

GEOFF BODINE RACING DYNAMETER TESTS

These tests shown that Petron Plus works in an engine to reduce friction, heat, and wear; and that Petron improves performance and fuel efficiency.

THE FOLLOWING TEST RESULTS ARE OF EXTREME INTEREST. THIS IS TWO DYNAMOMETER READ-OUTS ON ONE ENGINE. ONE READ-OUT IS WITHOUT THE USE OF PETRON PLUS AND ONE IS AFTER PETRON PLUS WAS ADDED TO THE SAME ENGINE. THESE TEST RESULTS INDICATE THE FOLLOWING:

* INCREASED HORSEPOWER - COLUMN 3 SHOWS THAT MAXIMUM HORSEPOWER WAS ATTAINED AT 7600 RPM'S WITHOUT PETRON; HOWEVER, WHEN PETRON WAS ADDED NOT ONLY WAS THAT PREVIOUS MAXIMUM HORSEPOWER INCREASED AT 7600 RPM'S, IT WAS STILL INCREASING TO 8000 RPM'S.

* INCREASED TORQUE - COLUMN TWO INDICATES SIMILAR RESULTS WITH THE FOOT POUNDS OF TORQUE PRODUCED BY THIS ENGINE.

* INCREASED FUEL EFFICIENCY - COLUMNS FOUR AND FIVE INDICATE FUEL CONSUMPTION. AT 8000 RPM'S THE PETRON TREATMENT WAS PRODUCING INCREASED HORSEPOWER AND TORQUE AND USING LESS FUEL TO DO IT!

PRINT # 362 A4885

OPEN.CFG WINSTCUP.FRC
GEOFF BODINE RACING

Sep 6 '94 7:44 PM

DEPAC # 236 Tue Sep 6 '94 6:29 PM F350 Flow Tst# 4885 5000 to 8700 Rf
OPEN.CFG IF: 11 29.92 Dry Air @ 60F FUEL SG .715 Time 19.8
Disp:358

BLOCK NO: 9212 HEAD NO: 9211 TRACK: OPEN TEST ENGINE 9/94

CAM: [REDACTED] PORT LASH: [REDACTED] ROCKERS: [REDACTED]

HEADERS: [REDACTED] CARB NO: [REDACTED] JETS: [REDACTED]

TIMING: [REDACTED] MANIFOLD: [REDACTED]

SEALED UP

COMMENTS: 14.85CR/FRESH ENGINE/
4STG HMBGR PUMP

RPM	C TORQ	C PWR	BSFC	Fuel F	OIL T	Oil P	CRK PR	C.F.	TIME
BAND	Ft-Lbs	CHP	#/HrHP	#/Hr	Deg F	PSI	HG		SEC
5002	459.0	437.1	0.364	147.4	221.5	71.8	9.06	1.0665	0.5
5100	468.0	454.4	0.365	153.9	221.0	71.8	8.94	1.0665	0.5
5200	477.2	472.5	0.37	161.3	221.5	72.1	8.83	1.0665	0.3
5300	483.0	487.4	0.374	169.0	221.5	72.3	8.73	1.0665	0.5
5400	489.2	503.0	0.38	176.6	221.5	72.5	8.60	1.0665	0.4
5500	492.7	516.0	0.39	184.2	221.5	72.8	8.50	1.0665	0.4
5600	496.2	529.0	0.39	189.7	221.5	73.0	8.40	1.0665	0.4
5700	501.1	543.8	0.39	194.9	221.0	73.2	8.32	1.0665	0.4
5800	501.4	553.7	0.389	199.3	221.0	73.5	8.23	1.0665	0.6
5900	500.8	562.5	0.390	203.0	221.0	73.6	8.13	1.0665	0.7
6000	499.4	570.6	0.391	206.6	221.0	73.6	8.06	1.0665	0.6
6100	499.9	580.5	0.395	212.5	220.5	73.5	8.01	1.0665	0.5
6200	502.2	592.9	0.410	224.7	220.5	73.4	7.96	1.0665	0.5
6300	504.5	605.1	0.407	228.0	220.5	73.1	7.92	1.0665	0.5
6400	509.0	620.2	0.403	231.0	220.5	72.9	7.88	1.0665	0.5
6500	511.3	632.9	0.413	241.5	220.0	72.6	7.86	1.0665	0.5
6600	513.9	645.7	0.415	248.1	220.0	72.0	7.83	1.0665	0.5
6700	513.0	654.5	0.413	250.1	220.0	71.4	7.81	1.0665	0.6
6800	515.4	667.3	0.42	256.9	220.0	70.8	7.82	1.0665	0.4
6900	514.2	675.6	0.420	262.3	220.0	70.6	7.84	1.0665	0.5
7000	514.2	685.4	0.42	267.8	220.0	70.2	7.86	1.0665	0.4
7100	510.1	689.5	0.429	273.2	220.0	70.1	7.90	1.0665	0.6
7200	506.4	694.3	0.426	273.0	220.0	70.8	7.95	1.0665	0.8
7300	504.0	700.6	0.431	278.6	220.0	71.4	7.98	1.0665	0.5
7400	501.7	706.8	0.43	282.5	220.0	72.2	7.99	1.0665	0.4
7500	497.5	710.5	0.433	283.5	220.0	73.3	8.00	1.0665	0.5
7600	494.4	715.4	0.43	285.9	220.0	74.1	8.02	1.0665	0.4
7700	487.5	714.8	0.440	289.9	220.0	75.2	8.03	1.0665	0.7
7800	481.2	714.5	0.452	297.4	220.0	75.9	8.05	1.0665	0.8
7900	472.1	710.1	0.463	302.5	220.0	76.8	8.05	1.0665	0.5
8000	467.1	711.3	0.469	306.3	220.5	77.9	7.99	1.0665	0.7
8100	460.8	710.6	0.479	312.3	220.0	79.0	7.82	1.0665	0.7
8200	453.8	708.6	0.479	311.5	220.5	79.9	7.66	1.0665	0.6
8300	442.0	693.5	0.482	308.8	220.5	80.4	7.33	1.0665	0.7

