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18th December 2013

## **Directors Announcements**

### **Appointment of Directors to Revetec Holdings Limited**

In September Fraser Johnson and Dennis Monamy were appointed as directors to the board of (RHL) Revetec Holdings Limited, when Steven Valtas and Peter Kelly stepped down from their retrospective positions.

We would like to take this opportunity to thank Steven and Peter for their commitment and contributions during their time on the board, they both remain shareholders and will be in the background for assistance if required. Both Steven and Peter stood down for personal reasons and we wish them all the best in their future endeavours.

**NB:** The new Directors will not be drawing a wage, salary or commission from RHL, however remuneration in the form of shares will be requested at the next AGM.

### **Funding Drive**

**It is imperative that by 10th January 2014 RHL needs to raise a minimum of \$30'000 to pay and secure the majority of the patent that fall due then.** Now is the most important time to back RHL by purchase shares, don't leave it to chance thinking someone else will.

Future moneys raised by share purchases will go towards maintaining Patents and fixed expenses that may arise, no one will be drawing a wage or salary !

As the new improved X-design patents are approved and invoices arrive they will also need to be paid on time to save on late payment fees.

Whilst enquiring about RHL financial position we were informed that after claiming the 2012 R&D grant and combined Tax rebate, RHL was not in the in best financial position after the previous directors Brad Howell-Smith and Lan Lee (**Calvin**) neglected to leave enough funds to pay the large backlog of unpaid bills, PAYG taxes, superannuation, late ASIC fees and patents renewals prior to their resignation as directors from RHL around April 2012. So, thanks to those that purchased additional shares during the last two rounds of fundraising allowed RHL to clear most bills. To the best of my knowledge (having little accounting skills) RHL is now debut free other than the above patent fees and a loan to RHL outlined below.

### **New Patent Granted**

RHL was recently granted the new X-design patent for USA, China and the Republic of Korea. Registration of the X-design patent provides us with legal coverage until 2029, this coverage in turn enhances the asset value of our company as more patents under examination become approved.



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### **Annual General Meeting (AGM)**

The belated 2013 AGM will most likely be held near Sydney airport to save RHL funds a shareholder is offering a conference room free of charge.

Shareholders feel free to give us an interaction of [where you like the next AGM to be held](#).

### **Auditing**

Until a week ago I was not aware RHL had not submitted an audit report for 2012 financial year, I am hoping the 2012 Audit will be under \$2000 (not \$15'000.00 previously mentioned) as all the paperwork had been completed when Steve Valtas submitted RLH 2012 tax return, commercially Ready Grant funding and R&D Tax concession from 2011 tax return to the Australian taxation office.

### **Revetec Technologies India Pvt Ltd (RTIPL)**

It has been painstakingly slow waiting over 12 months for Brad to finalise the drawings and modelling of a 1.2lt, 120°-V4 cylinder, Four stroke Diesel engine for RTIPL. However **Brad has informed us that he will be finished the drawings by the first week of December.** Shortly thereafter RTIPL (Revetec India) will be funding his trip to India to assist them move closer to a production line run. Brad informed us that he is a director of RTIPL.

Shareholders should be aware that after the X4 prototype failed to complete [full testing cycle at the PEUS German test facility](http://www.revetec.com/pdf/X4_PEUS_Germany_Record-of-Test-Notes.pdf) (http://www.revetec.com/pdf/X4\_PEUS\_Germany\_Record-of-Test-Notes.pdf) on 7th July 2011, possibly and partly due to PEUS faulty equipment damaging the X4 engine prototype and the reported over zealous actions of test operator hitting the emergency stop from 3'000rpm ripping the flywheel off the engine, that inturn caused our joint venture (**JV**) partner RTIPL (Revetec India) not to pay the agreed funding as and when it fell due.

### **RHL is now owed approx. \$300'000 by our JV partner RTIPL.**

We have not cancelled RTIPL very lucrative world licensing agreement, we are expecting Brads new V4 diesel prototype design to stimulate RTIPL to acquire the funding to enable them to move forwards with development, eventually pass testing on Ashok Leyland's test beds.

Shareholders seriously need to consider between now and the next AGM, what is a reasonable timeframe to allow, before we cancel our JV agreement with RTIPL (India) ?

Due to the fact RTIPL some 2 years after testing RTIPL have had plenty of time to raise funds to contributed towards the \$300'000 they are in arrears.

However, In the meantime, we have been communication with several companies that have voiced interest in wanting to participate in building a small aviation engine using our technology. If we sign a JV that can proceeds without interruption into a small production run, we will cancel RTIPL JV. A possible clean cut from RTIPL will eliminate distractions of third party involvement, allowing RHL full control and allows a seamless opportunity for RHL not only have entire independence on policy, planning and control, but also allows the company to enhance value to RHL shareholders by developing a commercial business model based on a user pay model.



**REVETEC**  
H O L D I N G S L I M I T E D

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### **New engine New direction**

Brad has stated on many occasions that our technology is ready for commercialisation. We feel that building a small Powered Paraglider (**PPG**) engine would be a perfect launch pad, have a lower cost and give better direction to move forwards. Most high-end 2 stroke PPG engine are only rated with a 300hr Time Before Overhaul (**TBO**), a market leading 4 stroke engine only has a 350hr TBO. Although these engines usually last longer if not abused or neglected. **A PPG engine is Not required to be certified**, as a PPG is not reliant on an engine for flight, an engine is only used to gain altitude or maintain level flight, the wing maintains flight.

We have signed two non disclosure agreement (**NDA**) with two very interested Canada Aviation engine manufacturers, both with 30yrs experience manufacturing small Aviation engines & parts manufacturing, both are wanting to develop a small aviation engine using our co-axial contra-rotating cam technology. Between the two parties they have all necessary machinery & staff, the first party has senior CAD/CAM skills to model this engine to proceed directly into a small production run.

### **LOAN**

We have just drawn down on a \$10'000 of a possible \$20'000 interest free loan to temporarily assist RHL pay for newly granted X-design Patents, ASIC fees and any fixed expenses that arise between now and the next AGM. Patents have been used as security against this loan.

If RHL is unable to raise enough funds to repay this loan, remuneration in shares will be offered at heavily discounted rate of \$0.01 per share.

### **Closing statement**

It is imperative shareholders rally behind RHL at this crucial time to raise a further \$50'000 that should cover all expenses for the next 12 months.

Kind regards

Dennis Monamy (director)

**Note:** Statements posted here contains forward-thinking and may or may not happen.