

# **Public Written Comments Submitted to PCAST**

**from May 6, 2011 to June 30, 2011**

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one ni to ni ( ei --> eight ),  
one ten to ten.

one one to one ( -->  $1 \times 1 = 1$  )  
one two to two ( -->  $1 \times 2 = 2$  )  
two two to four ( -->  $2 \times 2 = 4$  )  
two ree to si ( -->  $2 \times 3 = 6$  )  
two four to ei ( -->  $2 \times 4 = 8$  )  
two fi ten ( -->  $2 \times 5 = 10$  )  
two si ten two ( -->  $2 \times 6 = 12$  )  
two sn ten four ( -->  $2 \times 7 = 14$  )  
two ei ten si ( -->  $2 \times 8 = 16$  )  
two ni ten ei ( -->  $2 \times 8 = 18$  )

by parity of reasoning.....

(No inquiry, and only for Reference)

Wynn Bear

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**From:** wynn bear [wynnbear@australia.edu]  
**Sent:** Tuesday, May 31, 2011 1:20 AM  
**To:** Stine, Deborah D.; [redacted]; [redacted];  
[redacted]; [redacted]; [redacted];  
[redacted]; [redacted]; [redacted]; [redacted];  
[redacted]  
**Subject:** Re: The State of Great Innovative EUV & 193i Lithography (Parts 36 - Insert topic 3)

Dear Ladies and gentlemen,

Some things in the world is not so-called high-tech development, but the expensive money-burning games as it is. It may be not actually associated with increasing human productivity, and side effects are huge.

In the interior of the stealth fighter, despite all types of the internal control system of quality and performance are different, they will not seriously affect the external stealth performance. In other words, not that all the fighters in the world will be/have a high frequency of war and attendance rates, like F-15, etc. In particular, modern battleplane can only carry a very limited number of missiles. Therefore, the strategy may be more effective than performance.

As a high-end cars to low-grade cars, if their role is to take you to working place on time for being on duty and working, then the effect of low-end and luxury cars will have no intrinsical difference. Although the J-20 also has many defects and shortcomings, it is certainly a super weapon. It mainly relays on speed and stealth effect for the penetration ability rather than comprehensive performance and overall quality.

Wynn B ear

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**Sent:** Monday, May 30, 2011 4:14 AM  
**To:** Stine, Deborah D.; [REDACTED]; [REDACTED];  
[REDACTED]; [REDACTED]; [REDACTED];  
[REDACTED]; [REDACTED]; [REDACTED]; [REDACTED];  
[REDACTED]  
**Subject:** Re: The State of Great Innovative EUV & 193i Lithography (Parts 34 - Insert topic)

Dear Ladies and gentlemen,

Here, let me first talk about what I had said that I will to say the J-20 stealth fighter (J-20). Of course, it is non-confidential. Please ignore it if you are not interested. All the topics will have a word "Insert".

Wynn Bear

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"Intel co-founder Gordon Moore is a visionary. In 1965, his prediction, popularly known as Moore's Law, states that the number of transistors on a chip will double about every two years."

### Reference:

[1], <http://www.intel.com/technology/mooreslaw/>

[2], [www.Global-chip.com/](http://www.Global-chip.com/)

[3], <http://en.wikipedia.org/>

[4], <http://www.intel.com>

[5], <http://spie.org/x33220.xml>

### Grammatical errors

In most cases, you should care of what he wanted rather than What has been said if you find this mail is not standard English. Usually, our main syntax errors are: a few singular and plural nouns, tense and passive voice, and so on. Ask you to self-correct them when you read this email. In most of the time, you can understand our meaning based on our intention rather than the grammar.



Conditional intended recipient: Proponents of innovation, Experts who make decisions for national interests and world's, creative technique (such as EUVL) supporters or patrons.

As a Conditional intended recipient, You may only receive parts of messages.

Unsubscribe Email form the Email List

Global cooperation and prosperity of the semiconductor industry need our more communication and selfless dedication. As the world's economic engine and a leader, the lithography industry need to first out of the predicament especially in the current world economic recession. So I first created this "email list" to try to approach above objectives, but you still have the following rights:

1), Based on your national interests, organizations (or company) and individual interests, if you wish to removal timelessly, simply send a blank e-mail to [wynnbear@australia.edu](mailto:wynnbear@australia.edu), you name will be removal from this "email list".

2), To let me know any other way you want.

Forward Looking Statements

Given the complexity, difficult nature and uncertainty of the chip scaling technology for 22nm technology and beyond, in addition, this is the first draft instead of the final conclusions, so that information in this email release that are not strictly historical in nature are forward-looking contents. This description is based only on current information and expectations that are inherently subject to involve and change a number of uncertainties and risks. Actual events or results may differ materially from those projected in this email due to various factors, including but not limited to: the uncertainties inherent in developing technical challenge; cyclicity in the semiconductor equipment industry; the demand for semiconductors in general, and inability of our company to secure adequate supplies of critical components for its advanced research. For a discussion of these and other factors which may cause actual events or results to differ from our describing. You are cautioned not to place undue reliance on these forward-looking information, which said out only as of the date of this email. All forward-looking description is qualified in their entirety by this cautionary content, and we do not undertakes any obligation to revise or update any forward-looking information to reflect events or circumstances after the date of this content. Cutting-edge development of 22nm node and less is an uncertain endeavor and Globalchip Corporation does not represent, expressly or impliedly, that a developing research will be licensed, sell on any market or provide a positive return to any user.



## About Globalchip Corporation

We are the premier company for the promotion of the Engineering, and practice of the cutting-edge technology throughout all the world. Our goal is to promote and enhance the cutting-edge technical professional well-being of our customer and people better enable all of us to contribute to the interests of humankind. The headquarters of our company will be established in the United States, and to establish the branch in other suitable places of the world. Let's forget what's the worldly thought the knew about lithography and lithography Solution. Open the own self up to the sufficient power of in a creative way, an ingenuity solutions of the Next Generation EUV Lithography. For more information, visit our website: Global-chip.com, [www.Global-chip.com](http://www.Global-chip.com). [2]

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"Intel co-founder Gordon Moore is a visionary. In 1965, his prediction, popularly known as Moore's Law, states that the number of transistors on a chip will double about every two years."

## Reference:

[1], <http://www.intel.com/technology/mooreslaw/>

[2], [www.Global-chip.com/](http://www.Global-chip.com/)

[3], <http://en.wikipedia.org/>

[4], <http://www.intel.com>

[5], <http://spie.org/x33220.xml>

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In most cases, you should care of what he wanted rather than What has been said if you find this mail is not standard English. Usually, our main syntax errors are: a few singular and plural nouns, tense and passive voice, and so on. Ask you to self-correct them when you read this email. In most of the time, you can understand our meaning based on our intention rather than the grammar.

## Question for Gen. Bolden, NASA Administrator

**From:** "Keith Cowing" <kcowing@spaceref.com>

**Date:** Thu, May 19, 2011 1:43 am

**To:** pcast@ostp.gov

**Cc:** "Keith Cowing" <kcowing@spaceref.com>

**Priority:** Normal

**Options:** [View Full Header](#) | [View Printable Version](#) | [Download this as a file](#) | [Add to Address Book](#) | [View Message details](#)

Gen. Bolden: NASA clearly has one of the highest profiles among government agencies - for both its successes and its failures. That said, people often seem to not understand most of what NASA does or why it does it - with the common refrain "why spend money in space when you can spend it on Earth?". Well, all of NASA's money is spent "on Earth". So, why is there such a disconnect between what NASA does and how the taxpaying public perceives NASA's activities? Why don't people understand the importance of what NASA does? What do you intend to do to rectify this situation?