PRINT #	362	A4885	OPEN.CFG		WINSTCUP.FRC			Sep 6 '94	7:44 PM	Pc	
RPM	C	TORQ	C	PWR	BSFC	Fuel F	OIL T	Oil P	CRK PR	C.F.	TIME
BAND	Ft-Lbs		CHP	#/HrHP	#/Hr		Deg F	PSI	"HG		SEC
8400	435.9	697.2	0.480	306.9	221.0	81.1	6.98	1.0665	0.5		
8500	430.2	696.2	0.487	310.4	221.0	82.3	6.59	1.0665	0.5		
8600	419.2	686.3	0.499	313.0	221.0	83.5	6.15	1.0665	0.5		
8665	420.2	693.3	0.50	314.7	221.0	84.3	5.84	1.0665	0.2		
AVRG	500.3	689.3	0.432	275.0	220.0	72.8	7.94	1.0665	8.8		

AVERAGE RESULTS From 6500 RPM to 8000 RPM

DEPAC # 236

DEPAC # 236 Tue Sep 6 '94 7:26 PM F350 Flow Tst# 4893 5000 to 8600 RPM
 OPEN.CFG IF: 11 29.92" Dry Air @ 60F FUEL SG .715 Time 19.3
 Disp:358

BLOCK NO: 9212 HEAD NO: 9211 TRACK: OPEN TEST ENGINE 9/94

CAM: [REDACTED] PORT LASH: [REDACTED] ROCKERS: [REDACTED]

HEADERS: [REDACTED] CARB NO: [REDACTED] JETS: [REDACTED]

TIMING: [REDACTED] MANIFOLD: [REDACTED]

