



08-27-08

To Whom It May Concern:

I'm writing this letter upon the request of Microlon to explain who Total Racing Solutions (TRS) is as well as our role in testing the Microlon Products as relates to the motorcycle industry. We are in the racing business and do test, but we are not a testing laboratory. Our methods for testing this product are centered around the use of our Dynamometers, but we have also been able to quantify some measurable results with regards to engine wear. Although we stand behind our results we do not warrant these claims above the fact that they are true and factual in our experience.

First, some background on myself. I am the technical Director at TRS and previously the owner of Brighton Superbike (BSBK). I have been involved in Professional roadracing for more that twenty one years. First as a rider, than as pit crew, engine builder, team owner, crew chief and finally as owner/operator of the aforementioned business. I have also worked for Factory support teams like Safety First Racing. As the owner of BSBK and TRS I am DynoJet certified, Ohlins Certified, a Yoshamura R&D service center and Honda Certified. BSBK was sold for profit to a large Apparel distributor and I currently Operate TRS.

Between BSBK and TRS we have won Several National races in WERA, FUSA including the Daytona 200 Team Challenge event in 2001. We have also accumulated more than two dozen regional championships as well as several top ten (first privateer) finishes in the AMA Pro series. It is with this authority that I submit our finding that Microlon does have advantages as an additive in racing engines and suspension components.



Our findings are that Microlon was (according to our DynoJet 250 eddy current dynamometer) responsible for a measurable gain in BPH that was sustained and repeatable. We have been sponsored by Motul for several years and believe that it is a superior product but when combined with Microlon we actually were not able to measure any bearing or ring end gap wear when servicing our racing motors at intervals of 1500 kilometers. In the suspension we were able to repeatedly measure a fifteen percent loss in stiction when adding the Microlon product to Ohlins fork fluids. These measurements were surprising because we were able to improve the stiction characteristics of the forks indefinitely.

We have supplied the supporting data to Microlon and you may feel free to contact us if you feel the need. I believe that the results speak for themselves. In closing I would also like to add that I have never been paid in any way by Microlon.

Regards

James Bhatena  
Director of Technology