and a report was compiled, the results indicate that there was an improvement in gas mileage in the test vehicles. I was able to confirm this improvement with our own fuel tracking system that measures the miles driven and gallons pumped (in any specific vehicle).

I cannot claim to be an expert in analyzing data, nor can I proclaim to understand the chemical science behind this hydrocarbon catalyst (ferox). But the progress of my investigation into this product is promising.

I am recommending to the many "powers that be" in Davis County Government that we give this product a try. So far, the Ferox Company representatives have been able to answer our many questions satisfactorily.

Respectfully,

Captain Randy Slagowski
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Executive Summary

Ferox International in conjunction with Davis County Sheriff's Office (DCSO) conducted a fuel efficiency test to evaluate whether Ferox Fuel Tablets would improve patrol fleet fuel efficiency. Ferox International supervised the test to ensure that test procedures were consistently applied and results auditable.

Currently, fuel prices continue to escalate, increasing the tax payer financial burden to provide adequate security and support. The escalating cost of fuel continues to impact fundability of all DCSO programs and training.

One complete Patrol Shift with eight vehicles was committed to test Ferox Fuel Tablets. The test was executed from November 7th through December 5th, 2007.

17,894 total miles were driven in the conduct of the test. 4,561 miles were used to verify the vehicles fuel economy before Ferox Fuel Tablets were inserted into any vehicle. Four vehicles were selected, representing the oldest and newest vehicles in the test group. These vehicles were tested for 9,029 miles with Ferox Fuel Tablets. An additional 4,304 miles were driven to provide comparison, or control data for the vehicles testing Ferox Fuel Tablets. One vehicle, VIN 05-09, was the Shift backup vehicle and logged so few miles that its performance was excluded from the study.

All vehicles were monitored for their fuel efficiency and evaluated according to the onboard computer miles per gallon (MPG) readings, the miles driven divided by the gallons used, and the registered gallons per hour (GPH) by the vehicle computers as per Scan Gauge II readings.

Careful testing procedures ensured that the engines of each vehicle were evaluated at the same temperature, RPM, etc., at the time of each computer testing.

While Ferox International supervised the test, the Davis County Sheriff department provided the actual pump data and odometer readings from which the evaluation is documented.

Ferox Fuel Tablets prove to be effective in improving fuel economy. The four test vehicles registered an average of 1.42 better mpg. This is a 11.9 % improvement in fuel efficiency. The Ferox Fuel Tablet vehicles outperformed the Control Group by 11.7 %. **For the three weeks of the test, Ferox Fuel Tablets saved $176.97 in gas.** The long term implications for fleet savings are significant.

DCSO has budgeted $243,000 for fuel for 90,000 gallons of fuel for Fiscal Year 2008. Use of Ferox Fuel Tablets in bulk fuel at $200.00 per 5,000 will save DCSO, after subtracting the cost of Ferox, an estimated $25,110 for the Fiscal Year.

1. Purpose

Ferox International and DCSO conducted a fuel test from November 7th, through December 5th, 2007, to evaluate whether Ferox Fuel Tablets would increase the fuel efficiency of DCSO patrol vehicles and save Davis County money.

Fuel prices have increased significantly over the past year and are negatively impacting the DCSO financial structure. Money needed for training and equipment has been diverted to fund fuel requirements. Ferox Fuel Tablets were evaluated to see what effect it would have on reducing the impact of increasing fuel costs.

2. Methodology

The DCSO Patrol Division selected one complete Patrol Shift to conduct the test. This allowed total control of the personnel and vehicles for the test.

DCSO patrol vehicles have a unique requirement. They provide 12 hour per day security support for Davis County. While there are times when they log significant miles - which improve mile efficiency - they also have significant idle time. The result is a low mile per gallon average. Gallons per hour may be the best overall measurement for this type of service. However, it is reasonable to assume that over time, miles per gallon will average out as a constant.

The patrol shift has a total of eight (8) vehicles that were isolated for the test. The following vehicles (by vehicle number) were used for the test:

VIN
05-09
05-11
05-12
06-01
06-02
06-03
06-04
06-21

Seven vehicles of the Patrol Shift were used to validate the test results. One vehicle, 05-09, is a reserve vehicle and was used to infrequently to provide adequate data for fair evaluation. Four vehicles were selected to test Ferox Fuel Tablets and three vehicles were used to monitor fuel efficiency throughout the test for comparative or control analysis. Only models from

2005 and 2006 were selected in order to use the onboard computers to track vehicle engine performance data.

Vehicles 05-11, 06-01, 06-02, and 06-21 were all selected for Ferox Fuel Tablets testing because they were used daily, and would provide consistent test data. Vehicle 05-11 was selected for Ferox testing because it was the oldest and highest mileage, regularly used test vehicle and would demonstrate the effect of Ferox Fuel Tablets as vehicles increase in age and use. Vehicle 06-21 was selected because it was the newest and lowest mileage, regularly used test vehicle, and would demonstrate the effect of Ferox Fuel Tablets on newer, lower mileage vehicles.

Vehicles 05-12, 06-03, and 06-04 were tested as control vehicles. All vehicles were evaluated throughout the test and provide sufficient data to validate the Ferox Test results.

Davis County bulk fuel was used for the test to ensure consistent fuel quality. Additionally, all fuel drawn from the Counties' pumps is recorded by gallons fueled and vehicle odometer reading at the time of fuelling.

A daily fuel and mileage log was maintained by all test vehicle operators.

During the reconciliation of the County Pump Data with the daily logs, it was noted that the complete fuel data for vehicle 05-10, a non-test vehicle was included. This information is attached in Annex B. While not part of the test package it serves as a totally independent tool that adds additional validation to the test results.

Two methods of evaluation were used to record test results: 1) vehicle computer data recorded from the engine computer, and 2) recorded odometer and gallons used during the test.

The increasing development of automobile computers to control all engine operations improves vehicle performance while recording significant vehicle functional data.

Model 2005 and 2006 vehicles were used to take advantage of the onboard computers. The odometer reading, trip data and miles per gallon reading were recorded every time test data was recorded.

A Scan Gauge II, manufactured by Liner Logic in Mesa Arizona, evaluated engine performance every time a vehicle was tested or checked. Controlled testing procedures ensured that the engines were operating at the same performance level when each reading was recording. Scan Gauge II provided the following additional data:

Gallons per hour
RPM
Throttle Position Setting
Engine water temperature
Volts produced by alternator
Intake air temperature
Timing advance setting
Engine load (percent of available power)
Manifold Absolute Pressure

Every engine computer was checked at the beginning of each recording to ensure that there were no engine malfunctions during the test.

Again, testing procedures ensured that engines were recorded at a standard level. Miles per gallon and gallons per hour data provide significant measures of vehicle fuel efficiency. Ferox International checked each vehicle and recorded the results to ensure consistent procedures.

The test began on November 7th, 2007, by recording every vehicle computer's data and odometer reading. Each vehicle was issued a daily log to record odometer reading (miles driven), and gallons of fuel added. *Additional data was taken from the County Pump Site records to ensure an accurate baseline figure.*

On November 14th, 2007, the vehicles were checked, recording every vehicle engine setting and odometer and gallons used reading. This reading was used to set the fuel efficiency baseline for the four Ferox Fuel Tablet test vehicles. It also provides a base line for comparison for the three control vehicles. Two Ferox Fuel Tablets were added to every vehicle to begin the Ferox Fuel Tablet test. A ten pack Ferox Fuel Tablet pack was issued to each Ferox Fuel Tablet test vehicle. One Ferox Fuel Tablet was added for each 10 to 15 gallons each time the vehicle was fueled. (Please note that a Ferox Fuel Tablet was added to the gas tank each time fuel was added. While this may have been more Ferox than needed, it ensured that the fuel was maintained at the maximum Ferox efficiency level. Additional Ferox will not harm the vehicle in any way. This ensured maximum efficiency for the test.)

On November 14th, 2007, the four Ferox Fuel Tablet Test Vehicles' computers were reset by disconnecting the battery polls. Vehicle computers set fuel mixture settings and record mile per gallon computations by averaging fuel utilization over time. Once Ferox is circulated through the vehicle, resetting the computer will reset the fuel mixture to the default setting until the fuel is burnt, and give current Ferox mile per gallon readings. This is important for the gallons per hour and miles per gallon computer readings for the test.

Vehicles were then tested on November 21st, November 30th and December 5th. The test plan scheduled a test period for November 28th, but operations necessitated a reschedule to November 30th.

The final reading or measurement was conducted on December 5th, 2007.

3. Results

The four Ferox Fuel Tablet test vehicles recorded the following fuel efficiency improvement when measuring miles per gallon (actual):

Vehicle	Baseline MPG	Test Average MPG	MPG Change	Percent MPG Increase
05-11	10.9	12.9	2.0	18.7 %
06-01	12.6	14.3	1.6	13.0 %
06-02	11.5	13.1	1.6	13.5 %
06-21	11.9	13.8	1.8	15.4 %
Total	**11.9**	**13.3**	**1.4**	**11.7 %**

Although the four Ferox Fuel Tablet vehicles' computers were reset on November 14th, it appears that two vehicles – 05-11 and 06-21 - did not reset. The four Ferox Fuel Tablet test vehicles recorded the following fuel efficiency improvement when measuring miles per gallon (from vehicle computer):

Vehicle	Baseline MPG	Test Average MPG	MPG Change	Percent MPG Increase
05-11	12.0	12.0	0	0 %
06-01	12.8	15.1	2.3	18.0 %
06-02	11.8	13.2	1.4	12.1 %
06-21	11.9	12.7	.8	7.2 %
Total	**12.1**	**13.2**	**1.1**	**9.2 %**

The Ferox Fuel Tablet test vehicles recorded the following fuel efficiency improvement for gallons per hour (GPH):

Vehicle	Baseline Gallons per Hr	Test Average Gallons per Hr	Gallons per Hr Change	Percent GPH Decrease
05-11	0.44	0.36	-0.08	-17.2 %
06-01	0.45	0.41	-0.04	-7.9 %
06-02	.0.41	0.36	-0.05	-11.1 %
06-21	0.49	0.44	-0.05	-10.0 %
Total	**0.45**	**0.39**	**-0.05**	**-11.5 %**

* *Ferox Fuel Tablets test vehicles lowered (improved) the gallons per hour at idle.*

Ferox Fuel Tablet test vehicles demonstrated a significant fuel improvement. Both the miles per gallon per actual odometer reading divided by gallons consumed or gallons per hour recorded similar savings. While the computer calculated gallons per hour shows a strong improvement, it appears that two of the computers failed to reset, therefore understating the results.

The control vehicles recorded the following fuel efficiency when measuring miles per gallon (actual) by miles and gallons:

Vehicle	Baseline MPG	Test Average MPG	MPG Change	Percent MPG Increase
05-09	0	0	0	0 %
05-12	0	10.7	0	0 %
06-03	14.9	12.7	-2.2	-15.0 %
06-04	0	12.5	0	0 %
Total	**12.1**	**13.2**	**1.1**	**9.2 %**

The control vehicles recorded the following fuel efficiency when measuring miles per gallon (computer):

Vehicle	Baseline MPG	Test Average MPG	MPG Change	Percent MPG Increase
05-12	10.8	11.0	0.2	2.0 %
06-03	13.8	12.1	-1.7	-12.1 %
06-04	10.8	12.9	2.0	18.7 %
Total	**12.2**	**12.2**	**-0.03**	**0.28 %**

Please note that vehicle 06-04 had an exceptional improvement. This appears to be caused by faulty data, missing fuel that was probably procured at a service station (This is an occasional practice but was excluded for the test in an effort to standardize fuel). In an effort to use only test data the figures have not been rationalized.

The control vehicles recorded the following fuel efficiency when measuring gallons per hour:

Vehicle	Baseline Gallons per Hr	Test Average Gallons per Hr	Gallons per Hr Change	Percent GPH Decrease
05-12	0.40	0.40	-0.00	-0.0 %
06-03	0.40	0.44	0.04	10.8 %
06-04	0.45	0.46	0.01	3.0 %
Total	**0.42**	**0.39**	**0.03**	**7.1 %**

During the conduct of the test, the average temperature dropped over 12 degrees Fahrenheit. Average temperature for the test period was:

1 – 7 Nov	8 – 14 Nov	15 – 21 Nov	22 – 30 Nov	31 Nov – 5 Dec
46	47	40	28	31
44	48	45	32	28
43	57	54	33	38
46	49	**55**	**35**	**34**
46	**41**	**61**	**34**	**34**
45	**51**	**40**	**39**	
	37	**32**	**30**	
			36	
			35	
45.1 Av	**47.1 Av**	**46.7 Av**	**33.6 Av**	**33.0 Av**

All vehicles recorded a drop off of fuel economy as the temperatures dropped.

While the Ferox Fuel Tablet treated vehicles improved fuel efficiency in miles per gallon by 11.9 % and gallons per hour by 11.5 %, the Control vehicles fuel efficiency remained basically the same. The end result is that Ferox fuel Tablet treated vehicles performed 11.7 % better than the control vehicles.

The total test covered 17,894 miles. Of these miles, 9,029 were treated with Ferox Fuel Tablets. 4,561 miles were used to establish a baseline to evaluate the impact of Ferox Fuel Tablets. 4,304 miles were driven to provide a control group to compare the Ferox Fuel Tablet treated fuel. 9,029 miles is sufficient to capture a statistically reliable sample.