[Delete & Prev](#) | [Delete & Next](#)

---

**From:** juan delatorre [delatorre.juan@gmail.com]  
**Sent:** Monday, June 27, 2011 3:07 AM  
**To:** Larson, Phillip P.; [REDACTED]; [REDACTED]; [REDACTED]; Stine, Deborah D.  
**Subject:** Fwd: in support of the Human Obesity and Hibernation Research Project 2011- 8

----- Forwarded message -----

**From:** Jay Schulkin [REDACTED]  
**Date:** 2010/1/31  
**Subject:** Re: a Theory that links Human Obesity with Hibernation  
**To:** [delatorre.juan@gmail.com](mailto:delatorre.juan@gmail.com)

Thank you for sharing your idea about hibernation and modern obesity; It is a good one and I would try to find a journal for your idea; all best wishes.

>>> juan delatorre 01/30/10 11:20 PM >>>

Jay Schulkin, PhD  
Director  
Research Department  
American Congress of Obstetricians and  
Gynecologists

Dear Professor Jay Schulkin:

My name is Juan Carlos de la Torre, a medicine doctor from Guatemala. The purpose to write you is to let you know a Theory that I had developed with the mentorship of Professor Aldo Castañeda; that relates Human Obesity and Hibernation with a common genetic background, triggered by the oscillations in blood partial Oxygen Pressure (PO2).

This Theory associates obesity as human adaptation trait with the potential inherited hibernation genes from lower mammals and the interaction within a particular environment.

I have no previous experience in research and I´m looking for an opportunity to become a researcher and develop this theory.

Enclosed is as PDF Documents, my CV, The Research Proposal and the Summary of it.

Contact information for : Aldo Castañeda, MD-Harvard Professor Emeritus of Surgery  
Chief of the Pediatric CardioVascular Surgery Unit  
UNICAR, Guatemala City, Guatemala.  
Phones: [REDACTED]  
E-mail: [REDACTED]

Thank you for your consideration and time;

Juan Carlos de la Torre, MD  
Address: 30 avenida "B" 7-34 zone 07 Tikal 1  
Guatemala City, Guatemala  
Phone: (502) 5400-4916  
E-mail: [delatorre.juan@gmail.com](mailto:delatorre.juan@gmail.com)

---

**From:** juan delatorre [delatorre.juan@gmail.com]  
**Sent:** Monday, June 27, 2011 3:04 AM  
**To:** Larson, Phillip P.; [REDACTED]; [REDACTED]; [REDACTED]; Stine, Deborah D.  
**Subject:** Fwd: in support of the Human Obesity and Hibernation Research Project 2011- 7

----- Forwarded message -----

**From:** Rob Russell [REDACTED]  
**Date:** 2010/4/5  
**Subject:** Re: a Theory that links Human Obesity with Hibernation  
**To:** juan delatorre <[delatorre.juan@gmail.com](mailto:delatorre.juan@gmail.com)>

Hello-

You have a novel idea, and perhaps could get this published as an hypothesis. ASN, itself, does not fund research. You need to get experience in research. Perhaps you should write to a research institute in the States to see if you could do an internship/ sabbatical there (e.g. at Tufts Human Nutrition Center). Ultimately, you may wish to consider getting a PhD.

Good Luck,

Robert M Russell MD

juan delatorre wrote:  
Robert M. Russell, PhD  
President  
American Society for Nutrition  
Director, Jean Mayer USDA HNRCA  
Tufts University

Dear Professor Robert M. Russell:

My name is Juan Carlos de la Torre, a medicine doctor from Guatemala. The purpose to write you is to let you know a Theory that I had developed with the mentorship of Professor Aldo Castañeda; that relates Human Obesity and Hibernation with a common genetic background, triggered by the oscillations in blood partial Oxygen Pressure (PO2).

This Theory associates obesity as human adaptation trait with the potential inherited hibernation genes from lower mammals and the interaction within a particular environment.

I have no previous experience in research and I'm looking for an opportunity to gain standard research experience and develop this theory.

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Contact information for : Aldo Castañeda, MD-Harvard Professor Emeritus of Surgery  
Chief of the Pediatric CardioVascular Surgery Unit  
UNICAR, Guatemala City, Guatemala.

Phones: [REDACTED] [REDACTED]

E-mail: [REDACTED] <[mailto:\[REDACTED\]](mailto:[REDACTED])> Thank you for your

consideration and time;

Juan Carlos de la Torre, MD

Address: 30 avenida "B" 7-34 zone 07 Tikal 1

Guatemala City, Guatemala

Phone: (502) 5400-4916

E-mail: [delatorre.juan@gmail.com](mailto:delatorre.juan@gmail.com) <mailto:[delatorre.juan@gmail.com](mailto:delatorre.juan@gmail.com)>

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**From:** juan delatorre [delatorre.juan@gmail.com]  
**Sent:** Monday, June 27, 2011 3:01 AM  
**To:** Larson, Phillip P.; [REDACTED]; [REDACTED]; [REDACTED]; Stine, Deborah D.  
**Subject:** Fwd: in support of the Human Obesity and Hibernation Research Project 2011- 6

----- Forwarded message -----

**From:** Sellke, Frank [REDACTED]  
**Date:** 2010/2/9  
**Subject:** RE: a Theory that links Human Obesity with Hibernation  
**To:** juan delatorre <[delatorre.juan@gmail.com](mailto:delatorre.juan@gmail.com)>

dear dr de la Torre, your theory is interesting. would you want to come to the USA to do the work, or did you want us to work on it. we often take foreign researchers, but they need to provide their own salary support. I know of Dr Castañeda well. In fact, i live in his former house in chestnut hill MA. frank sellke

-----Original Message-----

**From:** juan delatorre [<mailto:delatorre.juan@gmail.com>]  
**Sent:** Tue 2/9/2010 12:24 PM  
**To:** Sellke, Frank  
**Subject:** a Theory that links Human Obesity with Hibernation

Frank W. Sellke, MD  
Karl Karlson and Gloria Karlson Professor  
Chief of Cardiothoracic Surgery  
Brown Medical School

Dear Professor Frank W. Sellke:

My name is Juan Carlos de la Torre, a medicine doctor from Guatemala. The purpose to write you is to let you know a Theory that I had developed with the mentorship of Professor Aldo Castañeda; that relates Human Obesity and Hibernation with a common genetic background, triggered by the oscillations in blood partial Oxygen Pressure (PO2).

This Theory associates obesity as human adaptation trait with the potential inherited hibernation genes from lower mammals and the interaction within a particular environment.

I have no previous experience in research and I'm looking for an opportunity to become a researcher and develop this theory.

Enclosed is as PDF Documents, my CV, The Research Proposal and the Summary of it.

Contact information for : Aldo Castañeda, MD-Harvard Professor Emeritus of Surgery  
Chief of the Pediatric CardioVascular Surgery Unit  
UNICAR, Guatemala City, Guatemala.  
Phones: [REDACTED]  
E-mail: [REDACTED]

Thank you for your consideration and time;

Juan Carlos de la Torre, MD

Address: 30 avenida "B" 7-34 zone 07 Tikal 1  
Guatemala City, Guatemala  
Phone: (502) 5400-4916  
E-mail: [delatorre.juan@gmail.com](mailto:delatorre.juan@gmail.com)

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**From:** juan delatorre [delatorre.juan@gmail.com]  
**Sent:** Monday, June 27, 2011 2:59 AM  
**To:** Larson, Phillip P.; [REDACTED]; [REDACTED]; [REDACTED]; Stine, Deborah D.  
**Subject:** Fwd: in support of the Human Obesity and Hibernation Research Project 2011- 5

----- Forwarded message -----

**From:** Michael Ross [REDACTED]  
**Date:** 2009/8/27  
**Subject:** RE: a Theory that relates Human Obesity with Hibernation  
**To:** juan delatorre <[delatorre.juan@gmail.com](mailto:delatorre.juan@gmail.com)>

Dear Dr. Delatorre:

Thank you for the note and very interesting hypothesis. Are you interested in learning basic science research? We do have programs for visiting researchers, depending upon the length of time, interest etc. Please let me know what your interest is. I cannot promise that we would study your precise theory, however, we have many studies on aspects of obesity.

