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Explanation of the attached report made by Tuning World Oy

The RVS Technology was tested on a newly built and tuned Formula Ford (owned by Mr. Kaurala). The test and the treatment procedures were carried out by Mr. Jappe Malin at Tuning World Oy on October 15th, 2002.

The first dynamometer run was carried out before the treatment procedures. After that the RVS compound was added into the engine, gearbox and differential, and the car was run on roller for three hours. After that it was run on the dynamometer for comparative results. There is improvement of both the drive wheel power and the torque on the whole scale of the revolution. The maximal power increased from 155 hp to 158 hp that was reached at a bit larger revolution scale (6190 rpm) than the maximal power measured before the treatment (6280 rpm). The corresponding maximal torque values were 194 Nm / 4410 rpm and 197 Nm / 4350 rpm. Thus, the new maximal torque was reached at lower revolutions as well.

The car participated in an invitational race in England on October 19th and 20th, 2002 among over a hundred Formula Fords from several countries. Mr. Kaurala's car was the fastest at the qualification. In the race itself it had to withdraw due to a reason that we do not know so far.

The effects of and improvements caused by the RVS treatment can be revealed in the best possible way with a comprehensive treatment, i.e. by treating the whole power line. The power loss decrease in the transmission is the clearest reason for the improvement of the efficiency. Thus, treating just the engine would not have given such clear results on the benefits of the RVS treatment in an object of this type.

In the civil segment these facts do not apparently play such a significant role but in race cars a few additional hp's may be decisive.