SEALED UP

COMMENTS: 14.85CR/FRESH ENGINE/ (PETRON ADDED)
 4STG HMBGR PUMP

RPM	C TORQ	C PWR	BSFC	Fuel F	OIL T	Oil P	CRK PR	C.F.	TIME
BAND	Ft-Lbs	CHP	#/HrHP	#/Hr	Deg F	PSI	"HG		SEC
5006	461.6	439.9	0.37	151.2	220.0	71.8	8.74	1.0645	0.4
5100	470.5	457.0	0.367	155.7	220.0	71.9	8.63	1.0645	0.5
5200	478.1	473.4	0.36	160.3	220.0	72.1	8.53	1.0645	0.3
5300	486.8	491.1	0.36	163.8	220.0	72.4	8.46	1.0645	0.2
5400	491.4	505.3	0.36	169.0	220.0	72.5	8.38	1.0645	0.3
5500	496.2	519.6	0.37	179.1	220.0	73.0	8.29	1.0645	0.3
5600	500.8	534.0	0.38	188.1	220.0	73.1	8.19	1.0645	0.3
5700	503.3	546.2	0.38	190.5	220.0	73.2	8.10	1.0645	0.2
5800	505.8	558.5	0.376	195.0	220.0	73.3	7.98	1.0645	0.6
5900	504.6	566.8	0.379	199.2	220.0	73.2	7.84	1.0645	0.7
6000	502.9	574.5	0.390	208.0	220.0	72.6	7.74	1.0645	0.6
6100	502.4	583.5	0.397	214.7	220.0	72.2	7.68	1.0645	0.5
6200	503.2	594.0	0.395	217.5	220.0	71.8	7.60	1.0645	0.6
6300	508.5	609.9	0.395	223.7	220.0	71.2	7.55	1.0645	0.5
6400	511.0	622.6	0.399	230.6	219.5	70.6	7.51	1.0645	0.5
6500	514.3	636.6	0.404	238.5	219.5	70.1	7.48	1.0645	0.6
6600	516.0	648.5	0.407	244.7	219.5	69.4	7.44	1.0645	0.5
6700	515.7	657.9	0.413	251.6	219.5	69.1	7.45	1.0645	0.5
6800	516.7	669.0	0.420	260.4	219.5	68.7	7.46	1.0645	0.5
6900	517.1	679.5	0.423	266.2	219.5	68.5	7.50	1.0645	0.7
7000	515.4	686.9	0.424	269.5	219.5	68.5	7.54	1.0645	0.6
7100	512.3	692.5	0.427	274.0	219.5	69.2	7.59	1.0645	0.7
7200	510.9	700.4	0.426	276.2	219.5	70.2	7.62	1.0645	0.5
7300	509.0	707.4	0.425	278.0	219.5	71.2	7.63	1.0645	0.5
7400	505.3	711.8	0.428	281.8	219.5	72.1	7.63	1.0645	0.6
7500	500.9	715.3	0.433	286.2	219.5	73.1	7.65	1.0645	0.8
7600	495.1	716.4	0.440	291.2	219.5	73.9	7.68	1.0645	0.6
7700	488.3	715.9	0.449	297.0	219.5	74.7	7.72	1.0645	0.7
7800	482.8	717.0	0.447	295.8	219.5	75.7	7.74	1.0645	0.7
7900	477.3	717.9	0.449	297.1	219.5	76.5	7.69	1.0645	0.5
8000	471.3	717.9	0.454	300.4	219.5	77.3	7.54	1.0645	0.7
8100	463.0	714.0	0.464	305.0	220.0	78.0	7.40	1.0645	0.5
8200	455.2	710.7	0.472	308.5	220.0	78.9	7.27	1.0645	0.6
8300	448.4	708.6	0.479	312.4	220.0	79.5	7.02	1.0645	0.6

PRINT #	363		A4893		OPEN.CFG		WINSTCUP.FRC			Sep 6 '94	7:44 PM	P
RPM	C	TORQ	C	PWR	BSFC	Fuel F	OIL T	Oil P	CRK PR	C.F.	TIME	
BAND	Ft-Lbs		CHP	#/Hr	HP	#/Hr	Deg F	PSI	"HG		SEC	
8400	438.6		701.5	0.482		310.5	220.5	80.5	6.64	1.0645	0.6	
8500	431.0		697.4	0.48		310.3	220.5	81.3	6.24	1.0645	0.4	
8578	426.1		696.0	0.49		309.8	220.5	82.4	5.88	1.0645	0.4	
AVRG	503.0		693.2	0.429		275.5	219.5	71.8	7.58	1.0645	9.7	

AVERAGE RESULTS From 6500 RPM to 8000 RPM DEPAC # 236

GEOFF BODINE RACING DYNO GRAPHS

The following graphs were made from dyno tests done at Geoff Bodine Racing. They show, in an easy-to-read format, the difference Petron Plus Engine Conditioner made in this motor.