**Michael G. Ross, MD, MPH**

**Professor and Chair**

**Dept. of Ob/Gyn, Harbor-UCLA Medical Center**

**Geffen School of Medicine at UCLA**

**UCLA School of Public Health**

**tel:** [REDACTED]

---

**From:** juan delatorre [mailto:[delatorre.juan@gmail.com](mailto:delatorre.juan@gmail.com)]  
**Sent:** Thursday, August 27, 2009 7:11 PM  
**To:** [REDACTED]  
**Subject:** a Theory that relates Human Obesity with Hibernation

Michael Ross, MD, MPH

Professor of Ob/Gyn and Public Health

Chairman, Department of Ob/Gyn

Harbor-UCLA Medical Center



Dear Doctor Michael Ross:

My name is Juan Carlos de la Torre, a medicine doctor from Guatemala. The purpose to write you is to let you know a Theory that I had developed with the mentorship of Professor Aldo Castañeda; that relates Human Obesity and Hibernation with a common genetic background, triggered by the oscillations in blood partial Oxygen Pressure (PO<sub>2</sub>).

This Theory relates obesity as human adaptation trait with the potential inherited hibernation genes from lower mammals and the interaction within a particular environment.

I have no previous experience in research and I'm looking for an opportunity to become a researcher and develop this theory.

Enclosed is as PDF Documents, my CV, The Research Proposal and the Summary of it.

Contact information for : Aldo Castañeda, MD-Harvard Professor Emeritus of Surgery  
Chief of the Pediatric CardioVascular Surgery Unit  
UNICAR, Guatemala City, Guatemala.

Phones: [REDACTED] [REDACTED]

E-mail: [REDACTED]

Thank you for your consideration and time;

Juan Carlos de la Torre, MD

Address: 30 avenida "B" 7-34 zone 07 Tikal 1  
Guatemala City, Guatemala

Phone: (502) 5400-4916

E-mail: [delatorre.juan@gmail.com](mailto:delatorre.juan@gmail.com)

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**From:** juan delatorre [delatorre.juan@gmail.com]  
**Sent:** Monday, June 27, 2011 2:56 AM  
**To:** Larson, Phillip P.; [REDACTED]; [REDACTED]; [REDACTED]; Stine, Deborah D.  
**Subject:** Fwd: in support of the Human Obesity and Hibernation Research Project 2011- 4

----- Forwarded message -----

**From:** Arno Schmidt-Trucksäss [REDACTED]  
**Date:** 2011/1/11  
**Subject:** AW: a Theory that links Human Obesity with Hibernation  
**To:** juan delatorre <[delatorre.juan@gmail.com](mailto:delatorre.juan@gmail.com)>  
**Cc:** Karin Sturm [REDACTED]

Dear Juan,

Karin Sturm asked me again to look at your CV and the potentials of your research in Basel. I just can say, that I agree with Robert Ross – I know him from different Symposia – that your proposal is most interesting and values further evaluation.

However, I agree with Robert Ross in that point too, that it is necessary to bring your salary along in order to follow the research.

In Switzerland it should be around 50.000 to 70.000 CHF per year.

Since it is a long time we had contact, I guess you already are on the way of research in your topic or you have made another decision.

Kind regards,

Arno Schmidt-Trucksäss

\*\*\*\*\*

Prof. Arno Schmidt-Trucksäss, Dr. med., M.A., Stellvertretender Leiter Institut für Sport und Sportwissenschaften, Leiter Bereich Sportmedizin

Ordinarius für Sportmedizin der Universität Basel

Institut für Sport und Sportwissenschaften (ISSW), Bereich Sportmedizin, Universität Basel, Birsstr. 320B, St. Jakobs-Turm, 4052 Basel, Schweiz.

Besucheradresse Sportmedizin/Visitors address Sports Medicine: St. Jakob Arena (Eissporthalle), Brüglingen 33, 4052 Basel

Deputy Director Institute Exercise and Health Sciences, Head Department Sports Medicine,

direct: [REDACTED] / Secretary: Karin Sturm: [REDACTED]; Fax: [REDACTED] / EMAIL: [REDACTED]

[www.issw.unibas.ch/](http://www.issw.unibas.ch/)

---

**Von:** juan delatorre [mailto:[delatorre.juan@gmail.com](mailto:delatorre.juan@gmail.com)]  
**Gesendet:** Dienstag, 4. Mai 2010 08:07  
**An:** Arno Schmidt-Trucksass  
**Betreff:** Re: a Theory that links Human Obesity with Hibernation

Dear Professor Schmidt-Trucksass:

Absolutely yes!, take your time to see if it is relevant for your Department. Here are some information that I array related to the Human Obesity and Hibernation Theory and maybe you may find helpful. My ultimate goal is to start this Project and get my PhD in some academic facility.

In the last 8 months I have been sending more than 500 e-mails to directors of different research units in the US and United Kingdom to let the Theory be know and the possible opportunity to be trained as researcher. In March 4 2010, I sent the Theory to National Institute of Health-NIH, present Director Professor Francis Collins and Professor Eric Green, Director of the National Human Genome Research Institute-NHGRI. I also contacted Professor Alan Guttmacher, in 2009; past Acting Director of the NHGRI, but he told me that "**NHGRI doesn't fund work in the area of obesity**".

**I received two invitations to develop some aspects of the Theory:** one from Michael Ross MD, MPH-Chairman Department of OB/GYN at Harbor-UCLA Medical Center (e-mail dated august 28-2009) and another recently one from Professor Frank W. Sellke, MD, Chief of Cardiothoracic Surgery-Brown Medical School (e-mail February 9, 2010). The condition about it was that I must provide my salary and cover my living expenses there, but I said them that I didn't had the funds for that.

Some of the most important positive feedback (**it does not mean any kind of endorsement**) I received from scientists about the Theory between 2009 and 2010 were:

1. Carolyn D. Summerbell, PhD- Professor of Human Nutrition and Principal of John Snow College, United Kingdom
2. Christopher P. Austin, MD-Senior Advisor for Translational Research-NHGRI-NIH.
3. Jonathan CK Wells, PhD-Childhood Nutrition Research Centre-UCL Institute of Child Health, United Kingdom.
4. Mario Siervo, MD, MSc-Dpt. of Nutrition and Health-

Medical Research Council-MRC-Centre for Human Nutrition Research, United Kingdom. 5. Perry Bickel, MD-Director, IMM Center for Diabetes and Obesity Research, The University of Texas. 6. Richard Pratley, MD-Director of Diabetes and Metabolism Translational Medicine Unit at the University of Vermont College of Medicine. 7. David B. Allison, PhD-Department of Biostatistics, University of Alabama at Birmingham. 8. Bruce Whitelaw, PhD-Head, Division of Developmental Biology, The Roslin Institute, University of Edinburgh, United Kingdom. 9. Chris Tyler Smith, PhD- Head, Human Evolution Team, The Wellcome Trust Sanger Institute, Wellcome Trust Genome Campus, United Kingdom. 10. Jay Schulkin, PhD- Director, Research Department, American Congress of Obstetricians and Gynecologists, USA. 11. Chris Detter, PhD- Director, Joint Genome Institute-Los Alamos National Laboratory (JGI-LANL) Group Leader, Genome Science, Bioscience Division, Los Alamos National Laboratory. 12. David Weiss, PhD- Chairman, Dpt. of Physiology, UT Health Science Center at San Antonio. 13. Robert M Russell, MD, PhD- President of the American Society for Nutrition, Professor at Jean Mayer USDA HNRCA, Tufts University. 14. Anne D. Yoder, PhD- Director of the Lemur Center at Duke University. 15. Gregory Wray, PhD- Director, IGSP Center for Evolutionary Genomics at Duke University. 16. L. Ryan Baugh, PhD- Assistant Professor, Department of Biology, Duke University. 17. Julie Horvath Roth, PhD- Research Director, Primate Genomics Initiative, Evolutionary Anthropology Department, Duke University. 18. Michael Ross, MD, MPH- Chairman of the Department of OB/GYN at Harbor UCLA Medical Center. 19. Frank Sellke, MD, PhD- Chief of Cardiothoracic Surgery, Brown University, USA.