4. Conclusions

Ferox Fuel Tablets resulted in a 11.7 % fuel savings for DCSO, as noted previously. The financial implications of the test are as follows:

Ferox Fuel Tables savings for the test:

Total Ferox Miles	9,029
Total gallons used with Ferox	678.8
Ferox miles per gallon improvement	1.42
Gallons required with out Ferox	759.8
Test gallons saved by Ferox	81
Dollars save during test @ $2.52/Gal	$182.94
Cost of Ferox for the test *	$27.15
Ferox savings for test	**$176.97**

* *This is the bulk fuel price at $156.00 per 5,000 gallons of fuel treated.*

The implications of this test when applied over FY 2008 will be:

Davis County Sheriffs Department Fuel Budget	$243,000
Total estimated gallons needed without Ferox	90,000
Total estimated gallons needed with Ferox	79,515
Total gallons saved at 11.7 %	10,485
Projected Cost of Fuel with Ferox	$214,690
Total dollars saved at 11.7 % @ $2.70/Gal	$28,310
Total cost of Ferox	$3,200
Total estimated dollars saved	**$25,110**

Dodd N. Wilstead
485 West, Highway 29
Castle-Dale, Utah 84513

October 15, 2007

SUBJECT: Ferox Fuel Tablets

Attached is a copy of the Cox Transportation Ferox Fuel Additive economy test. I, and my sons, took over Cox Transportation as DNW Trucking Company.

We have continued to use Ferox in all of our vehicles and verify all of the findings in the test.

Dodd N. Wilstead

TEST DATA REPORT

Title: Cox Transportation
Date: March 1 through November 30

Task: To discover whether or not treating diesel fuel with FEROX 230 will significantly improve fuel and maintenance economy of over-the-road tractor trailer vehicles.

STATISTICAL ANALYSIS SUMMARY

This summary describes and displays the most important data from an exhaustive statistical analysis of test data supplied over a nine month period beginning Mar. 1st 1996.

The test compared the fuel economy of trucks before Mar. 1st to Dec. 1st 1996. The test used vehicles 5300, 5500, 6400, 4600, 4700, 5000, and 5200. The test results showed a steady improvement in truck fuel mileage and performance in just overall maintenance and mechanical downtime.

Jack Funk Maintenance Supervisor, remarked how he himself seen the cleaning of carbon deposits on the surface of the pistons.

TRUCKS REPORTED FUEL MMILEAGE

(5300)

Before Treatment	Feb	3.3	M.P.G
	Mar.	4.4	
	Apr.	3.8	
	May	4.0	
	June	3.8	
	July	3.7	
	Aug	3.8	
	Sept	4.3	
	Oct	4.0	
	Nov.	4.3	
(9 month-test)	4.0 Avg. – 18% improvement		

(5500)

Before Treatment	Feb	3.4	M.P.G
	Mar.	3.9	
	Apr.	3.8	
	May	3.7	
	June	4.2	
	July	4.0	
	Aug	3.8	
	Sept	4.3	
	Oct		
	Nov.		
(7 month-test)	3.9 Avg. – 16% improvement		

(6400)

Before Treatment	Feb	2.4	M.P.G
	Mar.	4.1	
	Apr.	3.4	
	May	4.3	
	June	3.5	
	July	3.7	
	Aug		
	Sept	3.5	
	Oct	3.9	
	Nov.		
(7 month-test)	3.8 Avg. – 58% improvement		

(6700)

Before Treatment	Feb	3.5	M.P.G
	Mar.	3.7	
	Apr.	3.9	
	May	4.3	
	June	4.1	
	July	3.8	
	Aug	4.0	
	Sept	3.9	
	Oct	3.7	
	Nov.	4.1	
(7 month-test)	3.94Avg. – 13% improvement		

(4600)

Before Treatment	Feb	3.9	M.P.G
	Mar.	3.9	
	Apr.	4.0	
	May	4.6	
	June	4.0	
	July	3.9	
	Aug		
	Sept		
	Oct		
	Nov.		
(5month-test)	4.08 Avg. – 5% improvement		

(4700)

Before Treatment	Feb	3.9	M.P.G
	Mar.	4.1	
	Apr.	4.2	
	May	4.0	
	June	3.9	
	July	3.8	
	Aug		
	Sept		
	Oct		
	Nov.		
(5 month-test)	4.0Avg. – 3% improvement		

(5000)				(5200)			
Before Treatment	Feb	3.4	M.P.G	Before Treatment	Feb	3.9	M.P.G
	Mar.	4.0			Mar.	4.5	
	Apr.	4.0			Apr.	4.1	
	May	3.9			May	3.7	
	June	4.4			June	4.2	
	July	3.4			July	4.5	
	Aug	4.0			Aug	3.9	
	Sept	4.3			Sept	4.5	
	Oct				Oct	4.3	
	Nov.	4.1			Nov.	4.3	
(8 month-test)	4.01 Avg. – 18% improvement			(9 month-test)	4.22Avg. – 8.2% improvement		

COX TRANSPORTATION
COMBINED TRUCK AVERAGE FOR EACH MONTH

BEFORE TREATEMENT	Feb	3.61	
	Mar.	4.04	11%
	Apr.	3.97	10%
	May	4.03	11%
	June	4.09	12%
	July	3.87	9%
	Aug	3.90	9%
	Sept	4.26	18%
	Oct	4.00	11%
	Nov.	4.20	16%

ALL YEAR AVERAGE

Before treatment – 3.61

After Treatment – 4.02

COX TRANSPORTATION
SUMMARY COST OF PRODUCT VS SAVINGS

Ferox Transportation usage per month – 120000 gals
Treatment needed FEROX – 24 gals
120,000 gals. At $1.00 per gal = $120,000.00
FEROX Cost $70.00 per gal. = $1,680.00
Cost for diesel and FEROX = $121,680.00

We showed an 11% overall improvement.
11% to $120,000.00 = $13,200.00
$1,680.00 Cost/FEROX
$12,520.00 per net, savings per month
$150,240.00 per net, savings per year

FEROX CAN SHOW ANOTHER METHOD OF SAVINGS

120,000 gals. per month at 3.61 = 433,200 miles traveled
120,000 gals per month at 4.02 = 482,400 miles traveled
Difference = 049,200 miles traveled

Results: With treatment of FEROX 230 Cox Transportation Fleet will travel 49,200 miles more on the same amount of fuel per month
590,400 miles a year.

The following figures represent the same test (mileage) results with the cost of both diesel and FEROX at current prices.

At $3.00 per gal diesel
120,000 gals. At $3.00 per gal = $360,000.00
11% to $360,000.00 = $39,600.00
$3,600 Cost/FEROX

$36,000 savings per month
$432,000 savings per year

The Art Whittaker Story

Art Whittaker has on old (1991 Chevy S10) pickup. He needed to get it registered so he had to get it past emissions and safety inspection. The first time he took it in for inspection it flunked horribly. He happened to mention the problem to Ted Cantrell who told him to just put in a couple of FEROX tablets and drive it over 100 miles. Art followed Ted's advice, added Ferox and drove the truck for 329 miles. He then had it re-inspected. It passed with flying colors! Copies of the first and second inspections are below. FEROX is always at work cleaning engines and making them run better!

VEHICLE INSPECTION REPORT

Print Date: 07/11/2007 **** FAIL I/M **** **** PASS VISUAL ****

Test Date: 07/11/2007 *This document must remain in the vehicle. It may not be used to register the vehicle.* Initial Inspection

WHITTAKER ARTHUR 531 N 150 W KAYSVILLE UT 84037
CHEVROLET S10 PICKUP 1991 Lic. #: 592FZT VIN: 1GCCS14A5M8193690 Odom: 112986 GVW: 4200

Emissions Test FAIL **** RETEST REQUIRED **** **Inspector # DET001250** **Station # DBT00163**

High Speed Test	HC(ppm)	CO %	CO_2 %	RPM
Standard	220	1.20	13.9	2499
Reading	388	0.54		
Deviation	-168	0.66		
Result	**FAIL**	PASS		

Idle Test	HC(ppm)	CO %	CO_2 %	RPM
Standard	220	1.20	14.6	983
Reading	369	0.16		
Deviation	-149	1.04		
Result	**FAIL**	PASS		

Visual / Gas Cap	
Air Injection	N/A
Catalytic Converter	PASS
EGR	PASS
Evaporative System	PASS
PCV	PASS
Gas Cap	PASS

VEHICLE INSPECTION REPORT

Print Date: 08/09/2007 **** PASS I/M **** **** PASS VISUAL ****

Test Date: 08/09/2007 *This document must remain in the vehicle. It may not be used to register the vehicle.* Initial Inspection

WHITTAKER ARTHUR 531 N 150 W KAYSVILLE UT 84037
CHEVROLET S10 PICKUP 1991 Lic. #: 592FZT VIN: 1GCCS14A5M8193690 Odom: 113315 GVW: 4200

Emissions Test PASS **Certificate # TSI1946218** **Station # DBT00163**

High Speed Test	HC(ppm)	CO %	CO_2 %	RPM
Standard	220	1.20	14.9	2489
Reading	100	0.30		
Deviation	120	0.90		
Result	PASS	PASS		

Idle Test	HC(ppm)	CO %	CO_2 %	RPM
Standard	220	1.20	15.1	987
Reading	80	0.19		
Deviation	140	1.01		
Result	PASS	PASS		

Visual / Gas Cap	
Air Injection	N/A
Catalytic Converter	PASS
EGR	PASS
Evaporative System	PASS
PCV	PASS
Gas Cap	PASS

... ANY QUESTIONS REGARDING THE I/M TEST, CALL 801-546-8860.

Ted Cantrell Emission Tests

VEHICLE INSPECTION REPORT

Print Date: 07/25/2007 ** PASS I/M ** ** PASS VISUAL **

Test Date: 07/25/2007 *This document must remain in the vehicle. It may not be used to register the vehicle.* Initial Inspection

CANTRELL M 387 S 200 W OREM UT 84058

TOYOTA CAMRY 1995 Lic. #: 188VEL VIN: 4T1GK13E8SU107679 Odom: 90938 GVW: N/A

Emissions Test PASS Certificate # TSI2952171 **Station # U100**

	High Speed Test				Idle Test			
	HC(ppm)	CO %	CO_2 %	RPM	HC(ppm)	CO %	CO_2 %	RPM
Standard	220	1.20			220	1.20		
Reading	38	0.21	14.1	2419	96	0.04	14.6	709
Deviation	182	0.99			124	1.16		
Result	PASS	PASS			PASS	PASS		

Visual / Gas Cap	
Air Injection	N/A
Catalytic Converter	PASS
EGR	PASS
Evaporative System	PASS
PCV	PASS
Gas Cap	PASS

Thank you! IF YOU HAVE ANY QUESTIONS REGARDING THE I/M TEST, CALL 801-851-7600.

I certify that I have performed the I/M test according to UTAH County I/M rules.

Inspector's Signature and Permit # X UET001894

This is the 2007 emissions test of a 1995 Toyota Camry that had been driven on Ferox for three months. The odometer registered 90,938 miles at the time of the test.

VEHICLE INSPECTION REPORT

Print Date: 08/01/2008 ** PASS I/M ** ** PASS VISUAL **

Test Date: 08/01/2008 *This document must remain in the vehicle. It may not be used to register the vehicle.* Initial Inspection

CANTRELL M 387 S 200 W OREM UT 84058

TOYOTA CAMRY 1995 Lic. #: 188VEL VIN: 4T1GK13E8SU107679 Odom: 128214 GVW: N/A

Emissions Test PASS Certificate # TSI3198937 **Station # U100**

	High Speed Test				Idle Test			
	HC(ppm)	CO %	CO_2 %	RPM	HC(ppm)	CO %	CO_2 %	RPM
Standard	220	1.20			220	1.20		
Reading	2	0.01	14.0	2416	0	0.00	14.2	764
Deviation	218	1.19			220	1.20		
Result	PASS	PASS			PASS	PASS		

Visual / Gas Cap	
Air Injection	N/A
Catalytic Converter	PASS
EGR	PASS
Evaporative System	PASS
PCV	PASS
Gas Cap	PASS

Thank you! IF YOU HAVE ANY QUESTIONS REGARDING THE I/M TEST, CALL 801-851-7600.

I certify that I have performed the I/M test according to UTAH County I/M rules.

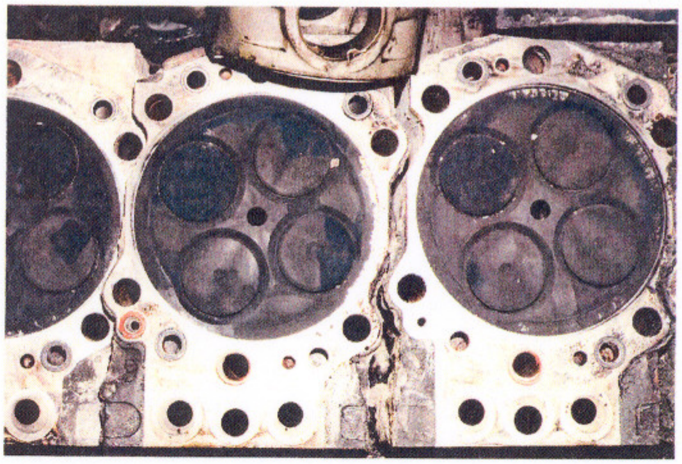
Inspector's Signature and Permit # X UET000164

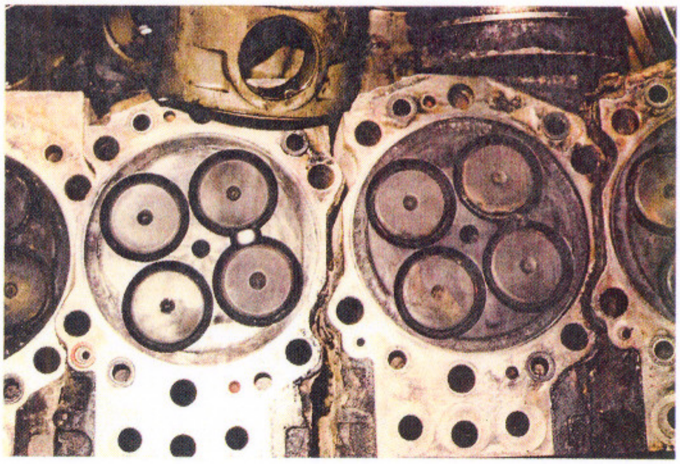
This is the same car one year later. The odometer registered 128,214 at the time of the test. Nothing except oil changes was done to the car.

