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*XcelPlus: I believe in this product*

To whom it may concern,

I am a long time user of XcelPlus and its predecessor, the original Slick 50. I have used XcelPlus in a vehicle as old as a 1946 Riley (2.5 L 4 cylinder hemi), a 1972 V12 Jaguar thru to a 4WD 2001 4.5 L Landcruiser (~400,000 km) and a late model (2018) 2 L XE Twin turbo Jaguar. It is in the two MerCruiser 5 L MPI V8's (~450 h) in my boat and 4 stroke lawn mower. One will realise I believe in this product.

I was introduced to Slick-50 back in the 80s by mates into go karts. They had found that a squirt of Slick50 into the 2-stroke fuel would stop a piston melting and smearing the bore when they overly leaned out a carby trying for every ounce of power. This was the beginning of my addiction to the treatment. I am not able to substantiate all of the test confirmations and testimonials given on the website, however here are a couple of facts from my experience in vehicles treated with XcelPlus.

1. On each and every one of my older vehicles, within 100 km of treatment the idle speed had to be lowered mechanically. There is no computer to control idle speed. This is indicative of the friction reduction effect. This is not experienced in a late model vehicle since idle speed is controlled by the ECU.

2. Twice I have experienced a radiator hose blow in my Landcruiser while travelling on the M1. I had no warning of this until the 'Check Engine' light came on and by then the temperature gauge was banging the hot stops. I generally drive in the right lane and by the time I had got over and onto an exit the engine was so hot that after I had turned it off it would not crank. After getting a supply of water I used my jump starter to boost it and it started. I slowly added the water blowing much steam and gurgling like a pig. After it got a fill and was cooled down, we had no sign of a blown head gasket and it ran as quiet as ever. This was the sequence on both occasions. The vehicle has been compression tested and pushes a consistent 145 psi without a squirt of oil. Had it not been treated it would have melted a piston I am sure.

3. My go kart has a Yamaha WR 250 cc four stroke engine. While running at the Labrador bike track the lower radiator hose came off and dropped all of the coolant. I ran for three laps after this had happened (as informed by my mates) before the engine slowed forcing me to stop. Subsequent removal of the cylinder revealed no damage to the piston and the motor was reassembled and run. XcelPlus saved this motor from a piston melt and seize.

4. I am addicted to Radio Controlled aircraft and all with glow plug or spark internal combustion engines. I use XcelPlus as an assembly lube when rebuilding the engines. This provides perfect lubrication for the first start and subsequent treatment for the remainder of the engines life or until the next rebuild.

All the above are results achieved with the use of the Engine Treatment. There is no doubt that better fuel economy is achieved, I have not bothered recording it. When the Gear Treatment becomes available, it will be in my diffs and gearboxes. Addition of XcelPlus is now part of my regular maintenance of all things motorised.

Yours sincerely

Mike Blenkins

P.S. Pictures of some of the treated vehicles below.



**Figure 1** 1972 V12 Jaguar



**Figure 2** 1982 XJ6 Jaguar



**Figure 3** 1946 Riley 1496 cc 4 cylinder



**Figure 4** 2006 2.4 L diesel Ford Transit van



**Figure 5** O.S. Engine FS CX 110 for radio controlled aircraft