Fifteen days ago I contacted **U.S. National Science Foundation**; Susan D. Penfield, PhD, Program Director, Documenting Endangered Languages, Cultural Anthropology, Division of Behavioral and Cognitive Sciences, Kaye Reed, PhD, Program Director, Physical Anthropology, Division of Behavioral and Cognitive Sciences and Karen C. Cone, PhD, Program Director, Genes and Genome Systems Cluster, Division of Molecular and Cellular Biosciences; for the evaluation of the Research Project.

Also scientist that I contacted from the **U.S. National Institutes of Health** are: Catherine Y Spong, MD, Chief, Pregnancy and Perinatology Branch, Eunice Kennedy Shriver Institute of Child Health and Human Development; Denise Simons-Morton, PhD, Director, Division for the Application of Research Discoveries, National Heart, Lung and Blood Institute; Robert W. Karp, Director, Genetics and Genomics, Division of Digestive Diseases and Nutrition, NIH/NIDDK.

As you see my situation as promoter of this Research Project reach a point where I really can't do more being in Guatemala. Please feel free to contact any of the above scientists for the Theory. I have no more options and no more resources.

Thank you for your help, cordially;

Juan Carlos de la Torre

2010/5/3 Arno Schmidt-Trucksass 

Dear Dr. Delatorre,

please give me some time in order to review your theory and see what can be done with this.

Kind regards, Arno

---

**Von:** juan delatorre [mailto:[delatorre.juan@gmail.com](mailto:delatorre.juan@gmail.com)]  
**Gesendet:** Montag, 3. Mai 2010 22:32  
**An:** [REDACTED]  
**Betreff:** a Theory that links Human Obesity with Hibernation

Arno Schmid-Trucksäss, PhD

Institut für Sport und Sportwissenschaften

University of Basel

Dear Professor Arno Schmid-Trucksäss:

My name is Juan Carlos de la Torre, a medicine doctor from Guatemala. The purpose to write you is to let you know a Theory that I had developed with the mentorship of Professor Aldo Castañeda; that relates Human Obesity and Hibernation with a common genetic background, triggered by the oscillations in blood partial Oxygen Pressure (PO<sub>2</sub>).

This Theory associates obesity as human adaptation trait with the potential inherited hibernation genes from lower mammals and the interaction within a particular environment.

I have no previous experience in research and I'm looking for an opportunity to gain standard research experience (as internship) and develop this theory.

Enclosed is as PDF Documents, my CV, The Research Proposal and the Summary of it.

Contact information for : Aldo Castañeda, MD-Harvard Professor Emeritus of Surgery  
Chief of the Pediatric CardioVascular Surgery Unit  
UNICAR, Guatemala City, Guatemala.  
Phones: [REDACTED] [REDACTED]  
E-mail: [REDACTED]

Thank you for your consideration and time;

Juan Carlos de la Torre, MD  
Address: 30 avenida "B" 7-34 zone 07 Tikal 1  
Guatemala City, Guatemala  
Phone: (502) 5400-4916  
E-mail: [delatorre.juan@gmail.com](mailto:delatorre.juan@gmail.com)

---

**From:** juan delatorre [delatorre.juan@gmail.com]  
**Sent:** Monday, June 27, 2011 2:53 AM  
**To:** Larson, Phillip P.; [REDACTED]; [REDACTED]; [REDACTED]; Stine, Deborah D.  
**Subject:** Fwd: in support of the Human Obesity and Hibernation Research Project-2011- 3

----- Forwarded message -----

**From:** Ezzati, Majid [REDACTED]  
**Date:** 2011/2/10  
**Subject:** RE: An Invitation to Participate in the Human Obesity and Hibernation Research Project-2011  
**To:** juan delatorre <[delatorre.juan@gmail.com](mailto:delatorre.juan@gmail.com)>  
**Cc:** [REDACTED]; [REDACTED]

Dear Dr de la Torre,

Thank you for your e-mail. I am not sure how specifically I may be able to contribute to this study but if there is a specific angle that fits our group's work, including on population level trends and health impacts of obesity, I would be happy to have further discussions.

Best regards,

Majid Ezzati

-----  
Majid Ezzati

Professor and Chair in Global Environmental Health

MRC-HPA Centre for Environment and Health

Department of Epidemiology and Biostatistics

School of Public Health

Imperial College London

Medical Faculty Building; Room 521

St Mary's Campus

Norfolk Place

London W2 1PG, UK

Tel: [REDACTED]

Fax: [REDACTED]

E-mail: [REDACTED]

---

**From:** juan delatorre [mailto:[delatorre.juan@gmail.com](mailto:delatorre.juan@gmail.com)]

**Sent:** 09 February 2011 11:43

**To:** Ezzati, Majid

**Subject:** An Invitation to Participate in the Human Obesity and Hibernation Research Project-2011

Majid Ezzati, PhD

Chair in Global Environmental Health

School of Public Health

Imperial College of London

Dear Professor Majid Ezzati:

My name is Juan Carlos de la Torre, a medicine doctor from Guatemala who developed in 2009: **The Human Obesity and Hibernation Theory** (attached) with the mentorship of Professor Aldo Castañeda (Harvard Professor Emeritus of Surgery) that relates Human Obesity and Hibernation with a common genetic background, triggered by the oscillations in blood partial Oxygen Pressure (PO<sub>2</sub>).

This Theory associates obesity as human adaptation trait with the potential inherited hibernation genes from lower mammals and the interaction within a particular environment.

Lately, in 2010 this Theory become a **Research Project** with the coordination of the Center Director of the Joint Genome Institute at Los Alamos National Laboratory, Professor Chris Detter; as the first step is to write a Research Proposal for the NIH (below the contact information of the scientists interested in the Project). We will like to invite you to participate with the Project, as we realize the importance of the influence of different human physiologic contexts and the potential activation of genes of human hibernation.

Professor Chris Detter will be more than happy to share details and insights of the Theory so feel free to contact him for any further details that you may have at : Chris Detter, PhD, Joint Genome Institute-Los Alamos National Laboratory Center Director, Group Leader, Genome Science (B-6), BioScience Division MS-M888, Los Alamos National Laboratory. E-mail: [REDACTED]  
Phone: [REDACTED] Fax: [REDACTED]

Also I'm very interested in acquire standard research experience (I have no previous experience in research) particularly in Public Health and Genomic areas as key aspects for our Theory.

Enclosed are as PDF Documents: The Research Proposal, Summary of it and my CV.