CUMMINGS KT-2300 & CAT 3406 ENGINE TEAR-DOWN:

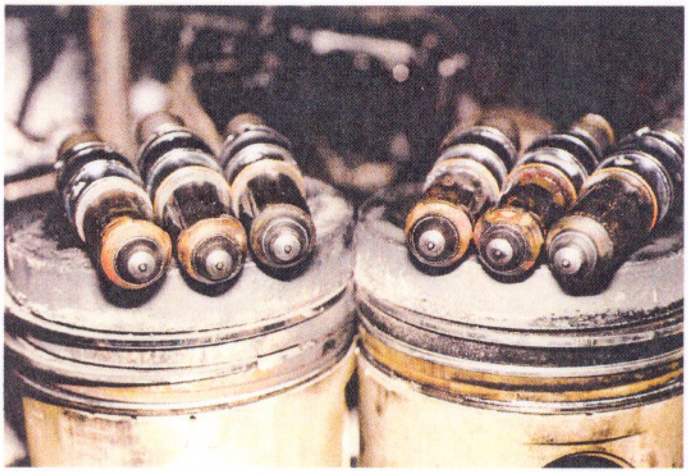
The photographs on this and the following pages are of a Twelve Cylinder CUMMINS KT – 2300 Engine out of a L-800 Marathon LaTourneau 15-Yard front-end loader. The engine at tear-down had approximately 14,000 hours and had been run on "FEROX" treated fuel for only 900 hours. The first photograph is of the combustion surfaces as they appeared when removed. Please notice the absence of hard black carbon.

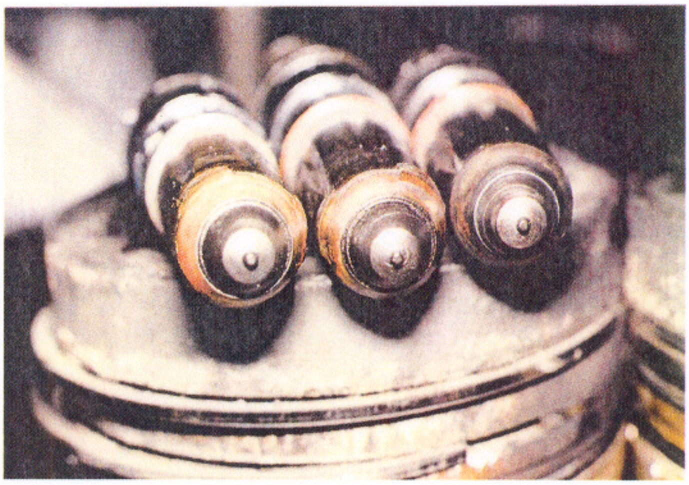
The photographs below are close-ups of two cylinder combustion surfaces from the CUMMINS KT-2300. The one on the left is as it appeared after tear-down, the one on the right after the surfaces were wiped with a "dry" shop cloth. As you can see, there is no "hard carbon".





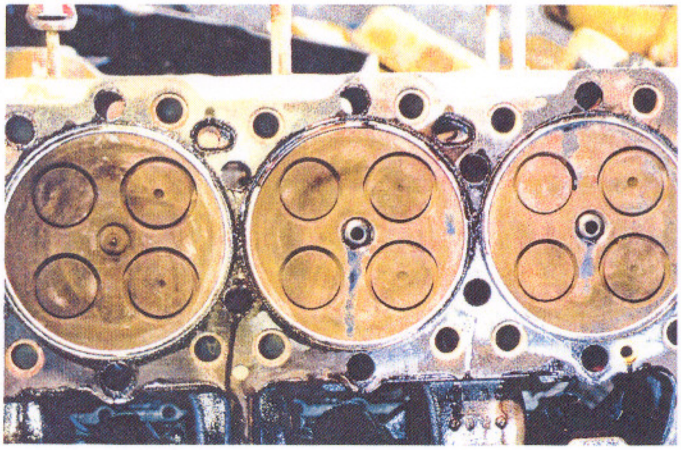
The photographs below is of six injectors from the same CUMMINS KT-2300 and shows how "FEROX" prevents carbon formation. The three injectors pictured on the right is a close-up of three of the injectors on the left. Notice the cleanliness of the tips.

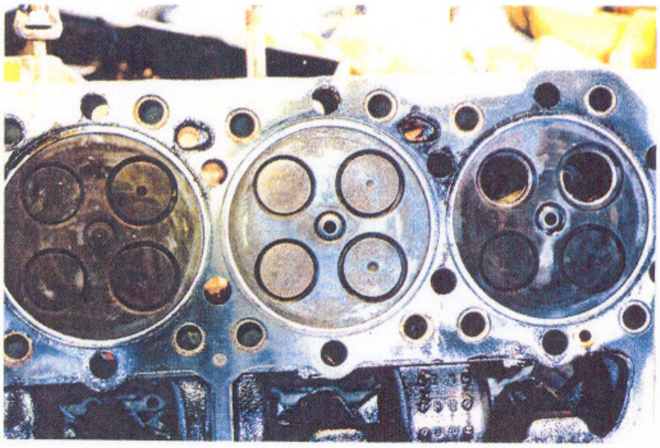




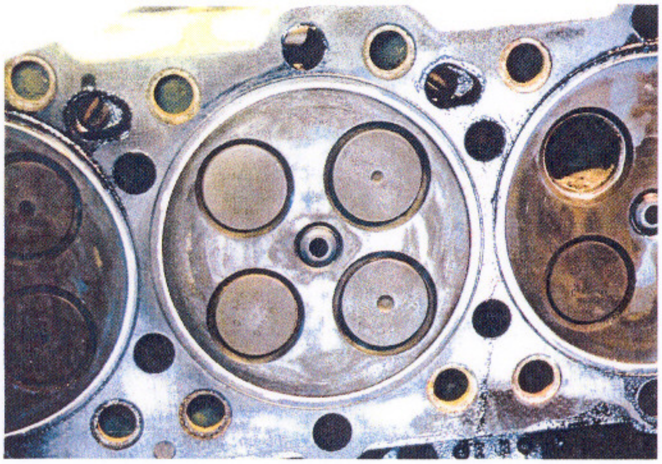
This engine is a CAT 3406 from a 980 loader. The transmission went down so a cost saving preventative decision was made to rebuild the engine while it was off line. The piece of equipment has 17,414 hours without engine tear-down. Over 9,000 of those hours have been with continuous use of FEROX.

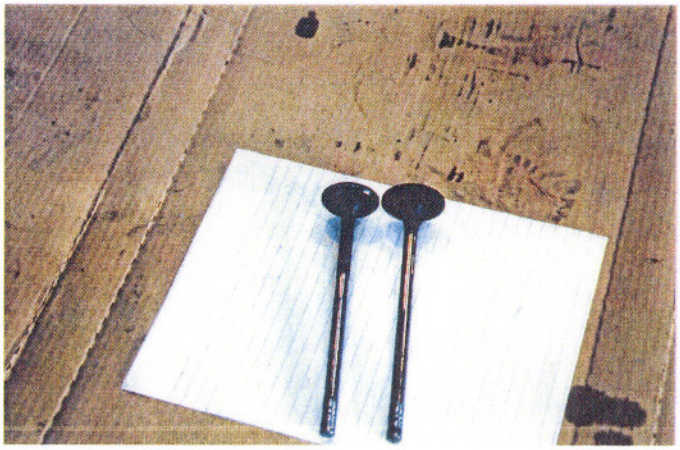
The photographs below show close-ups of cylinders 4,5, and 6 first, on the left, as they appeared after removal; then, on the right, after they were wiped with a cloth. Cylinder 6 has the valves removed.



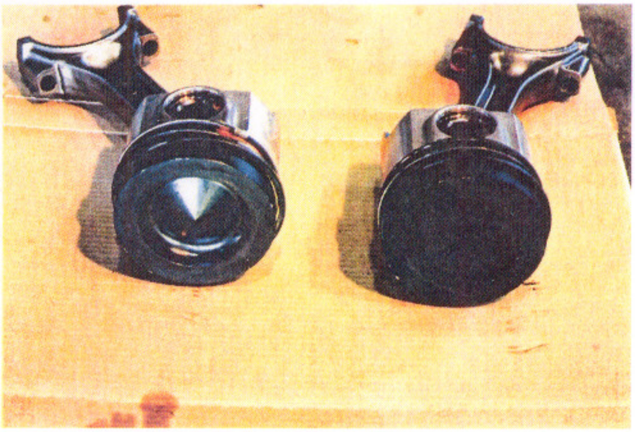


The closer view of cylinders 5 and 6 on the left shows absence of hard carbon build-up and cleanliness of exhaust port. The right picture has two valve stems, the one on the right has been wiped clean with no carbon build-up on the stem.





The pictures below demonstrate two pistons. The two pistons on the left are as they looked after removal. The two pistons on the right show the left piston after is has been picked up, wiped clean and replaced



The final picture notes the cleanliness of the liner with closer inspection revealing no groves.

Also noted during tear-down that oil analysis by Southern Aggregates' lubricants supplier looked very good

Annex E: Ferox Bench Tests

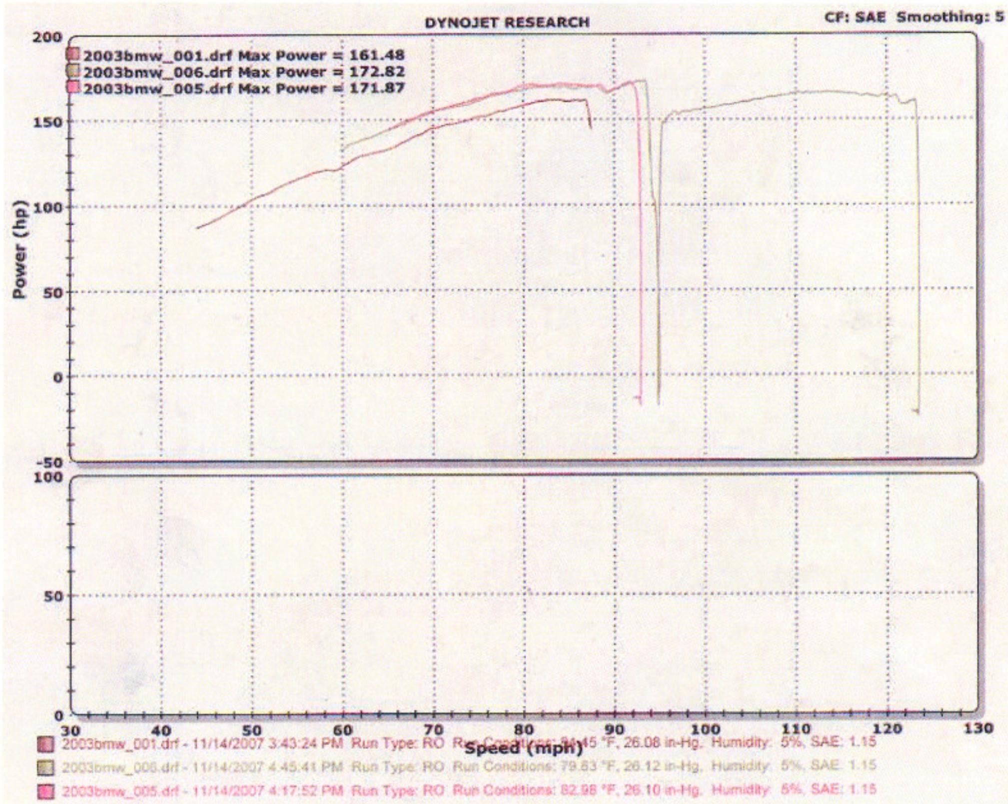
Ferox has been and will continue to be tested in many engines and with multiple fuels to ascertain and demonstrate the Ferox Advantage. In every case, Ferox has demonstrated a 5% or more increase in engine horsepower.