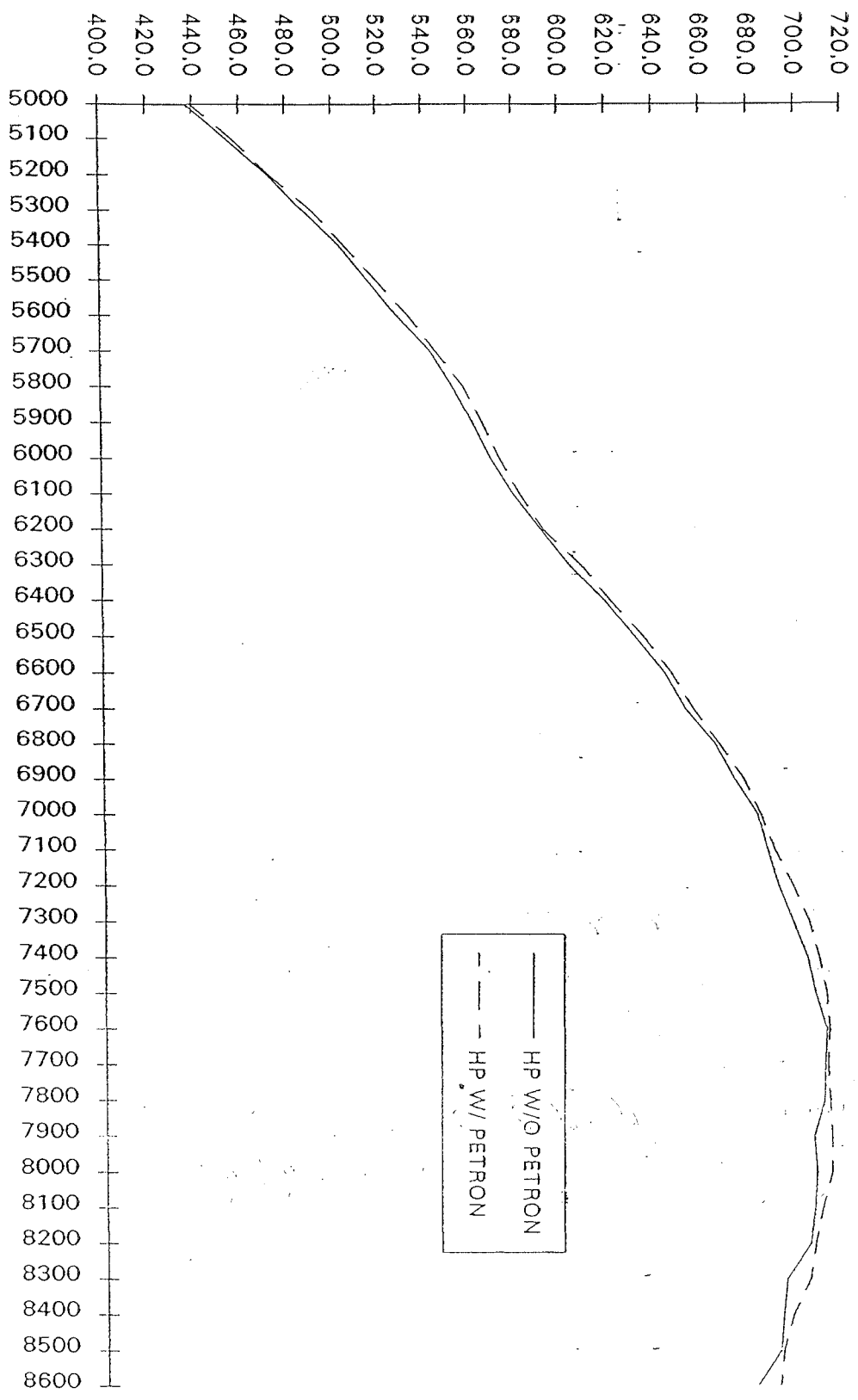
The first sheet shows the difference in horsepower. The engine without Petron Plus made peak horsepower at 7,600 RPM. The engine after being treated with Petron Plus made peak horsepower at 8,000 RPM. It also made 2.5 more horsepower.

The second sheet shows the difference in torque. The engine without Petron Plus made peak torque at 6,800 RPM. The engine after being treated with Petron Plus made peak torque at 6,900 RPM. It also produced 1.7 more foot pounds of torque.