The Contact Information of the Group:

1. Chris Detter, PhD

Joint Genome Institute-Los Alamos National Laboratory, Center Director

Group Leader, Genome Science (B-6)

BioScience Division, MS-M888

Los Alamos National Laboratory

E-mail: [REDACTED]

Phones: Office- [REDACTED]

Cell- [REDACTED]

FAX- [REDACTED]

2. Frank W. Sellke, MD

Karl Karlson and Gloria Karlson Professor

Chief of CardioThoracic Surgery Department



Brown Medical School

Brown University

E-mail: [REDACTED]

Phones: [REDACTED]

[REDACTED]

3. Michael G. Ross, MD, MPH

Professor and Chairman

Department of Obstetrics and Gynecology, Harbor-UCLA Medical Center

Geffen School of Medicine at UCLA

UCLA School of Public Health

E-mail: [REDACTED]

Phone: [REDACTED]

4. Julie E. Horvath Roth, PhD

Senior Research Associate

Research Director, Primate Genomics Initiative

Evolutionary Anthropology Department

Duke University

Phone: [REDACTED]

E-mail: [REDACTED]

5. Chris Tyler-Smith, PhD

Head, Human Evolution Team

Wellcome Trust Sanger Institute

United Kingdom

E-mail: [REDACTED]

Phone: [REDACTED]

Fax: [REDACTED]

6. Dr. Bruce Whitelaw

Head of Division

The Roslin Institute and Royal (Dick) School of Veterinary Studies

Division of Developmental Biology

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10. Jonathan CK Wells, PhD

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University College London (UCL) Institute of Child Health

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Thank you for your time and consideration.

Warm regards,

Juan Carlos de la Torre, MD

Address: 30 avenida B 7-34 zone 07 Tikal 1

Guatemala City, Guatemala

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Cell Phone: (502) 4041-1945

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**From:** juan delatorre [delatorre.juan@gmail.com]  
**Sent:** Monday, June 27, 2011 2:49 AM  
**To:** Larson, Phillip P.; [REDACTED]; [REDACTED]; [REDACTED];  
[REDACTED]; [REDACTED]; [REDACTED]; Stine, Deborah D.  
**Subject:** Fwd: in support of the Human Obesity and Hibernation Research Project-2011- 2

----- Forwarded message -----

**From:** P Trayhurn [REDACTED]  
**Date:** 2011/6/7  
**Subject:** Re: an Invitation to participate in the Human Obesity and Hibernation Research Project-2011  
**To:** juan delatorre <[delatorre.juan@gmail.com](mailto:delatorre.juan@gmail.com)>

Dear Dr de la Torre-Paniagua

Thank you for your letter - and my apologies for the delay in replying.

I was intrigued by your interesting hypothesis and you have clearly gathered support - I would be pleased to help if I can.

Unfortunately, I am now Emeritus which means that although I am still very active in research I am no longer in a position to provide salary or facilities support.

