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To All Relevant Parties Including,  
Operators of Diesel & Gasoline-Run  
Vehicles, Boats, Trains, Planes & Equipment

Dear Persons:

Two years and five months have past since I published Health and Science Series # 9, **CATEGORICAL REACTOR REVIEW – MY OBJECTIVE & SUBJECTIVE OBSERVATIONS**. One year and five months ago I published an **update letter**.

It has also been almost **three and one half years** since I had prototype Fuel Fx Reactors installed on my **two vintage vehicles**, a 1993 4-wheel drive Chevrolet Suburban and a 1996 S-500 Mercedes.

Further review of these vehicles' performances since the last update further demonstrates the long-term, maintenance-free consistent function and effect of the Fuel Fx Reactors. I added 5,000 miles of driving to the Suburban and 8,000 miles to the Mercedes during the recent one year five month interval.

I used only **regular** fuel in both vehicles with no obvious decrement in performance, although the Mercedes is rated for premium. With the increase in fuel prices, this represented a savings of at least an additional 30 cents per gallon for the Mercedes, or overall \$30/month.

Increased fuel efficiency was 15.4% **city driving** and 20% **highway driving** for the Mercedes. The Suburban showed 19.3% and 30% improvement, respectively.

My smog checks showed the same low emissions for both vehicles. Mechanical vibration demonstrated the same reduction. Engine noise remained noticeably lower. Horsepower has remained significantly boosted in both vehicles.

**Improvements have been made in the current reactor units which now achieve even greater fuel and emissions efficiencies than what my prototype models demonstrate. I am anxious to have the new commercial model installed.**

Sincerely,

Gerald S. Linder, M.D.