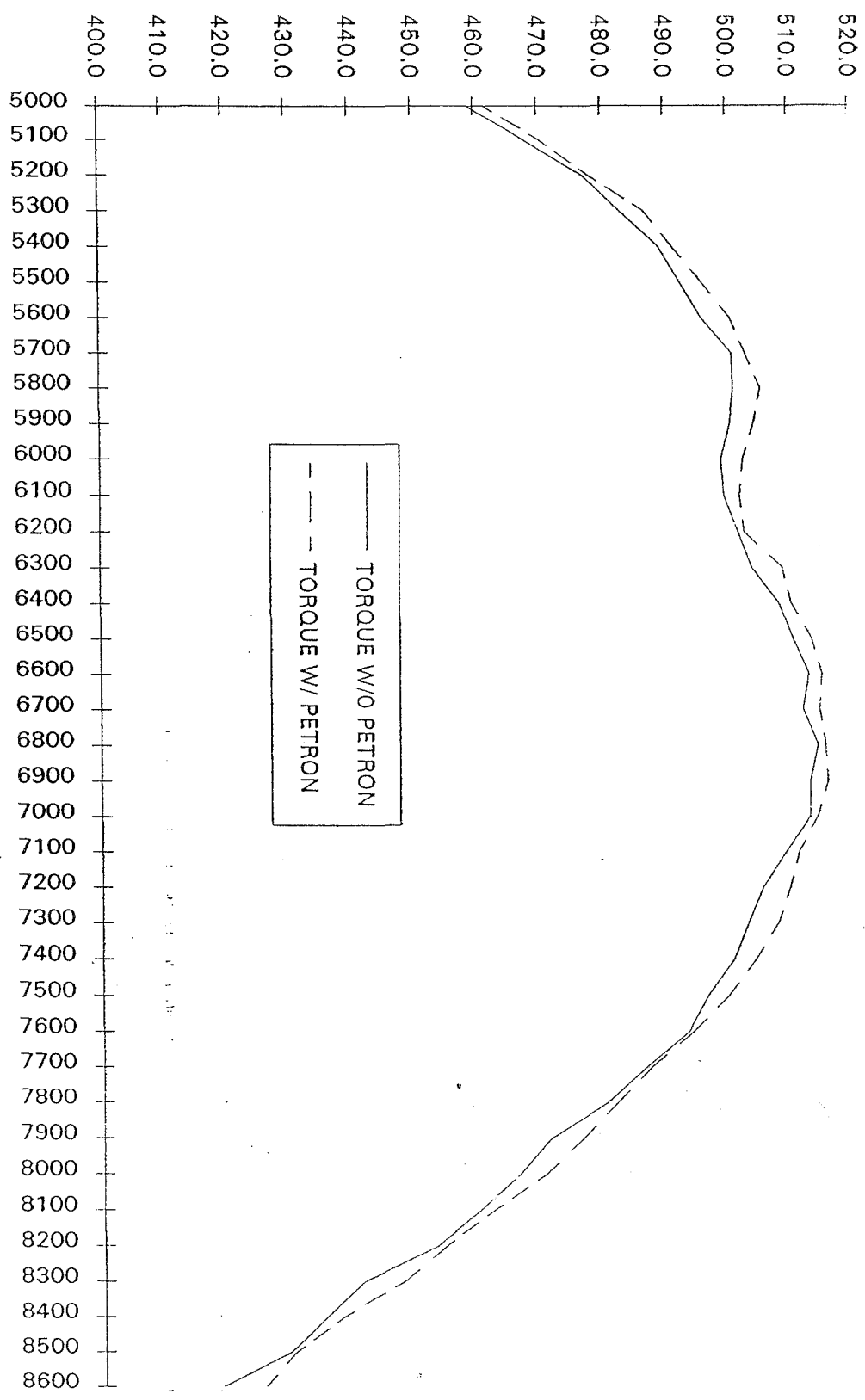
The third sheet shows Brake Specific Fuel Consumption in pounds per hour per horsepower. This shows how many pounds of fuel per hour it takes to make one horsepower. BSFC is an exact measurement of the efficiency of an engine. This graph shows that the Petron Plus treated motor is more efficient throughout most of the power band, especially in the low and high RPM ranges. Looking at Columns 4 & 5 on the dyno sheets, at 8,000 RPM the Petron treated motor was producing 6.6 more horsepower and using less fuel to do it!!

The graphs show that the Petron Plus treatment **DID** reduce friction, resulting in the superior performance and efficiency of the motor throughout the power band with increases in horsepower, fuel economy, and torque.

GEB RACING DYNO GRAPH



GEB RACING DYNO GRAPH



GEB RACING DYNO GRAPH