kind regards

Paul Trayhurn

~~~~~  
Professor P Trayhurn, FRSE  
Emeritus Professor of Nutritional Biology  
Honorary Professor: University of Buckingham & University of Sydney

Obesity Biology Research Unit,  
Institute of Ageing and Chronic Diseases,  
University of Liverpool,  
Liverpool L69 3GA, U.K.

Tel: [REDACTED] (Secretary [REDACTED])  
Fax: [REDACTED]

On 18/05/2011 18:26, juan delatorre wrote:  
Professor Paul Trayhurn, FRSE  
Unit Head  
Obesity Biology Research Unit  
School of Clinical Sciences  
University of Liverpool

Dear Professor Paul Trayhurn:

My name is Juan Carlos de la Torre, a medicine doctor from Guatemala who developed in 2009: **The Human Obesity and Hibernation Theory** (attached) with the mentorship of Professor Aldo Castañeda (Harvard Professor Emeritus of Surgery) that relates Human Obesity and Hibernation with a common genetic background, triggered by the oscillations in blood partial Oxygen Pressure (PO<sub>2</sub>).

This Theory associates obesity as human adaptation trait with the potential inherited hibernation genes from lower mammals and the interaction within a particular environment.

Lately, in 2010 this Theory become a **Research Project** with the coordination of the Center Director of the Joint Genome Institute at Los Alamos National Laboratory, Professor Chris Detter; as the first step is to write a Research Proposal for the NIH (below the contact information of the scientists interested in the Project). We will like to invite you to participate with the Project, as we realize the importance of the influence of different human physiologic contexts and the potential activation of genes of human hibernation.

Professor Chris Detter will be more than happy to share details and insights of the Theory so feel free to contact him for any further details that you may have at : Chris Detter, PhD, Joint Genome Institute-Los Alamos National Laboratory Center Director, Group Leader, Genome Science (B-6), BioScience Division MS-M888, Los Alamos National Laboratory. E-mail: [REDACTED] Phone: [REDACTED] Fax: [REDACTED]

Also I'm very interested in acquire standard research experience as student (I have no previous experience in research) to gain the needed skills and contribute to develop some aspects of the theory. At the moment I received 3 invitations to develop some few aspects of the theory from: UCLA University-USA, Brown University-USA and University of Basel-Switzerland, but I had to decline because of the impossibility to bring my own salary to cover my living expenses.

Recently, the research project was sent to Professor Majid Ezzati, Chair in Global Environmental Health, MRC-HPA Centre for Environment and Health, Dpt. of Epidemiology and Biostatistics, School of Public Health, Imperial College of London ([REDACTED]) as he gets some interest related to obesity public health aspects (email February 10, 2011).

Enclosed are as PDF Documents: The Research Proposal, Summary of it and my CV.

The Contact Information of the Group:

1. Chris Detter, PhD  
Joint Genome Institute-Los Alamos National Laboratory, Center Director  
Group Leader, Genome Science (B-6)  
BioScience Division, MS-M888  
Los Alamos National Laboratory

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Karl Karlson and Gloria Karlson Professor  
Chief of CardioThoracic Surgery Department  
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Professor and Chairman  
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Geffen School of Medicine at UCLA  
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4. Julie E. Horvath Roth, PhD  
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Duke University

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Thank you for your time and consideration.  
Warm regards,

Juan Carlos de la Torre, MD  
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E-mail: [delatorre.juan@gmail.com](mailto:delatorre.juan@gmail.com)  
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---

**From:** juan delatorre [delatorre.juan@gmail.com]  
**Sent:** Monday, June 27, 2011 2:46 AM  
**To:** [REDACTED]; [REDACTED]; [REDACTED]; [REDACTED];  
[REDACTED]; [REDACTED]; [REDACTED]; Stine, Deborah D.  
**Subject:** Fwd: in support of the Human Obesity and Hibernation Research Project 2011- 1

----- Forwarded message -----

**From:** NIDDK Inquiries (NIH/NIDDK) [REDACTED]  
**Date:** 2011/6/14  
**Subject:** RE: Seeking NIH support for obesity project  
**To:** "[Delatorre.juan@gmail.com](mailto:Delatorre.juan@gmail.com)" <[Delatorre.juan@gmail.com](mailto:Delatorre.juan@gmail.com)>

Dear Dr. de la Torre:

Thank you for your May 24, 2011, email to Francis S. Collins, M.D., director of the National Institutes of Health (NIH), about your new research collaborators and your continuing need for funds for your project on human obesity and hibernation. Your email was forwarded to the National Institute of Diabetes and Digestive and Kidney Diseases (NIDDK), the NIH institute with primary responsibility for funding obesity research.

To request NIH funding for your research project, you or your collaborators must submit a formal grant application. As you may recall, formal applications from researchers compete for NIH funds and, by U.S. law, applications are reviewed to ensure that the projects are feasible and meet high scientific standards. More information and application forms are available online at <http://www2.niddk.nih.gov/Funding>.

In addition, NIH's John E. Fogarty International Center for Advanced Study in the Health Sciences supports and facilitates global health research conducted by U.S. and international investigators. More information about Fogarty's research funding opportunities is available online at <http://www.fic.nih.gov/FUNDING>.

We hope this information is helpful and that you will share the application requirements with your collaborators. Until we receive a formal grant application, NIH can take no further action on your research idea.

Regards,



---

**From:** juan delatorre [delatorre.juan@gmail.com]  
**Sent:** Monday, June 27, 2011 2:02 AM  
**To:** Stine, Deborah D.  
**Subject:** Needed Assistance for the Human Obesity and Hibernation Research Project- 2011  
**Attachments:** THE DOCUMENT-RESEARCH PROPOSAL-12-HIBERNATION-2009 (1).pdf; SUMMARY-RESEARCH PROPOSAL 11-HIBERNATION-2009.pdf; CV\_Juan\_Carlos-2011-Revised English-January 1.pdf

Debora D. Stine, PhD  
Executive Director  
President's Council of Advisors on Science  
and Technology  
The White House

Dear Professor Debora D. Stine:

This is Juan Carlos de la Torre, a primary care doctor from Guatemala who developed in 2009, with the mentorship of Professor Aldo Castañeda (Emeritus Professor of Surgery, Harvard University) **The Human Obesity and Hibernation Theory** (enclosed). The reason to let you know about the potential correlation between human obesity and hibernation, is that this Theory analyze the obesity problem from a global and evolutive genetic perspective, related with characteristics of the more and less developed countries.

I will like to inform you that this Theory become a **Research Project** with the **coordination of the Center Director of the Joint Genome Institute at Los Alamos National Laboratory, Professor Chris Detter**; as the first step is to write a Research Proposal for the NIH (below the contact information of the scientists interested in the Project). We will like to invite your Department to participate in the project as we realize the impact of the **Non-Communicable Chronic Diseases in Global Health** (for Obesity, High Blood Pressure, Diabetes, Cancer, Heart Diseases) worldwide. The Project is detained as it face the need of logistics and funding support to become available. We believe that the Office of Science and Technology Policy at The White House could be interested in this particular effort.

Professor Chris Detter will be more than happy to share details and insights of the Theory so feel free to contact him for any further details that you may have at : Chris Detter, PhD, Joint Genome Institute-Los Alamos National Laboratory Center Director, Group Leader, Genome Science (B-6), BioScience Division MS-M888, Los Alamos National Laboratory.  
