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Redondo firm cites amazing results for additive:

cars, trucks
cruise with less
pollutants in air

by George Wiley

Near the end of World War II, as the Germans struggled with methane substitutes for **gasoline** and sought ersatz fuels to drive their faltering military equipment, **rumors** surfaced that Nazi scientists, who had already developed rockets and jet aircraft, had discovered a **gasoline** additive that would extend mileage remarkably.

Today, 40 years later, Richard Skaggs, a partner in Renergy International headquartered in Redondo Beach, claims the German technology of World War II was a near **miss**.

Skaggs and David Clark, a second **Renergy** spokesman, claim to have developed—in partnership with unnamed chemists, in particular an anonymous 70-year-old chemist retired from an oil company—a two-step **oil** and gas additive which will not only increase mileage but **will** save old engines and, most remarkable of all, cut smog emissions by sizable percentages.

While the **public** may not have heard of the additives, tests have shown that they do work, Clark and Skaggs say, and they contend that once the additives catch on they **will** be hailed, in Skaggs' words, as "the develop-

Both Skaggs, 46, and Clark, 45, live in Palos Verdes. Neither is a chemical engineer, although Skaggs says he had chemical training in college. Until recently Skaggs worked for Walt Disney Studios as both a producer and director. Clark still is a **trucking** discounter who buys accounts receivable from trucking firms.

It was Clark's connection with **trucking** which provided the testing link which proved the Renergy **gasoline** and oil additives to be amazingly effective, both men say.

The additives have been marketed in limited amounts for about two years, most recently under the name Trucker's Choice. The name for the same products when they go on the market shortly in **smaller** containers for automobile use will probably be **Driver's Choice**.

According to Skaggs, use of the additives together in tests with diesel trucks has shown exhaust emission pollutant reductions of high magnitude.

Hydrocarbon emissions **have** been reduced up to 66 percent, Skaggs says, while carbon

monoxide has been reduced by 32 percent and nitrous oxide by 4 percent. Particulates, harmful emission ingredients which get breathed into the lungs, were cut by 11 percent.

These results have to be music to the ears of anyone who has ever driven behind a bus, inhaling fumes which in Skaggs' words would "gag a maggot."

"We're gonna clean up this air for the next generation," Skaggs added enthusiastically.

In addition to the **reduction** in emissions, the fuel additives have decreased fuel consumption by 5 to 25 percent, depending on the condition of the engine when used—old engines benefitting most—and have drastically delayed maintenance expenditures, Clark and Skaggs claim.

According to Clark, he had to give the additives to truckers in the beginning to get them tried, so jaded had truckers become over fuel and oil additives which did not live up to their billings. This same skepticism is going to remain **one** of the big obstacles in selling 'Bucker's Choice on a larger scale, Clark says, but he adds he is sure word of mouth



David Clark, left, and Richard Skaggs have great expectations for their oil and fuel additives for car and truck engines. Tests have shown the additives increase mileage, reduce engine maintenance, and best of all, the entrepreneurs say, emission pollutants are reduced by major percentages in most cases. The product is being marketed or soon to be marketed by Renergy International, based in Redondo Beach. Photo by George Wiley.

will soon do the marketing job for the products. Trials by diesel truck operators to whom he gave the additives led to fuel savings between 11 and 18 percent, Clark says.

Because patents are still pending, Skaggs will not reveal even sketchily the composition of the additives. He will assure that they are safe. In a demonstra-

tion, he proved his point by biting off a chunk of solid fuel additive and then washing that down with a couple gulps of the liquid version.

'The additives will work essentially for all engines, from small imported automobile engines to jet aircraft engines to the giant diesel engines which rumble while a ship & in port, providing shipboard electricity but also adding to air pollution.'

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We know this has two purposes," Skaggs joked. "It won't harm an engine, and it loosens you up a little bit."

The oil additive, which comes

will probably be marketed as EngineShield, will sell for about \$15 for an automobile and about \$50 for a truck. The oil additive need only be used once every 50,000 miles, making it a minor expense.

According to Skaggs, the oil additive actually sinks into all metal parts, in effect polishing them. They move with con-

siderably less friction, he says.

The fuel additive, which must be routinely added to fuel, will treat 300 gallons of diesel fuel at a cost of about \$12, Skaggs says. A similar price will probably be charged for the automobile additive.

What Clark calls a woman's

material, can simply be dropped into a gas tank, where it will dissolve. No fuss, no mess.

According to Skaggs, both the additives have been not only road tested but lab tested. Additionally, they have been used in limited fashion by the South Coast Air Quality Management District (AQMD), with an enthusiastic response, Skaggs says.

No one at the AQMD could confirm those tests, although one spokesman said he'd heard rumors. The AQMD contact person mentioned by Skaggs could not be reached.

One garbage disposal firm, which did test additives in its trucks, found them remarkable, according to a representative.

Paul DeVries, vice president of Roehl Corporation in Wilmington, said he met Skaggs because both men had nearby warehouses. DeVries said Skaggs' enthusiasm for the additives convinced him to give them

After nine months of testing, DeVries wrote Skaggs a letter, in which he described test results as "hard to believe." He estimated that savings per **truck** over the initial **six** months of testing had been \$3,050; with fewer injector changes, fuel pump rebuilds, and fuel filter changes. Fuel savings alone had been \$1,300 per truck, he estimated

Our mechanics predict that the in-frame overhaul of the engine which normally **occurs** at the 300,000 mile mark won't need to be done until the 500,000 to **600,000** mile mark, which means additional savings of 55,000 per vehicle, **DeVries** added. He estimated total savings during the **life** of a truck at \$45,600.

In a phone interview this week, **DeVries** repeated his praise. "If you tear apart a motor, you can really tell the difference," he said. "If you run your hands and fingers down it (an engine part), you don't see a coating but it does **feel** slick.

DeVries said Roehl continues to use the additives. "if the stuff's on the shelves in the store, we'll buy it," he said.

According to **Clark** and Skaggs, the additives will work in virtually any engine, **including boats, ships and planes. They predict the additives will have a** huge impact on air pollution if they become **universally** used.

The two entrepreneurs agree

that if their claims are correct, they will be sitting on a **gold** mine. Renergy now has the capability to turn out 15,000 **gallons of the additives per day at its San Pedro manufacturing facility**, they say, adding that future sites are under study in Texas and New Jersey.

Of the threat that major oil companies will **develop** their own brands of the additives, Skaggs **says**, "The oil companies already tried to break it down, and they couldn't do it."

At **any** rate, **Skaggs** adds, Renergy is negotiating with **major** oil companies. He won't say which ones;

Ever since KCBS in Los **Angeles** ran a mid-March **editorial** in which the Renergy products were mentioned, the company has been besieged with **inquiries**, Skaggs and Clark say. Now they are rushing from meeting to meeting with potential users and marketers, trying to prepare themselves for the onslaught of demand.

At the moment, the company is not seeking investors, nor is there the intent to take Renergy public, Clark says.

"We have all the money we need," Clark said.

Asked the source of capitalization, he added, "The banks."

Clark and Skaggs say the additives will probably be generally available throughout California by the first of the year.