The tests listed herein were performed by Evolution Racing on a dynamometer according to the follow protocol:

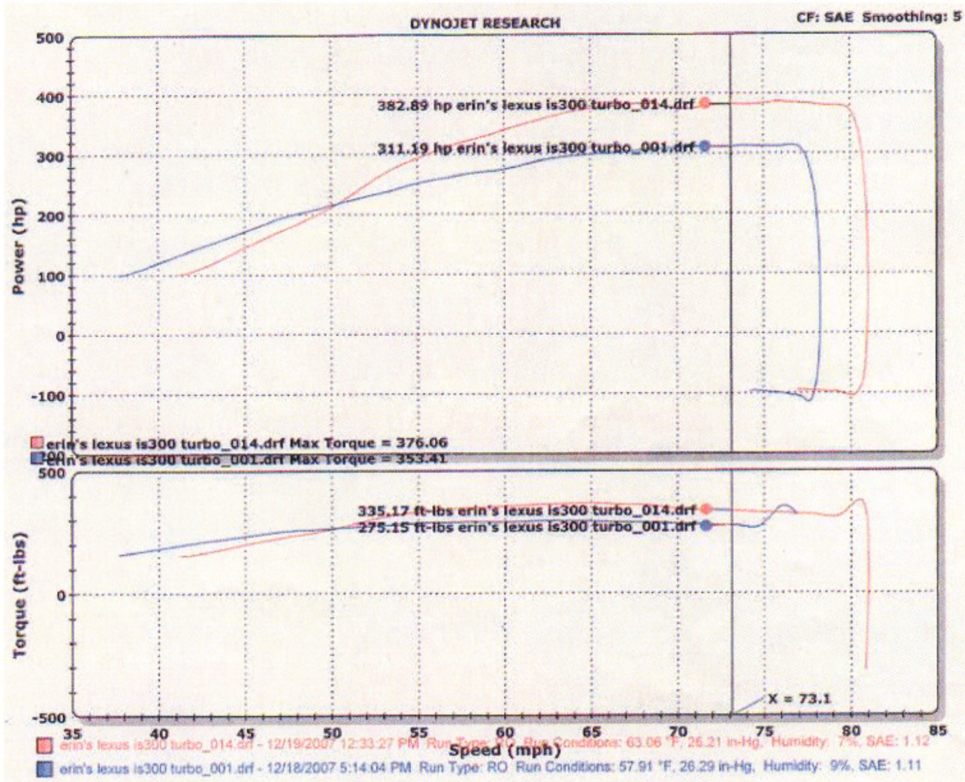
1. Bring engine to normal operating temperature.
2. Ensure all engine gauges (coolant temperature, oil pressure, amps, etc.) are within normal operating parameters. If engine is not equipped with proper gauges, use a scanner to check for potential problems.
3. When a problem is detected, perform a full diagnostic to determine and correct the problem.
4. Check air filter while dynamometer is being connected. Then check all sensors to ensure they are functioning properly.
5. Run engine up to red line to establish the baseline for horsepower and torque. Repeat the engine run-up to verify the horsepower and torque in the first run.
6. Add Ferox to the fuel tank (ensure Ferox is mixed in the recommended ratio). Run engine approximately 15 minutes to allow fuel mixture to reach the combustion chamber.
7. Disconnect the negative battery cable to force the engine control module (ECM) to reboot. This will force the ECM to use the default settings and resets the injector pulse width, timing and turbocharger (where applicable).
8. Reconnect the battery cable, start and run the engine up to red line, checking all gauges again to ensure proper functioning in the normal operating range.
9. Conduct the first run after the cable is reconnected. The ECM will begin to adjust for the new fuel mixture.
10. Conduct a second run immediately after the first and test the change.
11. Conduct a third run to verify the results of the second run.
12. Print the results for record.

The following vehicles were tested with the recorded results (A copy of the actual test data is also included):

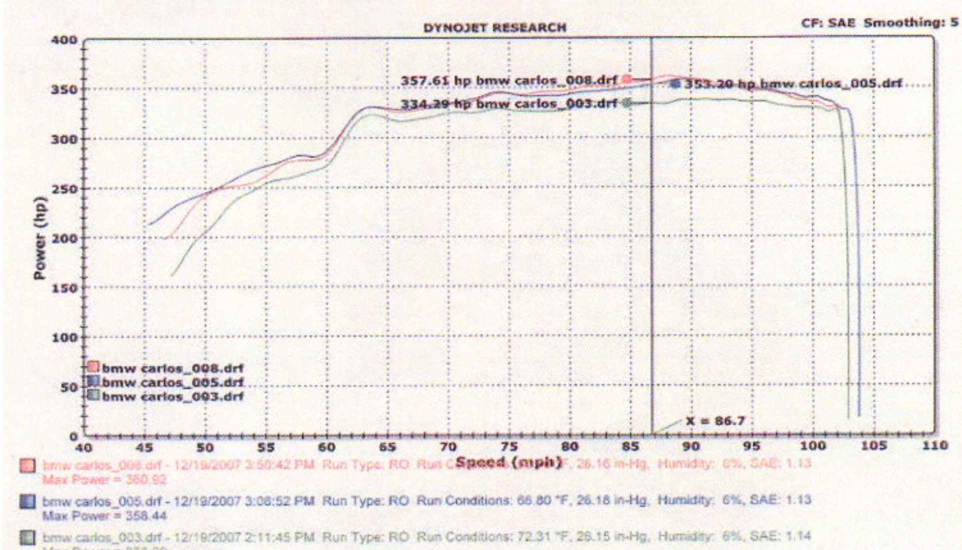
	Torque (ft/lbs)			Improvement		Horse Power			Improvement	
Vehicle (Type/model)	Base	1st Test	2nd Test	Amount	%	Base	1st Test	2nd Test	Amount	%
2003 BMW						161.5	171.9	172.8	11.3	7.0%
2003 Corvette Z06	320.0	355.0	365.0	45.0	14.1%	328.0	344.0	352.0	24.0	7.3%
Lexus 300 Turbo	275.2		335.2	60.0	21.8%	311.2		382.9	71.7	23.0%
2003 BMW 335 CI						334.3		357.6	23.3	7.0%
Ford Excursion 7.3 L						294.8	330.2	367.6	72.8	24.7%
Ford Excursion 6.4 L						387.9	426.4	477.0	89.0	22.9%

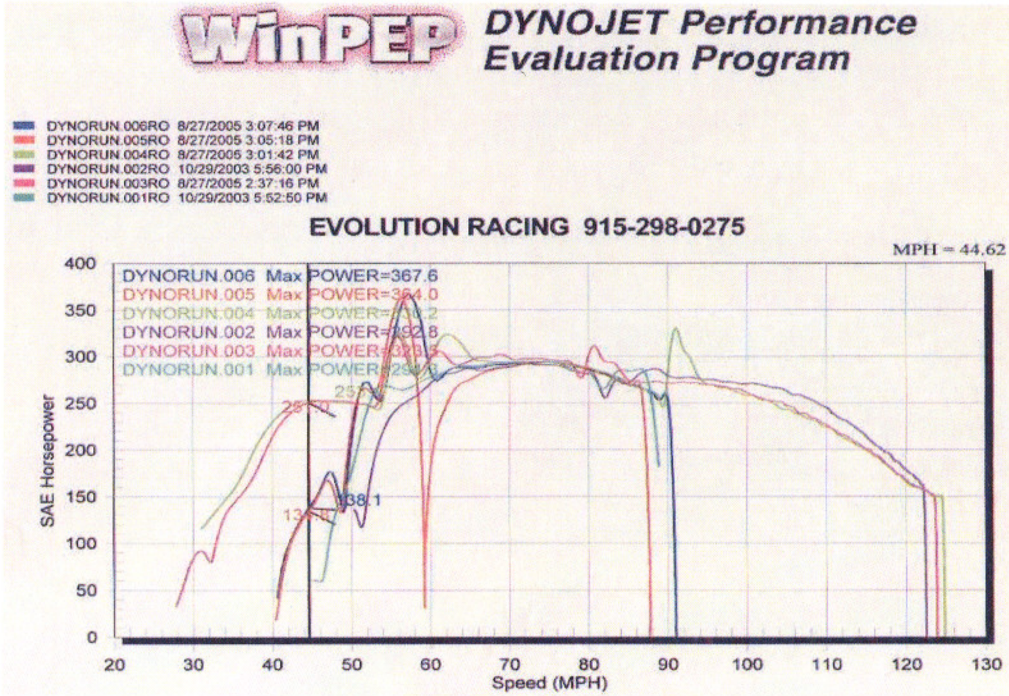

DYNOJET RESEARCH
CF: SAE Smoothing: 5
2003bmw_001.drf Max Power = 161.48
2003bmw_006.drf Max Power = 172.82
2003bmw_005.drf Max Power = 171.87
Power (hp)
200
150
100
50
0
-50
100
50
0
30
40
50
60
70
80
90
100
110
120
130
Speed (mph)
2003bmw_001.drf - 11/14/2007 3:43:24 PM Run Type: RO °F, 26.08 in-Hg, Humidity: 5%, SAE: 1.15
2003bmw_006.drf - 11/14/2007 4:45:41 PM Run Type: RO Run Conditions: 79.83 °F, 26.12 in-Hg, Humidity: 5%, SAE: 1.15
2003bmw_005.drf - 11/14/2007 4:17:52 PM Run Type: RO Run Conditions: 82.98 °F, 26.10 in-Hg, Humidity: 5%, SAE: 1.15

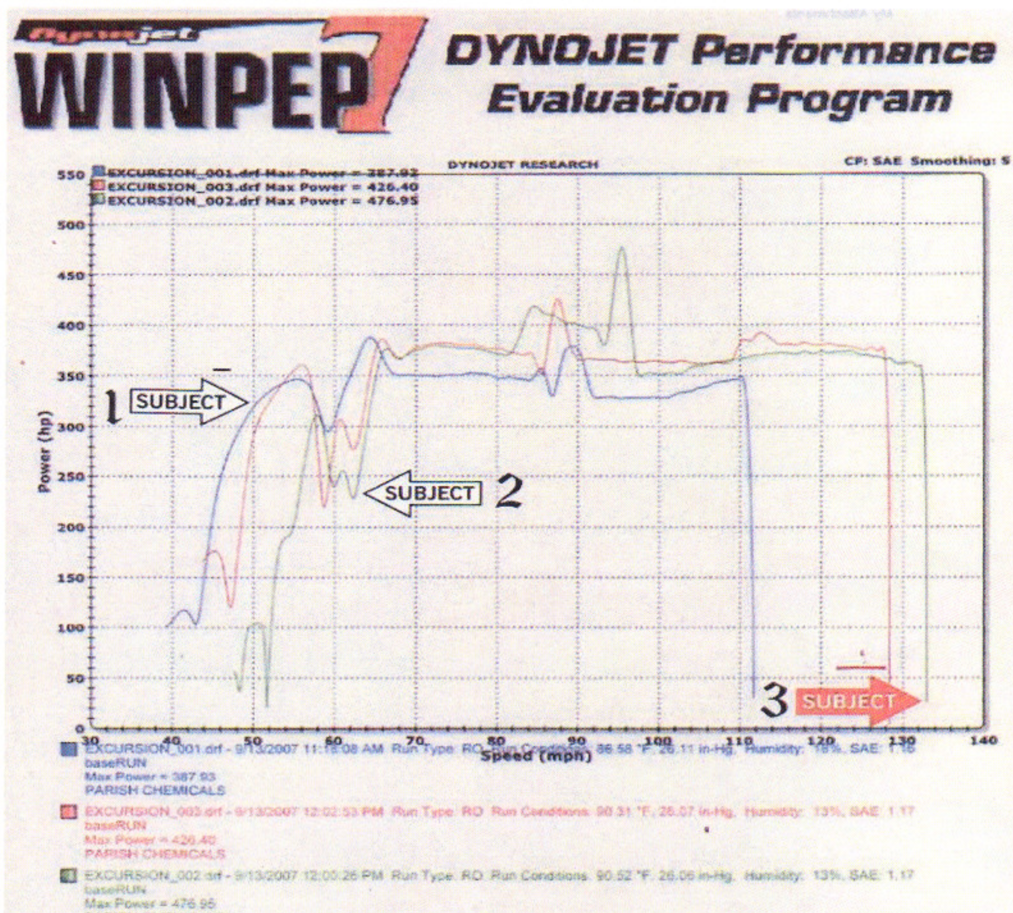

DYNOJET RESEARCH
CF: SAE Smoothing: 5
2003 Z06_002.drf baseRUN
2003 Z06_007.drf baseRUN
2003 Z06_008.drf baseRUN
Power (hp)
400
350
300
250
200
150
100
Torque (ft-lbs)
400
300
200
100
2.5
3.0
3.5
4.0
4.5
5.0
5.5
6.0
6.5
7.0
7.5
Engine Speed (RPM x1000)
2003 Z06_002.drf - 9/14/2007 4:30:22 PM in-Hg, Humidity: 4%, SAE: 1.18
2003 Z06_007.drf - 9/14/2007 4:52:15 PM Run Type: RO Run Conditions: 103.10 °F, 26.04 in-Hg, Humidity: 4%, SAE: 1.18
2003 Z06_008.drf - 9/14/2007 4:57:04 PM Run Type: RO Run Conditions: 101.15 °F, 26.03 in-Hg, Humidity: 4%, SAE: 1.18



DYNOJET Performance Evaluation Program




WinPEP
DYNOJET Performance Evaluation Program
DYNORUN.006RO 8/27/2005 3:07:46 PM
DYNORUN.005RO 8/27/2005 3:05:18 PM
DYNORUN.004RO 8/27/2005 3:01:42 PM
DYNORUN.002RO 10/29/2003 5:56:00 PM
DYNORUN.003RO 8/27/2005 2:37:16 PM
DYNORUN.001RO 10/29/2003 5:52:50 PM
EVOLUTION RACING 915-298-0275
MPH = 44.62
DYNORUN.006 Max POWER=367.6
SAE Horsepower
Speed (MPH)


WINPEP 7
DYNOJET Performance Evaluation Program
DYNOJET RESEARCH
CF: SAE Smoothing: 5
EXCURSION_003.drf Max Power = 426.40
EXCURSION_002.drf Max Power = 476.95
Power (hp)
1 SUBJECT
SUBJECT 2
3 SUBJECT
Speed (mph)
baseRUN
Max Power = 387.93
PARISH CHEMICALS
EXCURSION_003.drf - 9/13/2007 12:02:53 PM Run Type: RO Run Conditions: 90.31 °F, 26.07 in-Hg, Humidity: 13%, SAE: 1.17
baseRUN
Max Power = 426.40
PARISH CHEMICALS
EXCURSION_002.drf - 9/13/2007 12:00:26 PM Run Type: RO Run Conditions: 90.52 °F, 26.06 in-Hg, Humidity: 13%, SAE: 1.17
baseRUN
Max Power = 476.95
PARISH CHEMICALS

Annex F: Protecting Your Ferox Advantage

The Laws of Combustion are exact and do not very between burns. Ferox will deliver a 5 to 15 % performance increase over non-Ferox fuel every burn. The dilemma is to see the performance. Fuel efficiency as measured by the miles and gallons used is a result of many variables. These variables affect your fuel efficiency. The following list identifies the most easily controlled variables;

Tire Presser
Engine Oil type & cleanliness
Engine Tune-ups
Air Filters
Driving Habits
Excessive Engine Idling
Significant Temperature Changes (not controllable)
Correct Test Procedures

The following figures and fuel economy tips come from WWW.fueleconomy.gov.