E-mail: [REDACTED] Phone: [REDACTED] Fax: [REDACTED]

At the moment I received 3 invitations to develop some few aspects of the theory from: UCLA University-USA, Brown University-USA and University of Basel-Switzerland, but I had to decline because of the impossibility to bring my own salary to cover my living expenses. I'm very interested in getting trained as an internal medicine researcher to develop, in an appropriate way some of the health-related initiatives that I possess.

Enclosed are as PDF: The Research Proposal, the Summary of it and my CV. Also I will forward supporting emails in relation with the Theory.

The Contact Information of the Group:

1. Chris Detter, PhD  
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Karl Karlson and Gloria Karlson Professor  
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Brown Medical School  
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UCLA School of Public Health

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4. Julie E. Horvath Roth, PhD  
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5. Chris Tyler-Smith, PhD  
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United Kingdom

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11. Paul Trayhurn, PhD, FRSE  
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Thank you for your time and consideration,

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# Research Proposal-12

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A novel Hypothesis to explain obesity  
through the oscillations of partial oxygen  
pressure (PO<sub>2</sub>)

By Juan Carlos de la Torre, MD

07/02/2009

## RESEARCH PROPOSAL

“A novel hypothesis to explain obesity through the oscillations of partial oxygen pressure and the activation of hibernation genes”

### 1. Objectives

- 1.1 To investigate a new hypothesis about the possibility of a “human hibernation state” as an explanation for obesity.
- 1.2 To describe the mechanisms; biological and genetical, by which an obese-human could be linked to an hibernation state.
- 1.3 To understand the possible mechanism by which ventilation related diseases can cause hypoxia in humans and how this condition could be related to obesity.

### 2. Hypothesis

THAT AN IMPORTANT CAUSE OF OBESITY IS POTENTIALLY RELATED TO ACTIVATION OF HUMAN HIBERNATION TRAITS THROUGH PULMONARY VENTILATION ABNORMALITIES.

### 3. Justification

Our hypothesis is based on the concept that obesity could be the phenotypic expression of activated “genes of human hibernation”. Possibly, thousands of years ago, Homo sapiens expressed the mentioned genotype as a “mode” to survive under severe extreme climate conditions (**increased energy expenditure according to physical activity**).

Obviously the possibility of a genetic expression of human hibernation as an evolutionary trait is not proved yet, Homo sapiens undoubtedly undergone strong recent selection for many different phenotypes (1). We believe to have some evidence that could help to substantiate this phenomenon.

Based on the **Visual Art Literacy Program** of Harvard Medical School; where the “ability to find meaning in imagery translates into the ability to reason physiology and pathophysiology from visual art clues” (2) (see Figure 1.); we speculate that the female figurines (**steatopygous venuses or fat venuses**) from the **Paleolithic period**, with a significant prominence over the lower abdomen (3), are phenotypic expressions of human hibernation; caused by the difficult survival conditions and scanty sources of food; **these circumstances could trigger the activation of genes of human hibernation.**

Phylogenetically, the origin of diverse species, including man, seem to be linked to the Darwinian theory of a common ancestry; where humans share some genetic relationships but no phenotypic similarities with other species (4).

The fact that the FTO gene (fat mass and obesity associated gene) is present in humans, other vertebrate species (fish, chicken) and even in some algae (5), let us to the possible role of obesity as an expression of an inherited traits originally designed to secure survival of men on Earth.

Animal hibernation studies have been conducted in lower scale mammals (ground squirrel, hamster, and marmot species) other than humans. Professor Matthew T. Andrews, from the University of Minnesota Duluth; defines **mammalian hibernation**, as a physiological state characterized during winter by profound **reductions in metabolism, hypothermia, oxygen consumption** and heart rate. The process of hibernation is controlled by the expression of genes. The hibernation phenotype can be viewed as a series of physiological adaptations of various tissues and organs that allow an animal **to survive extreme climates** (6). In 2004, Kathrin H. Dausmann described the first prolonged hibernation by a tropical mammal, the Madagascan fat tailed dwarf lemur-Cheirogaleus medius and also **hibernation in a PRIMATE** (7).

Nowadays men use some phenotypic expressions of the **human hibernation genes** as viewed from the perspective of Darwin's evolutionary model.

One could be the response of the human body to **hypothermia**. The metabolic down regulation under these conditions (deep hypothermia <20°C and mild to moderate hypothermia 28-34°C), triggers an "**adaptative-survival**" response. In the **brain**; it **reduces** the consumption of oxygen, glucose and lactate and de novo reactive oxygen radicals leading to brain edema but **preventing** the break-down of the blood-brain barrier. Hypothermia also slows the eventual depletion of high energy phosphates such as ATP and decreases cerebral blood flow (8).

In 1952, F. John Lewis and collaborators, from the University of Minnesota succeeded in closing an atrial septal defect using **moderate hypothermia (25°C)** and caval inflow occlusion (9). Open-heart surgery using cardiopulmonary by-pass to this day use moderate (25°C) or in some cases, profound hypothermia (18°C) to correct a variety of intracardiac lesions.

The obesity problem is a worldwide issue, affecting both developed and developing countries (10,11). The differences among them (access to food, education, sanitary conditions, shelter, clothes) are importantly impacted by their socio-economical and political developments of their societies.

The **more developed countries** have experienced an increase in atopic-related diseases (asthma, allergic rhinitis) (12) which predispose children to **chronic ventilation-oxygen supply oscillations**. According to Misso, et al, recent epidemiological studies have identified **associations between obesity and asthma** (13).

This particular **ATOPIC-PREVALENT STATE**, can be related to type of infections early in life, the widespread use of antibiotics, the adaptation to western lifestyle and repeated exposure to



allergens all of which may affect the balance between Th 1-type and Th 2-type cytokine responses which in turn increase the likelihood that the immune response will be dominated by Th2 cells and thus will ultimately lead to the expression of **allergic diseases** such as asthma (**hygiene hypothesis**) (14). The increases in body mass index (BMI) and adipose tissue metabolism, promotes the up-regulation of phospholipase A2 (sPLA2) which may produce inflammatory responses both in obesity and asthma (13).

The **chronic ventilation-oxygen supply fluctuations**, causes **oscillations in blood partial oxygen pressure (PO<sub>2</sub>)**; **HYPOXIA** being the trigger, initiating a response of a **HUMAN HIBERNATION-LIKE STATE** as a potential explanation for **OBESITY** (see figure No. 2).

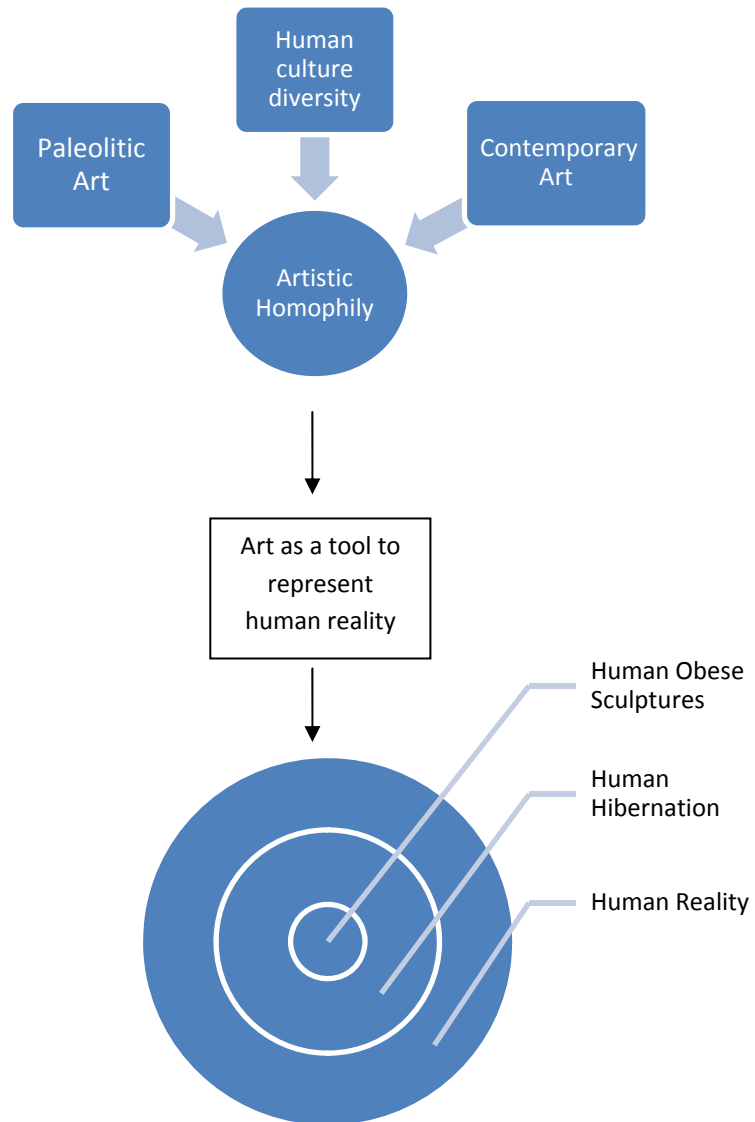
In people of **developing countries**, where different degrees of **undernourishment** coexist with limited access to food supply; the increasing cases of obesity could be related to the **activation of genes of human hibernation as a "SURVIVAL TRAIT" to limited food supply**.

