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Efficiency and 2-Stroke in the Same Sentence?

New 2-stroke oil by EnviroFuels, L.P. exceeds expectations.

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With all the hype about the new 4-stroke engines, new fuel injection systems and other advancements in snowmobile engine technology, could it be possible that something as simple as a new oil would offer tremendous gains in both economy and emissions? We wouldn't have guessed it either.

At the beginning of the season, Maximum Sled was introduced a new product by EnviroFuels, L.P. to preserve and protect our environment with their premium Blue Marble Two Cycle Engine System. Blue Marble is not just another oil. Compared with other conventional lubricants, Blue Marble utilizes a "next generation" technology to produce a product for all two-cycle gasoline applications. We have been introduced to many new products that just don't live up to their claims, which at first made us skeptical of Blue Marble Premium Oil. With the above average winter snow conditions, we had an excellent opportunity to test Blue Marble Premium Oil and logged over 7,000 miles among the two 2001 Yamaha 700SXR test sleds. One sled was run with a competitive brand of oil and the other with Blue Marble Premium Oil.



One obvious advantage of the Blue Marble oil during the engine break in period was the appearance of little smoke and odor that is normally associated with two stroke engines. The result of this would seem to be

related to the heat reflective Phosfamid™ surface that increases combustion efficiency, reducing pollution while letting the engine run cooler and cleaner. In simple terms, the snowmobile with Blue Marble operated significantly better with considerably less emissions and remained environmentally friendly. We also noticed less oil consumption and received an average of 25 miles per quart more with the Blue Marble sled than the other sled. There was also a noticeable difference in throttle response and low-end pull therefore increasing performance. Blue Marble Premium Two Cycle Oil will enhance snowmobile performance by increasing fuel efficiency, in this case by as much as 12%. We also found that by adjusting the carburetors, gains as much as mid 20 percent may be reached.

At over 3,000 miles on each test machine, we performed an engine teardown and discovered the Blue Marble had coated the engine so well that there was little or no carbon deposits present. We have done similar teardowns on engines using



other oil brands, and never in past experience have we found an engine to be as clean as the Blue Marble test sled engine. Even at the 3,000-mile mark, we were able to see the white porcelain tip of the plug (see photo), and the exhaust pipe had no oil residue.

The results of our tests would seem to validate the claims of this product. To further reassure our feelings on this product, Maximum Sled checked with ProBass Angler magazine. ProBass Angler used a 31cc stationary power plant and 150hp outboard motor to perform similar tests. Amazingly after 7 refills of gasoline/Blue Marble mix, the 31cc stationary unit had emissions reduction of 71% less "tailpipe" emissions. In addition, the engine had a max RPM that was 16% higher than the baseline established with a gasoline/traditional lubricant mix. With the 150hp outboard, ProBass Angler saw a 23% reduction in emissions and an 8% RPM gain after 4 tanks of gas. ProBass Angler also stated, "Several power boat teams and top 150 anglers use the product now and are mum because of the incremental advantage it gives them."

If you still need to be convinced, the Society of Automotive Engineers Clean Snowmobile 2001 Collegiate Design Competition was held in Jackson, Wyoming. The purpose of this event was for engineering students to design a cleaner and quieter snowmobile without significantly compromising performance. Here the University of Waterloo took top honors with its 2-stroke snowmobile. And, yes, EnviroFuels, L.P. sponsored them with Blue Marble. The University took first place in the following categories: First Place Overall, Best Fuel Economy, Best Performance, Best Value, Most Practical Solution, Hill Climb, and Design Paper.

While priced higher on a unit basis than traditional oils, the cost per gallon for Blue Marble oil can actually net considerable savings by providing superior engine protection, decreased fuel and oil consumption, and increased performance. This is why Maximum Sled makes Blue Marble Premium oil their 2-cycle engine oil of choice. So the final question remains; will the future of snowmobiles be the new 4-stroke engine designs, or can the 2-stroke be made more efficient and economical with new advances in technology? The Blue Marble oil may be just what we need to clean up the image of our sport.

For more information, visit www.bluemarbleoil.com.



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