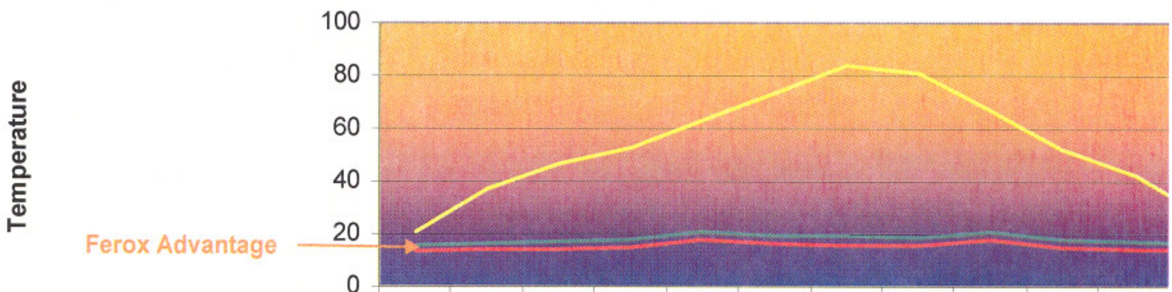
Item	Action	% Savings	Savings/GAL
Keep Tires Properly Inflated	Check tire pressure weekly	4%	$ 0.12
Oil Type, Grade & Cleanliness	Follow manufacture grade guidelines, but change only when dirty. (Ferox will extend oil life up to 80%)	1%	$ 0.04
Properly Tuned Engine	Tune engine as needed (Ferox will extend performance and reduce needed tuning)	4%	$ 0.12
Air Filters	Check & replace regularly. This is very important for economy, performance, and maintenance!	12%	$ 0.37
Operating Habits	Avoid speeding, rapid acceleration, transporting excess weight; they all decrees fuel efficiency significantly! *This can be 13 to 58%!*	23%	$ 0.70
Excessive Idling	Idling gets 0 miles per gallon. This includes "warming up the car in the winter."		
Total Possible Variable Savings	Observing the actions cited above will result in the following savings at $3.10 a gallon for fuel!	44%	$ 1.35

Significant Temperature Changes

Temperature affects fuel economy. **Hot weather** (Utah had the hottest summer on record in 2007) causes fuel to expand and lowers BTUs per Gallon. Additionally, drivers will use air conditioning which also lowers fuel economy. **Cold winter weather** require additional warm up time to reach normal operational temperature. ECMs (engine control modules) strictly control the combustion process. Until engines reach normal operational temperatures fuel is introduced into the combustion chamber in richer mixtures. Frequent winter stopping and starting will keep engines from reaching normal operating temperatures. Additionally, cold vehicles have increased resistance or friction until all moving parts reach normal operating temperatures. Drivers will tend to idle engines to maintain heat, also lowering fuel efficiency. Spring and fall are the optimum operation times.

Temperature changes will affect the combustion efficiency of all fuel, with or with out Ferox. However, *the Ferox Advantage will not change*. Please note the following chart:

Temperature Affects on Fuel Economy



	1	2	3	4	5	6	7	8	9	10	11
Average Temperature	21	37	46	53	63	73	84	81	67	52	42
MPG With Ferox	16	17	17	18	21	19	19	18	21	18	17
MPG Without Ferox	13	14	14	15	18	16	16	15	18	15	14

Months

The above data is real and represents the actual average temperature at Salt Lake City and the measured fuel economy of a1994 Ford Taurus, 3.8 cubic inch engine.

Correct Test Procedures

Engine technological development has followed the computer explosion. The combustion operations of all engines are closely controlled by the ECM (engine control module). To realize the "Ferox Advantage" is necessary to control the engine combustion process as described in Enclosure G: Ferox Efficiency Testing Procedures

Mileage Instructions

Thank You For Testing Ferox Fuel Tabs ....

Establish a Baseline – Know your mileage before you start using Ferox

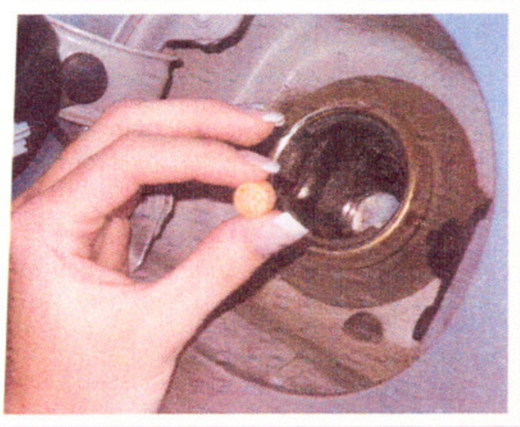
1. Record your mileage before using the Fuel Tabs.
Use the enclosed mileage form to track your miles and establish a current fuel mileage baseline on two full tanks of fuel. In the notes section, please record what type of driving you did, highway or city, average air temperature, etc. If you have already been writing down your miles and have an established baseline, then skip down to number 2.

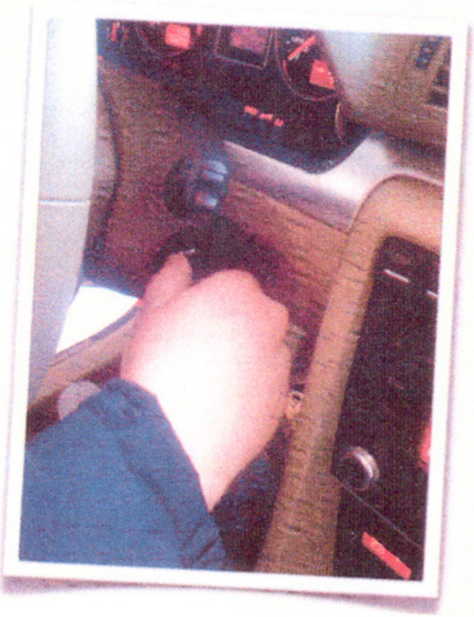
2. Add 1 tablet of Ferox for every 10 to 15 gallons of fuel.
Place the tablet into the fuel tank before filling up. The tablet will dissolve by the time that you finish fueling. Drive at least 15 miles, then proceed to step number 3.

3. Follow the procedures to "Flash" the vehicles computer memory and re-set the system.
These instructions are included on the following page. Flashing the memory will ensure that your vehicle is operating under the parameters of the new fuel allowing the vehicle to adjust itself to operate efficiently under the treated fuel.

4. Record your mileage for at least 4,000 miles. If your gas mileage has not improved, you may qualify for a refund. We greatly appreciate your willingness to assist us in doing this test.
Please check with your testing sponsor if you have any questions regarding any instructions. You should see a dramatic improvement in your vehicle response and power. Ferox High Performance Fuel will clean out your engine and help you lower your over-all vehicle costs every time that you fill up. Use Ferox with every tank of fuel.

How to "Flash" the vehicle memory





1. Establish a miles per gallon (MPG) "baseline" average before flashing the memory of the onboard computer system. Re-setting the computer memory is a normal procedure.

Use the enclosed mileage form. Track your miles to establish your current fuel mileage.

2. Add the Fuel Tabs first, then fill up.

After you have established a gas mileage baseline, put the proper amount of Ferox into the gas tank and fill your vehicle with fuel.

3. Drive home; or at least 15 miles.

This will ensure that the fuel additive has actually made it's way through the fuel lines and the fuel filter and is burning inside the combustion chamber.

4. Disconnect the Negative Battery Cable

This is the black cable. Remember; if you have two batteries then you must disconnect the negative cable from both batteries. This will erase the vehicle memory held within the computer.

5. Step on the brake to drain any remaining electricity from the within the system.

Wait for approximately 15 minutes.

6. Reconnect the battery cable.

You will need to re-set your stereo pre-sets and interior clock to the correct time.

7. Start the car.

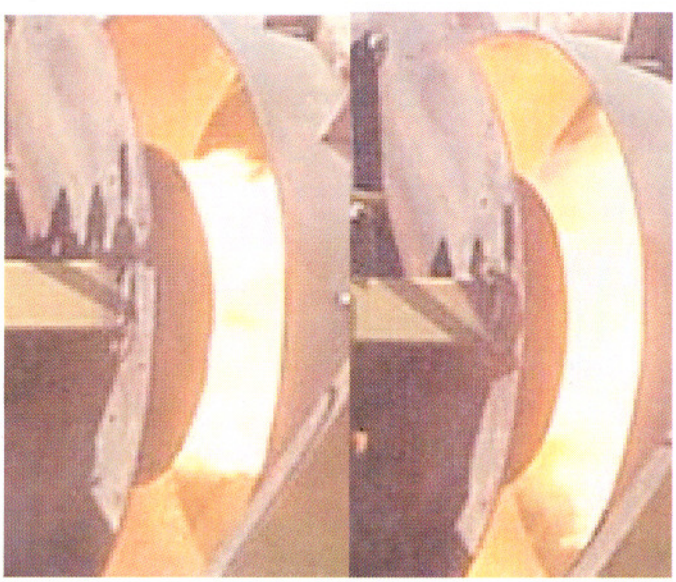
Starting the car will cause the vehicle computer to run a diagnostic check within the engine. The sensors will recognize the difference between the old fuel and treated fuel, and the computer will make the proper adjustments that will allow your vehicle to operate more efficiently and with greater power.

Annex H: Ferox in Asphalt Kiln

Asphalt Kiln

Asphalt Kiln without Ferox

Asphalt Kiln with Ferox (Ferox improved fuel efficiency 14%)



Ferox improves burning efficiency in engines as it does in Kilns

Ferox Fuel Efficency Test

FEROXINTERNATIONAL

Bill Barrett Corporation

Frontier Drilling Company

Index

Annexes

Executive Summary

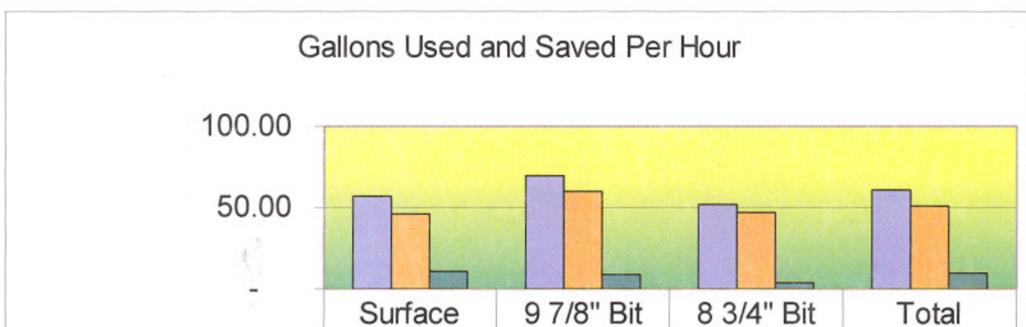
Ferox International, in conjunction with Bill Barrett Corporation and Frontier Drilling Company, conducted a Ferox fuel efficiency test on Frontier Drilling Rig #7 from May 23, 2008 thru July 30, 2008.

Measuring fuel efficiency on a drilling rig is extremely difficult given the daily variations in drilling oil wells. Areas of comparison were created by dividing the drilling of an oil well into three phases: surface, drilling under surface with an 9 $^{7}/_{8}$ inch bit, and drilling a reduced size hole with an 8 ¾ inch bit from around 7,500 feet to bottom. Actual drilling time was separated from all other activities. Only actual drilling time was used for comparison. This provided a reasonable basis for comparison.

Three wells were actually monitored due to the constantly changing oil field. While Well 14-7 was a shallower well drilled with a 8 ¾ bit, it does provide interesting comparative information which is included in Annex D. Ferox was used in this well.

Well 5-23 is the base well and provides the comparative data for Well 1-5, which had Ferox used in the fuel. It is important to note that Well 1-5 was a particularly difficult well to drill because a high pressure gas zone was hit early. Drilling was topped at 8,732 feet instead of the planned 10,500. Still sufficient data is available to demonstrate that Ferox does improve fuel economy.

The following chart provides a comparative analysis of the fuel used on each well by phase and the fuel saved by using Ferox:



	Surface	9 7/8" Bit	8 3/4" Bit	Total
Well 5-23	56.60	69.17	51.51	61.24
Well 1-5	45.66	59.91	47.23	51.27
Gallons Saved/Hour	10.95	9.26	4.28	9.97

Well 5-23 Well 1-5 Gallons Saved/Hour

Ferox saved an average of 9.97 gallons per hour. This is a 16.3 percent savings in the cost of fuel. At an average fuel cost of $4.30 per gallon, this

is a $0.70 savings per gallon. Ferox cost is $0.077 per gallon. The net savings is $0.623 per gallon.

Implemented on a corporate level, the financial benefit is substantial as the following scenario demonstrates:

Activity	**Gallons used**	**Savings @ $0.623/Gal**
Single well per month	20,000	**$12,460**
9 wells per month	180,000	**$112,140**
9 wells per month for 12 months	2,160,000	**$1,345,680**

While not a measured part of this test, Ferox has other significant benefits. Ferox lowers emissions. Not only will the rig lower emissions by lowering the gallons used by 16.3 percent, but it will reduce particulates up to 90 percent. Additionally, sulfur trioxides and nitric oxides will be substantially reduced. An example of Ferox emission control is included in Annex E.

1. Introduction

Ferox International, in conjunction with Bill Barrett Corporation and Frontier Drilling Company, conducted a Ferox fuel efficiency test on Frontier Drilling Rig #7 from May 23, 2008 thru July 30, 2008.

Ferox is a fuel additive that does one simple thing; it modifies the burning rate of all carbon fuels: gasoline, kerosene, diesel, etc. Ferox lowers the activation temperature from 600 degrees centigrade, to 200 degrees centigrade. Lowering the activation temperature of carbon fuel ensures a more complete, efficient burn. The benefits of more complete combustion are significant:

- ✓ Increased power
- ✓ Increased fuel economy
- ✓ Cleaner engines
- ✓ Longer engine life
- ✓ Longer oil life
- ✓ Lower emissions

2. Purpose

The purpose of this test was to demonstrate the effect of Ferox on fuel economy on a diesel powered drilling rig. While Ferox provides many benefits when introduced in an engine, the only benefit measured in this test was fuel economy. Engine exhausts were monitored visually for smoke but gas analyzers were not used to accurately measure emissions.

Relief is needed to ameliorate the high price of fuel that is significantly impacting both corporate profits and operating costs. Additionally, while not directly evaluated in this test, the growing social and political concern on carbon fuel toxins begs a proactive corporate approach to improve current emissions.

3. Methodology

Conducting a fuel efficiency test on a drilling rig is a very ambitious and difficult undertaking. Drilling oil wells, while systematic, is fraught with constant surprises, and endless variations. The only true constant is variation. The reality is that no two wells are drilled exactly alike. Measuring fuel efficiency in all situations requires a baseline against which to compare performance. Therefore, it was necessary to isolate similar drilling phases to provide meaningful areas of comparison.

The drilling of the oil well was divided into three distinctive phases: drilling surface, drilling out from under surface with a 9 $^{7}/_{8}$ inch bit, and final drilling using an 8 $^{3}/_{4}$ inch bit. This format was applied to the drilling of two wells. The first well provided data for a baseline, while the second well became the test well. This provided areas of meaningful comparison between the baseline well and the test well.

It must also be noted that the only way to measure fuel consumption on Frontier Rig 7(and on most rigs) is by measuring inches consumed by a fuel inch indicator on the fuel tank. This measures all fuel used by the rig, including fuel used for rig cleaning, fuel used in drilling mud, and miscellaneous uses. While this measurement is very crude and a bit inaccurate, it is constant between both the baseline well and the test well. The ultimate baseline is the recorded fuel used in the rig report.

The major fuel consumption occurs during drilling, as the mud pumps consume the majority of the fuel consumed. As the rig drills deeper, the work load on the pumps increase with both the volume and weight of the drilling mud pumped. Drilling surface was similar for both wells. A 9 $^7/_8$ inch bit was use to drill out from under surface. At around 7,500 feet, the hole was downsized and an 8 ¾ inch bit to improve economy. It was possible to isolate and measure the fuel used at comparative depths for both the baseline well and the test well.

The test methodology was to measure all fuel consumption, separating the drilling time from trip time, circulating time, etc. Given the variation between activities and their associated workload, only fuel consumed during drilling was used to compare fuel economy. All other activities were factored out of the comparisons. Each time there was a function change, drilling, trip, circulation, etc., the fuel was measured to isolate the fuel used in each phase. These measurements are noted in Annex B and Annex C. A summation of the results is included in Annex A.

4. Conduct of the Test

a. Rig Engines

Frontier Rig 7 has the following engines:

Draw-works	2 ea	60 Series Detroit Diesels	685 HP @1,800 RPM	2005 Year
Pumps	2 ea	2000 Series, Detroit Diesels	1,000 HP	2006 Year
Light-plant	2 ea*	60 Series Detroit Diesels	685 HP @1,800 RPM	2006 Year

* Only one light-plant engine is run at a time

b. Execution

There were actually three parts to the test. Part one was measuring of baseline, Bill Barrett Corporation Well 5-23 (5-23). Part two was measuring of Bill Barrett Corporation Well 14-7 (14-7). Part three was measuring of Bill Barrett Corporation Well 1-5.

c. Part 1

Part 1 is the baseline for the test. It began on May 23, 2008 with the rigging up on Well 5-23. Actual measuring of drilling began on May 31 with the drilling out from under surface. From that point, measurements were taken as frequently as necessary to establish consistency in fuel usage. These measurements are included in Annex B. It should be noted that from 8,945 feet to 9,356 feet, the Well was cored. Therefore there were no daily/hourly measurements made. However, this became a moot point since Well 1-5 (the test well) was completed at 8,732 feet. Well 5-23 was completed on June 19, 2008

d. Part 2

Well 14-7 was begun on June 22, 2008 with the introduction of Ferox into the fuel on June 23, 2008. With the first refueling, two bags of Ferox were added to the fuel. One bag of Ferox is sufficient to treat 5,000 gallons. The initial infusion had a little overkill, but it is better to over treat the fuel than to under treat it. It is important to note that over treating fuel will not harm anything, nor does it provide any additional benefit. However, on the first treatment, additional Ferox will ensure that all of the carbon build up in each engine was treated and cleaned more efficiently.

The day after Ferox was added to the fuel, all of the engine control modules (ECMs) were reset. This is a procedure like rebooting a computer. By cutting all electricity to the ECM for 10 minutes, the ECM will run a complete set of diagnostics and reset all combustion settings to recognize Ferox treated fuel. In this manner, the ECM will recognize the improved burning of Ferox and improve engine combustion settings.

Ferox was added to Well 14-7 even though the drilling parameters were different from Well 5-23. Well 14-7 was a shallower well and only a 8 ¾ inch bit was used. At the time, the next well was targeted to be similar and Well 14-7 would be compared to it. In the end, the next well, Well 1-5 was the same as Well 5-23 so Well 1-5 then became the test well. The Well was completed on July 4, 2008. The data from Well 14-7 is located in Annex D.

d. Part 3

Well 1-5 was begun on July 7, 2008. Since the engines had been treated with Ferox, there was no need to reset the ECMs. Ferox was added with each refueling. Periodic measurements were taken to document each change of activity: drilling, trips, circulation, etc. The documentation for Well 1-5 is located in Annex C.

It is important to note that Well 1-5 was not a typical well. A major gas zone was hit after drilling out under surface which caused continual circulation problems until drilling was stopped at 8,732 feet and the well completed. There were problems controlling the gas while drilling the 9 $^{7}/_{8}$ part of the hole (from 2,500 feet to 7,300 feet). The bit size was reduced to 8 ¾ but problems controlling the gas increased until it became necessary to complete the well at 8,732 feet.

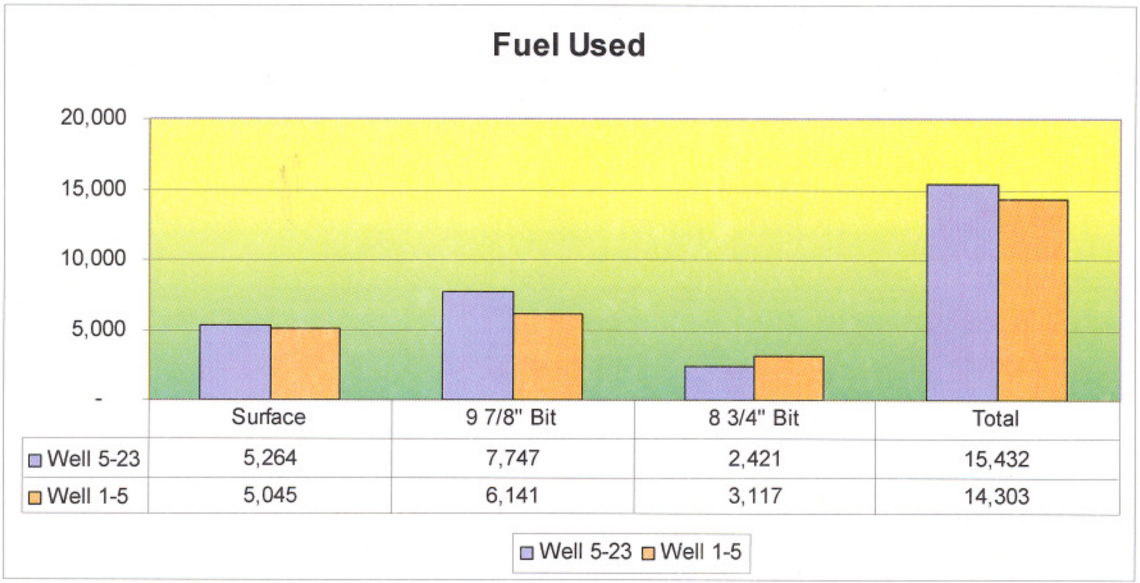
5. Results

Ferox fuel additive proved to be effective in increasing the fuel economy during the measured drilling phases. It is important to note that as the drilling progressed and more problems occurred in controlling the gas in the well, the ability to capture fuel efficiency became more difficult. The inability to complete the well at the planned depth of 10,500 feet for total comparison measurably affected the test results. However, there is still sufficient data to validate the test results.

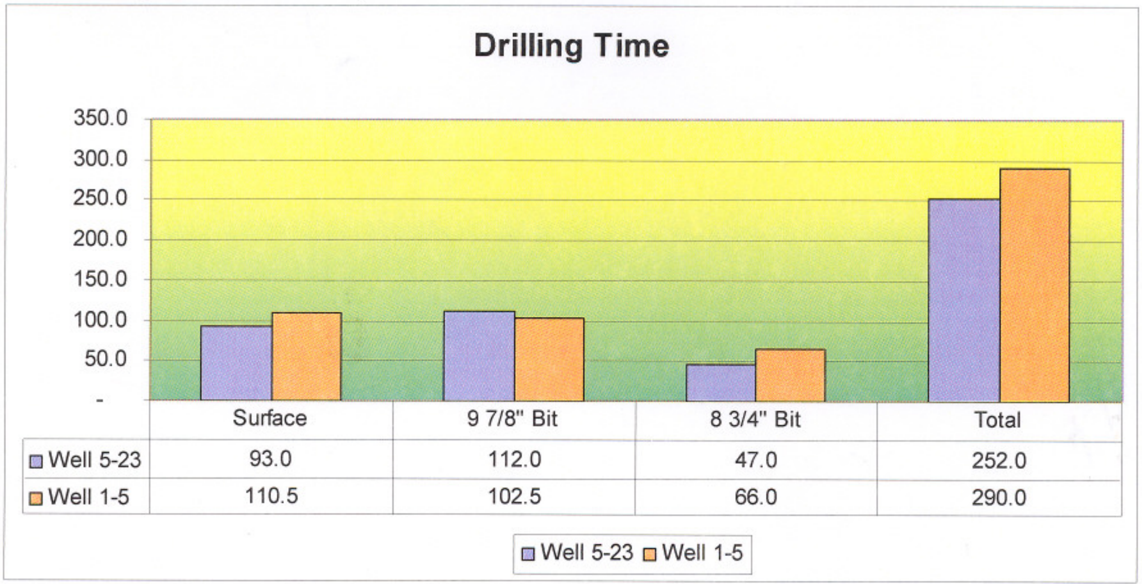
The test divides both the baseline well (Well 5-23) and the test Well (Well 14-7) into three phases: Surface, 9 7/8 inch bit, and 8 ¾ inch bit. The feet drilled on each phase are as follows:

Phase	Well 5-23 Depth	Well 14-7 Depth
Surface	1,000 – 3,000	60 – 2,500
9 $^{7}/_{8}$" Bit	3,000 – 7,730	2,500 – 7,357
8 ¾" Bit	7,730 – 8,945	7,357 – 8,945

The fuel used for each well, by phase was:

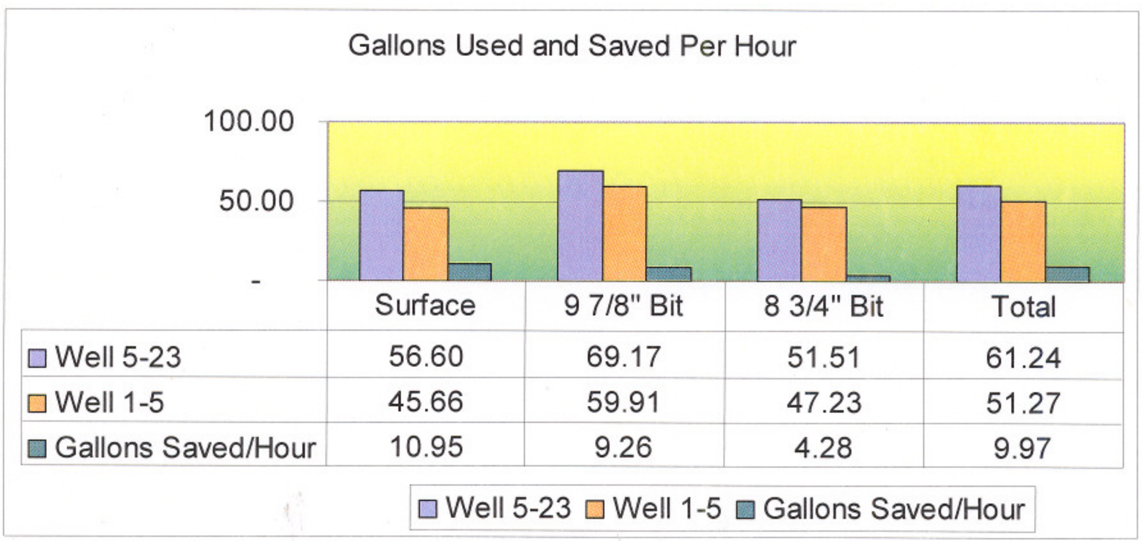


The drilling time for each phase was:



	Surface	9 7/8" Bit	8 3/4" Bit	Total
Well 5-23	93.0	112.0	47.0	252.0
Well 1-5	110.5	102.5	66.0	290.0

Gallons used and saved per hour:



	Surface	9 7/8" Bit	8 3/4" Bit	Total
Well 5-23	56.60	69.17	51.51	61.24
Well 1-5	45.66	59.91	47.23	51.27
Gallons Saved/Hour	10.95	9.26	4.28	9.97

Ferox saved, during drilling, 9.37 gallons per hour average. When factored as a percentage the results per phase are:

Phase	Gallons/Hr Saved	Percent Saved
Surface	10.95	**19.3** %
9 $^{7}/_{8}$" Bit	9.26	**13.4 %**
8 $^{3}/_{4}$" Bit	4.28	**8.3 %**
Average Percent Savings	9.97	**16.3 %**

This represents a substantial financial savings by using Ferox. For this example, the cost of diesel is set at $4.30 per gallon. 16.3 % of $4.30 is $0.70 per gallon. Ferox cost per gallon is $0.077. This leaves a net savings of $0.623 per gallon. The following estimate demonstrates the type of savings that Ferox can have when implemented on a corporate level:

Activity	**Gallons used**	**Savings @ $0.623/Gal**
Singe well per month	20,000	$12,460
9 wells per month	180,000	$112,140
9 Wells per month for 12 months	2,160,000	**$1,345,680**

These savings will appear directly on the bottom line.

Although not directly part of the test, an additional benefit of using Ferox was a noticeable improvement in engine emissions. All of the engines stopped smoking while under mission load by the end of the test. Although the usual black puff of unburned diesel was and will continue to be visible during the brief periods of acceleration, all smoke disappeared once each engine was operating under load at peak rpm. Given the social/political climate, lowering engine emissions is becoming increasingly important. Ferox has proven to effectively lower emissions. Not only will 16.3% less emissions be generated due to fuel savings, but Ferox will reduce particulates up to 90 percent but sulfur trioxides and nitric oxides are also significantly reduced. The emission test of a 1995 Toyota Camry with 128,214 miles on the odometer exhibits the point.

Annex A

Consolidated Test Results

Ferox Fuel Test
Consoldated Results

	Well: 5-23 (Base)				Well: 1-5 (Ferox)						PPG $ 4.30 Ferox Cost $ 0.077	
Activity	Depth	Fuel	Hrs	GPH		Fuel	Hrs	GPH	Delta	Percent	Savings/G	AFT Ferox
Surface	1,000 - 3,000	5,264	93.0	56.60	1,000 - 2,500	5,045	110.5	45.66	10.95	19.3%	$ 0.83	$ 0.75
Bit 9 7/8"	3,000 - 7,730	7,747	112.00	69.17	2,500 - 7,357	6,141	102.5	59.91	9.26	13.4%	$ 0.58	$ 0.50
Bit 8 3/4"	7,730 - 8,945	2,421	47.00	51.51	7,357 - 8,717	3,117	66.0	47.23	4.28	8.3%	$ 0.36	$ 0.28
Total		15,432	252.00	61.24		14,303	279	51.27	9.97	16.3%	$ 0.70	$ 0.623

Annex B

Well 5-23 Data

Date	Time	Activity	Depth	Inches	Gallons	Gallons Consumed	Rig Report	[illegible] Drilled	Hrs Drilled	Feet/Hr	Gallons/foot	Gallons/HR	Pressure	Pu[illegible]s Pump #1	Pump #2
23-May		Rigup													
24-May		Rigup	880	68.000	6,426		361								
25-May	18.00	Drill	1,080					200	5.5	36.36	-	-	1020	110	110
	6.00	Drill	1,285	59.000	5,576	850	850	205	12	17.08	4.15	48.57	1450	105	105
26-May	18.00	Drill	1,485		-			200	11.5	17.39	-	-	1450	105	105
	6.00	Drill	1,544	47.500	4,489	1,090	1,090	59	5	11.80	18.47	66.06	1195	90	90
27-May	18.00	Drill	1,761					217	11.5	18.87	-	-	1750	110	110
	6.00	Drill	2,039	34.000	3,213	1,280	1,280	278	12	23.17	4.60	54.47	1675	101	101
28-May	18.00	Drill	2,349					310	8.5	36.47	-	-	1600	105	105
	6.00	Drill	2,719	64.000	6,048	1,134	1,134	370	12	30.83	3.06	55.32	1875	95	95
29-May	18.00	Drill	3,030			1,000	1,000	311	6	51.83	3.22	55.56	1870	95	
						5,354	5,354		84			63.74			
							90		9						
							5,264		93			56.60			
	6.00	Set Surface		52.000	4,914		1,126		12			169.10			
30-May	18.00	Set Surface							12			56.37			
	6.00	Set Surface		47.000	4,442				12				1050		95
31-May	3:30	Drilling	3,050	48.000	4,536	95									
	7:00	Drilling	3,250	45.625	4,312	224	473	200	3.50	57.14	1.12	64.13	1850	100	100
	9:00	Drilling	3,357	44.875	4,241	71		107	2.00	53.50	0.66	35.44	1850	100	100
	11:00	Drilling	3,493	44.000	4,158	83		136	2.00	68.00	0.61	41.34	1850	100	100
	13:00	Drilling	3,604	43.000	4,064	95		111	2.00	55.50	0.85	47.25	1900	100	100
	19:30	Drilling	3,980	39.500	3,733	331		376	6.50	57.85	0.88	50.88	1900	100	100
	22:00	Drilling	4,180	37.000	3,497	236		200	2.50	80.00	1.18	94.50	1900	100	100
1-Jun	5:00	Drilling	4,429	32.000	3,024	473	1,275	249	7.00	35.57	1.90	67.50	1850	100	100
	8:00	Drilling	4,577	76.625	7,241	162		148	3.00	49.33	1.09	54.00	1422	100	100
	10:00	Drilling	4,638	75.875	7,170	71		61	2.00	30.50	1.16	35.44	1369	100	100
	14:00	Drilling	4,777	73.625	6,958	213		139	4.00	34.75	1.53	53.16	1778	100	100
	20:00	Drilling	5,078	69.500	6,568	390		301	6.00	50.17	1.30	64.97	1903	100	100
2-Jun	7:00	Drilling	5,610	61.000	5,765	803	1,275	532	11.00	48.36	1.51	73.02	1903	98	98
	14:00	Drilling	5,947	56.250	5,316	449		337	7.00	48.14	1.33	64.13	2008	100	100
	20:00	Drilling	6,181	51.750	4,890	425		234	6.00	39.00	1.82	70.88	2018	100	100
3-Jun	7:00	Drilling	6,615	42.500	4,016	874	1,701	434	11.00	39.45	2.01	79.47	2301	125	125
	14:00	Drilling	6,886	38.000	3,591	425		271	7.00	38.71	1.57	60.75	1230	125	125
	17:00	Drilling	6,952	85.000	8,033	184		66	3.00	22.00	2.79	61.33	1146	125	125
	18:00	Drilling	6,969	84.250	7,962	71		17	1.00	17.00	4.17	70.88	1150	100	100
	21:00	Drilling	7,036	82.000	7,749	213		67	3.00	22.33	3.17	70.88	2170	100	100
4-Jun	7:00	Drilling	7,418	73.875	6,981	768	1,701	382	10.00	38.20	2.01	76.78	2058	90	90
	13.00	Drilling	7,633	68.500	6,473	508		215	6.00	35.83	2.36	84.66	2008	85	85
	18.00	Drilling	7,728	64.000	6,048	425		95	5.00	19.00	4.48	85.05	1947	85	85
	19.30	Drilling	7,730	62.500	5,906	142		2	1.50	1.33	70.88	94.50	1947	85	85
							1,322								
						7,729	7,747		112.00			69.17			
5-Jun	5.30	Trip	7,748	61.000	5,765	142	1,322	18	10.00	1.80	7.88	14.18			
	13.00	Drilling	7,996	57.375	5,422	343		248	7.50	33.07	1.38	45.68	1068	107	
	17.00	Drilling	8,086	54.250	5,127	295		90	4.00	22.50	3.28	73.83	1050	104	
	19.00	Drilling	8,114	52.125	4,926	201		28	4.00	7.00	7.17	50.20	1332	126	
	21.00	Drilling	8,146	48.500	4,583	154		32	2.00	16.00	4.81	77.00	1254	119	
6-Jun	6.00	Drilling	8,301	43.750	4,134	449	1,606	155	9.00	17.22	2.90	49.88	1174	121	
	21.30	Trip	8,349	39.000	3,686	449		48	15.50	3.10	9.35	28.96			
7-Jun	7.30	Drilling	8,646	33.000	3,119	567	851	297	9.50	31.26	1.91	59.68	1174	124	

Bill Ba[illegible]t Well 5-23

Date	Time	Activity	Depth	Inches	Gallons	Gallons Consumed	Rig Report	F[illegible] Drilled	Hrs Drilled	Feet/Hr	Gallons/foot	Gallons/HR	Pressure	Pu[illegible]s Pump #1	Pump #2
	15.30	Drilling	8,945	28.625	2,705	413		299	11.00	27.18	1.38	37.59	1817	125	
							413								
						2,871	2,870		62.50						
						449	449		15.50						
						2,422	2,421		47.00			51.51			
	20.45	Trip			-				11.00			-			
8-Jun	6.00	Coring	9,005				1,084		11.00			-			
	18.00	Coring	9,007					2	11.00			-			
9-Jun	18.00	Coring	9,020				756	13	11.00			-	880	80	
	24.00	Drilling	9,193					173					1880	125	
10-Jun	13.00	Coring	9,225	53.125			758	32					1850	125	
		Coring											860	80	
11-Jun	6.00	Coring					850								
	18.00	Coring													
12-Jun	15.00	Trip	9356	36.500	3,449		890	131							
	18.00	Drilling	9356	35.125	3,319	130		-	3.00	0.00	#DIV/0!	43.31	1414		114
13-Jun	8.00	Drilling	9684	26.375	2,492	827	999	328	14.00	23.43	2.52	59.06	1916	125	
	20.00	Drilling	10029	66.875	6,320	709		345	12.00	28.75	2.06	59.08	2000	125	
14-Jun	8.00	Drilling	10367	58.125	5,493	827	662	338	12.00	28.17	2.45	68.91	1917	125	
	14.00	Drilling	10480	54.625	5,162	331		113	6.00	18.83	2.93	55.13	1920	125	
	22.00	Drilling	10645	50.625	4,784	378		165	8.00	20.63	2.29	47.25	1922	124	
15-Jun	6.00	Drilling	10840	44.875	4,241	543	1,512	195	8.00	24.38	2.79	67.92	1840	125	
						3,745	4,063		63.00			59.44			
							248								
						3,745	3,815		63.00			60.56			
		Log		33.5	4,536	248									
16-Jun		Log					661								
17-Jun		Complete Well					379								
18-Jun		RigDown					850								
19-Jun		RigDown					648								

Annex C

Well 1-5 Data

Date	Time	Activity	Depth	Inches	Gallons	Gallons Consumed	Rig Report	Feet Drilled	Hrs	Feet/Hr	Gallons/ft	Gallons/HR	Pressure	Pumps #1	#2
8-Jul		Move		47.000	4,442	1,890		-		0.0	-				
9-Jul		Rigup			-	-		-		0.0	-				
10-Jul	7.00	Rigup		43.000	4,064	378	378	-		0.0	-				
	12.00	Rigup		88.000	8,316	71		-		0.0	-				
	17.00	Drill			-	-		-		0.0	-	-	329	120	
	20.00	Drill	162	87.000	8,222	95		162	3.0	54.0	0.58	31.5	329	120	
11-Jul	8.00	Drill	583	83.000	7,844	378	604	421	12.0	35.1	0.90	31.5	848	103	102
	14.30	Drill	751	81.000	7,655	189		168	6.5	25.8	1.13	29.1	848	102	103
	20.00	Trip	751	80.000	7,560	95		-	5.5	0.0	-	17.2			
12-Jul	8.00	Drill	1,077	74.000	6,993	567	661	326	12.0	27.2	1.74	47.3	1,227	110	111
	20.00	Drill	1,345	68.500	6,473	520		268	12.0	22.3	1.94	43.3	1,200	110	111
13-Jul	8.00	Drill	1,595	61.500	5,812	662	1229	250	12.0	20.8	2.65	55.1	1,280	107	104
	14.30	Drill	1,736	59.000	5,576	236		141	6.5	21.7	1.68	36.3	1,280	107	104
14-Jul	3.00	Trip	1,736	56.000	5,292	284	756	-	12.5	0.0	-	22.7			
	8.00	Drill	1,796	53.500	5,056	236		60	5.0	12.0	3.94	47.3	1,140	99	102
15-Jul	6.00	Drill			-	-	661	-		0.0	-	-			
16-Jul	3.30	Drill	2,520	31.000	2,930	2,126	1512	2,520	43.5	57.9	0.84	48.9	1,200	107	107
						5,387	5,423		130.5						
						378	378		18.0						
						5,009	5,045		110.5			45.7			
17-Jul	6.00	Set Surface	2,520	28.000	2,646	284	567	-	26.5	0.0	-	10.7			
	6.30	Rec Fuel	2,520	74.500	7,040			-	0.5	0.0	-	-			
	18.00	Set Surface	2,520	73.000	6,899	142		-	11.5	0.0	-	12.3			
18-Jul	8.00	Drill	3,287	69.000	6,521	378	337	767	14.0	54.8	0.49	27.0	1,551	102	100
	20.00	Drill	4,071	62.000	5,859	662		784	12.0	65.3	0.84	55.1	1,600	100	100
19-Jul	6.00	Drill	4,659	56.000	5,292	567	1,417	588	10.0	58.8	0.96	56.7	1,768	103	101
	18.00	Drill	5,356	49.000	4,631	662			12.0	0.0	-	55.1	1,850	99	97
20-Jul	6.00	Drill	5,871	38.000	3,591	1,040	1,606	1,212	12.0	101.0	0.86	86.6	2,013	102	103
	10.00	Drill	5,901	36.000	3,402	189		30	4.0	7.5	6.30	47.3	2,010	102	103
	11.00	Drill	5,930	35.000	3,308	95		29	1.0	29.0	3.26	94.5	2,010	102	103
	11.30	Drill	5,990	76.000	7,182	-		60	-	#DIV/0!	-	-	2,010	102	103
	14.00	Drill	6,115	74.000	6,993	189		125	3.0	41.7	1.51	63.0	2,010	102	103
	15.30	Drill	6,150	72.500	6,851	142		35	1.5	23.3	4.05	94.5	2,050	101	102
21-Jul	2.30	Trip	6,150	68.000	6,426	425		-	11.0	0.0	-	38.7			
	6.00	Drill	6,280	65.000	6,143	284	1,750	130	3.5	37.1	2.18	81.0	2,050	201	100
	7.30	Pack Swive	6,280	63.500	6,001	142		-	1.5	0.0	-	94.5			
	12.00	Drill	6,446	54.000	5,103	898		166	4.5	36.9	5.41	199.5	2,100	101	99
	15.00	Drill	6,554	51.000	4,820	284		108	3.0	36.0	2.63	94.5	2,140	101	99
	18.00	Drill	6,668	49.000	4,631	189		114	3.0	38.0	1.66	63.0	2,140	101	99
	20.00	Drill	6,828	46.000	4,347	284		160	4.0	40.0	1.77	70.9	2,140	101	99
22-Jul	1.00	Drill	6,949	43.500	4,111	236		121	3.0	40.3	1.95	78.8	2,100	98	98
	6.00	Drill	7,143	40.000	3,780	331	2,360	194	5.0	38.8	1.70	66.2	2,030	93	90
	12.00	Drill	7,344	36.000	3,402	378		201	6.0	33.5	1.88	63.0	2,093	91	89
	13.00	Drill	7,357	81.500	7,702	47		13	1.0	13.0	3.63	47.3	2,093	91	89

Bill B[illegible]tt Well 1-5

Date	Time	Activity	Depth	Inches	Gallons	Gallons Consumed	Rig Report	Feet Drilled	Hrs	Feet/Hr	Gallons/ft	Gallons/HR	Pressure	Pumps #1	#2
						7,418	7,133		115.0						
							425								
				Trip and Circulation		567	567		12.5						
				Diesel used in mud		850	850								
						6,001	6,141		102.5			59.9			
	20.30	Trip Out	7,357	78.000	7,371	331	614.25	-	7.5	0.0	-	44.1			
23-Jul	4.00	Trip In	7,357	76.000	7,182	189		-	7.5	0.0	-	25.2			
	6.00	Drill	7,434	75.000	7,088	95	1,021	77	2.0	38.5	1.23	47.3	1,500	126	
	14.00	Drill	7,579	71.750	6,780	307		145	8.0	18.1	2.12	38.4	1,240	118	
	20.00	Drill	7,744	68.500	6,473	307		165	6.0	27.5	1.86	51.2	1,381	118	
24-Jul	8.00	Drill	7,962	62.500	5,906	567	1,230	218	12.0	18.2	2.60	47.3	1,528	119	
	20.00	Drill	8,237	56.000	5,292	614		275	12.0	22.9	2.23	51.2	1,465	120	
25-Jul	8.00	Drill	8,449	49.500	4,678	614	1,320	212	12.0	17.7	2.90	51.2	1,528	119	
						2,504	2,550		52.0			48.2			
	12.00	Circulate	8,449	48.000	4,536	142		-	4.0	0.0	-	35.4			
	20.00	Circulate	8,449	46.000	4,347	189		-	8.0	0.0	-	23.6			
26-Jul	8.00	Circulate	8,449	42.750	4,040	307	661	-	12.0	0.0	-	25.6			
	11.00	Circulate	8,449	42.000	3,969	71		-	3.0	0.0	-	23.6			
	11.00	Rec Fuel	8,449	88.000	8,316	-		-	-	0.0	-				
	12.00	Drill	8,449	87.750	8,292	24		-	1.0	0.0	-	23.6			
	20.00	Drill	8,673	84.000	7,938	354		224	8.0	28.0	1.58	44.3	1,729	121	
27-Jul	1.00	Drill	8,717	82.000	7,749	189	1,004	44	5.0	8.8	4.30	37.8	1,700	120	
						567	567		14.0			40.5			
						3,071	3,117		66.0			47.2			
	8.00	Trip Out	8,717	78.750	7,442	307		-	7.0	0.0	-	43.9			
	20.00	Circulate	8,717	76.250	7,206	236		-	12.0	0.0	-	19.7			
28-Jul	6.00	Circulate	8,717	72.000	6,804	402	661	-	10.0	0.0	-	40.2			
	18.00	Circulate	8,717	70.000	6,615	189		-	12.0	0.0	-	15.8			
	20.00	Trip In	8,717	69.500	6,568	47		-	2.0	0.0	-	23.6			
29-Jul	5.00	Drill	8,732	66.250	6,261	307	378	15	7.0	2.1	20.48	43.9			
	6.00	Complete													
		Well	8,732		-	-					-	-			
30-Jul	6.00	Complete			-	-	861				-	-			
		Well	8,732		-	-					-	-			
					-	-					-	-			
					-	-					-	-			
					-	-					-	-			
	Ferox: 7 Bags Used				-	-					-	-			
					-	-					-	-			

Annex D

Well 14-7 Data

Bill Barrett Well 14-7

Date	Time	Activity	Depth	Inches	Gallons	Gallons Consumed	Rig Report	Feet Drilled	Hrs	Feet/Hr	Gallons/ft	Gallons/HR		Pressure	Pumps #1	Pumps #2
22-Jun	13.30	Rig Up	116	32.000	3,024											
	15.15	Rig Up		31.500	2,977	47			1.8			27.0		1,300	81	84
23-Jun		Drill	116	75.500	7,135											
24-Jun	13.30	Drill	1,745	54.750	5,174	1,961		1,629	48.0	36.4	1.20	40.9		1,707	114	113
	19.00	Drill	1,866	51.250	4,843	331		121	5.5	22.0	2.73	60.1		1,866	120	120
25-Jun	7.00	Drill	2,127	44.500	4,205	638		261	12.0	21.8	2.44	53.2		1,760	114	114
	13.10	Drill	2,323	40.500	3,827	378		196	6.2	31.8	1.93	61.3	215	1,760	114	114
						3,308			71.7				46.1			
	13.30	Set Surface	2,323	87.500	8,269			-	0.5	0.0	-	-	54			
26-Jun	13.30	Set Surface	2,323	84.200	7,957	312		-	24.0	0.0	-	13.0				
27-Jun		Set Surface			7,957	(0)		-		0.0	-	-				
28-Jun	14.00	Set Surface		77.500	7,324	633		-	24.5	0.0	-	25.8				
	21.00	Drill Surface		75.500	7,135	189		-	7.0	0.0	-	27.0		623	118	
29-Jun	9.00	Drill	2,858	71.500	6,757	378	567	535	12.0	44.6	0.71	31.5	37	846	120	
	14.00	Drill	3,076	69.375	6,556	201		218	5.0	43.6	0.92	40.2		719		122
	20.00	Drill	3,322	66.875	6,320	236		246	6.0	41.0	0.96	39.4		787		120
30-Jun	9.00	Drill	3,923	61.250	5,788	532	984	601	13.0	46.2	0.88	40.9		701	119	
	14.30	Drill	4,167	59.500	5,623	165		244	5.5	44.4	0.68	30.1	35	567		120
	20.00	Drill	4,355	57.500	5,434	189		188	5.5	34.2	1.01	34.4		821		119
1-Jul	8.00	Drill	4,873	52.125	4,926	508	984	518	12.0	43.2	0.98	42.3	39	962	120	
	20.00	Drill	5,250	47.625	4,501	425		377	12.0	31.4	1.13	35.4		1,152		120
2-Jul	8.00	Drill	5,603	41.625	3,934	567	945	353	12.0	29.4	1.61	47.3		1,282		120
	20.00	Drill	6,016	36.500	3,449	484		413	12.0	34.4	1.17	40.4	44	1,410	121	
3-Jul	8.00	Drill	6,427	29.500	2,788	662	1,133	411	12.0	34.3	1.61	55.1		1,419	114	
	8.30	Received Fuel		76.500	7,229								45			
	20.00	Drill	6,763	72.000	6,804	425		336	12.0	28.0	1.27	35.4		1,512		120
4-Jul	8.00	Drill	7,093	67.000	6,332	473	898	330	12.0	27.5	1.43	39.4	37	1,221		120
					-	-		-			-	-				
					-	5,245	5,511	-	131.0		-		42.1			
					-	-		-			-	-				
		Ferox: 3 Bags			-	-		-			-	-				
					-	-		-			-	-				
					-	-		-			-	-				
					-	-		-			-	-				
					-	-		-			-	-				
					-	-		-			-	-				

Annex E

Ferox Emissions Test

VEHICLE INSPECTION REPORT

Print Date: 07/25/2007 ** PASS I/M ** ** PASS VISUAL **

Test Date: 07/25/2007 *This document must remain in the vehicle. It may not be used to register the vehicle.* Initial Inspection

CANTRELL M 387 S 200 W OREM UT 84058
TOYOTA CAMRY 1995 Lic. #: 188VEL VIN: 4T1GK13E8SU107679 Odom: 90938 GVW: N/A

Emissions Test PASS Certificate # TSI2952171 **Station # U100**

High Speed Test					Idle Test				
	HC(ppm)	CO %	CO_2 %	RPM		HC(ppm)	CO %	CO_2 %	RPM
Standard	220	1.20	14.1	2419	Standard	220	1.20	14.6	709
Reading	38	0.21			Reading	96	0.04		
Deviation	182	0.99			Deviation	124	1.16		
Result	PASS	PASS			Result	PASS	PASS		

Visual / Gas Cap	
Air Injection	N/A
Catalytic Converter	PASS
EGR	PASS
Evaporative System	PASS
PCV	PASS
Gas Cap	PASS

Thank you! IF YOU HAVE ANY QUESTIONS REGARDING THE I/M TEST, CALL 801-851-7600.
I certify that I have performed the I/M test according to UTAH County I/M rules.

Inspector's Signature and Permit # X UET001894

This is the 2007 emissions test of a 1995 Toyota Camry that had been driven with Ferox for three months. The odometer registered 90,938 miles at the time of the test.

VEHICLE INSPECTION REPORT

Print Date: 08/01/2008 ** PASS I/M ** ** PASS VISUAL **

Test Date: 08/01/2008 *This document must remain in the vehicle. It may not be used to register the vehicle.* Initial Inspection

CANTRELL M 387 S 200 W OREM UT 84058
TOYOTA CAMRY 1995 Lic. #: 188VEL VIN: 4T1GK13E8SU107679 Odom: 128214 GVW: N/A

Emissions Test PASS Certificate # TSI3198937 **Station # U100**

High Speed Test					Idle Test				
	HC(ppm)	CO %	CO_2 %	RPM		HC(ppm)	CO %	CO_2 %	RPM
Standard	220	1.20	14.0	2416	Standard	220	1.20	14.2	764
Reading	2	0.01			Reading	0	0.00		
Deviation	218	1.19			Deviation	220	1.20		
Result	PASS	PASS			Result	PASS	PASS		

Visual / Gas Cap	
Air Injection	N/A
Catalytic Converter	PASS
EGR	PASS
Evaporative System	PASS
PCV	PASS
Gas Cap	PASS

Thank you! IF YOU HAVE ANY QUESTIONS REGARDING THE I/M TEST, CALL 801-851-7600.
I certify that I have performed the I/M test according to UTAH County I/M rules.

Inspector's Signature and Permit # X UET000164

This is the same car after one year more with Ferox. The odometer registered 128,214 at the time of the test. Nothing except oil changes was done to the car.

Ferox ensures a clean burning engine!