In **mice** a possible relationship between **hibernation and nutritional status**, has been described as **torpor state**. Torpor resembles hibernation as a **response to environmental factors such as insufficient nutrition (6)**. The metabolic adaptation to **low body temperature** secondary to **dietary restriction** leads to conservation of energy expenditure (**heat production or burning calories**) and preservation of body weight (15).

By maintaining **more insulating fat; to reduce heat production and heat loss, the size of the body** seems to play an important role during torpor state. However, other factors that can alter the rate of heat loss like hair length, piloerection, posture-curling up and nesting; leading to a **DECREASE IN PULMONARY VENTILATION** and increase in peripheral vascular constriction may be the major mechanisms to minimize heat loss during torpor (15).

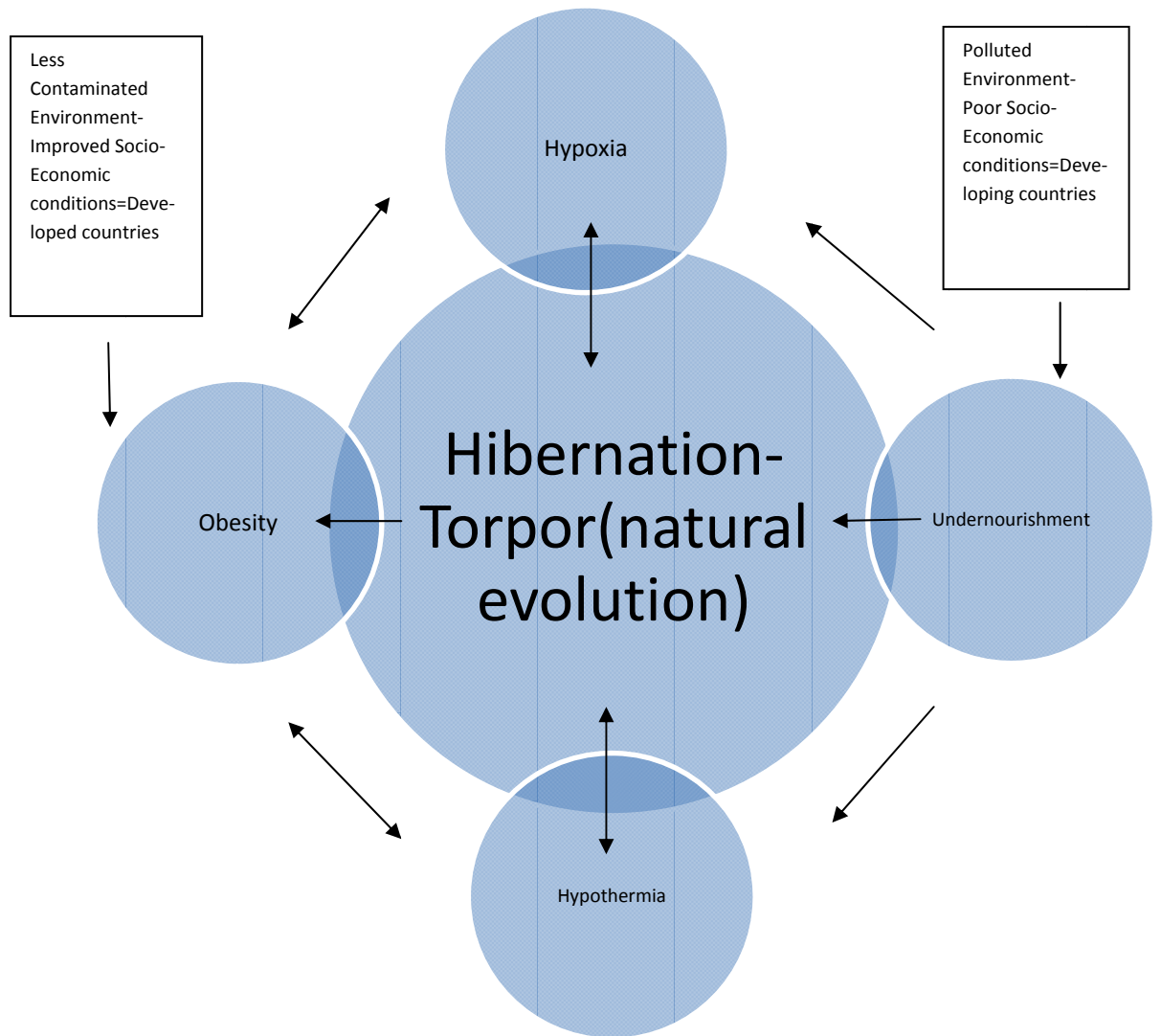
The concepts of a "thrifty" genotype (in a time line, changes that remain from one generation to another) and a "thrifty" phenotype (in a time line, changes that happen in a short period of time) regarding the **activation of genetic traits for "IN UTERUS FAMINE STATE" and the inability to handle rich caloric diets as a potential explanation for obesity in developing countries (11)**; are, according to our hypothesis; the **RESPONSES OF "GENES OF HUMAN HIBERNATION" with their phenotypic OBESITY**. As described for torpor-state; **HYPOXIA AND DECREASED PULMONARY VENTILATION** would act as triggers to start this survival response as outlined in Figure 2.

Our aim is to prove and develop this theory with adequate economic, technical and scientific support which unfortunately is not possible in Guatemala.



**Figure No. 1**

This model intends to outline a linkage between the “**representation of human obesity**” across different periods of Art and the probability of an existing Human hibernation genotype.



**Figure No. 2**

The observed human response under specific stressors (adaptation to a new environmental situation) could **INITIATE AN EXPRESSION OF A GROUP OF "GENES OF HUMAN HIBERNATION"**.

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5. Fredriksson R, *et al.* The Obesity Gene, FTO, is of ancient origin, up-regulated during food deprivation and expressed in neurons of feeding related nuclei of the brain. Endocrinology Vol 149 No. 5, pgs 2062-2071 (2008).
6. Andrews MT. Advances in molecular biology of Hibernation in mammals. BioEssays Vol 29, pgs 431-440 (2007).
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11. Prentice AM. The emerging Epidemic of Obesity in Developing Countries. International Journal of Epidemiology. Vol 35 pgs 93-99 (2006).
12. Holgate, S.T, Lack, G. Improving the management of atopic disease. Arch Dis Child. Vol 90, pgs 826-831 (2005)
13. Misso NLA, *et al.* Plasma Phospholipase A2 activity in patients with asthma: Association with body mass index and cholesterol concentration. Thorax Vol 68 pgs 21-26 (2008).
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# SUMMARY

---

Research Proposal-11: A novel Hypothesis to explain obesity through the oscillations of partial oxygen pressure (P02)

By Juan Carlos de la Torre

07/02/2009

## Summary

The obesity problem is a worldwide issue affecting both, **developed and developing countries** (1,2). The differences among them (access to food, education, sanitary conditions, shelter, clothes) are importantly impacted by their socio-economical and political developments of their respective societies.

At the same time, an increasing rate of atopic related diseases (asthma, allergic rhinitis) particularly in **the developed countries** (3) are predisposing children **to chronic ventilation-oxygen supply oscillations**. Recent epidemiological studies have **identified associations between obesity and asthma** (4).

Adaptive-survival mechanisms to extreme climates have been developed in living organisms. The **FTO gene** (fat mass and obesity associated gene) is present in some algae, vertebrate species (fish, chicken) (5), lower scale mammals and humans. The **hibernation responses** during winter (profound reductions in metabolism, hypothermia, oxygen consumption and heart rate) (6) suggests an **obesity state with a survival response**.

The Darwinian theory of a common ancestry; where humans share some genetic relationships but no phenotypic similarities with other species (7), suggests that **human obesity could represent** an inherited dormant pool of **human hibernation genes**.

According to our hypothesis, the apparent trigger to activate the “human hibernation state” is **HYPOXIA** secondary to chronic ventilation oxygen supply fluctuations in an atopic state, particularly in developed countries. The probable stimulus triggering a hibernation state in developing countries are the **different degrees of undernourishment** that coexist in their societies and the activation of a **torpor state**; defined in mice as the hibernation response to environmental factors such as insufficient nutrition (6).

Due the limited scientific access in Guatemala, the adequate economic, technical and scientific support is imperative for the appropriate foundation of this theory.

## References

1. O'Rahilly S, Farooqi IS. Human Obesity: a Heritable Neurobehavioral Disorder that is Highly sensitive to environmental conditions. *Diabetes* Vol 57 pgs 2905-2910 (2008).
2. Prentice AM. The emerging Epidemic of Obesity in Developing Countries. *International Journal of Epidemiology*. Vol 35 pgs 93-99 (2006).
3. Holgate, S.T, Lack, G. Improving the management of atopic disease. *Arch Dis Child*. Vol 90, pgs 826-831 (2005).
4. Misso NLA, *et al.* Plasma Phospholipase A2 activity in patients with asthma: Association with body mass index and cholesterol concentration. *Thorax* Vol 68 pgs 21-26 (2008).
5. Fredriksson R, *et al.* The Obesity Gene, FTO, is of ancient origin, up-regulated during food deprivation and expressed in neurons of feeding related nuclei of the brain. *Endocrinology* Vol 149 No. 5, pgs 2062-2071 (2008).
6. Andrews MT. Advances in molecular biology of Hibernation in mammals. *BioEssays* Vol 29, pgs 431-440 (2007).
7. Baum DA, *et al.* The Tree-Thinking Challenge. *Science* Vol 310, pgs 979-980 (2005).



## CURRICULUM VITAE

Juan Carlos de la Torre-Paniagua  
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Cell phone: 502- 4041-1945  
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[delatorre.juan@gmail.com](mailto:delatorre.juan@gmail.com)

### I. General Biographical Information

#### A. Personal

1. Name: Juan Carlos de la Torre-Paniagua

2. Date of Birth: March 29, 1969  
Citizenship: Guatemalan

3. Education:

-High School Diploma: Valle Verde School, Guatemala City 1982-1986.

a. Medical Education: *Degree:* Doctor in Medicine (MD)  
San Carlos University  
School of Medicine  
Guatemala City, Guatemala  
February 1990 – January 1996

February 1996 – July 1996: Thesis preparation- *The Impact that the Quality of Water has in the Community of Santa Lucia Milpas Altas*. Graduation month, July 1996.

August 1996-August 1997: Study preparation for the US Medicine Boards, at the Medicine Library of San Carlos University, Guatemala.

November 1997-May 1998: Collaboration for the Project Design of a Health Science Museum, Guatemala.

June 1998-September 1998: Service at a Primary Care Medicine Clinic in a Rural area, Peten; for the Basic Research Oil International Co., Guatemala.

January 1999-December 2000: Internship in Internal Medicine; San Juan de Dios Hospital- San Carlos University, Guatemala.



February 2001-May 2001: Volunteering for Medical Assistance in a poor children Project “El Buen Samaritano” in the rural community of Sacatepequez, Guatemala.

June 2001-September 2001: Clinical practice in a Rheumatology Clinic, Guatemala.

November 2001-April 2002: Clinical practice in a rural primary care clinic, for the “Ingenio Pantaleon”, Santa Lucia Cotzumalguapa, Guatemala.

June 2002-August 2002: Associate Researcher for the Respiratory Tract Diseases Project; Del Valle University, Guatemala.

January 2003-December 2004: Residency in Internal Medicine; Hospital Centro Medico Militar-University Mariano Galvez, Guatemala.

November 2004- Course work “Good Clinical Practices”, Guatemala Ministry of Health and Internal Medicine Association.

April 2005-December 2006: Clinical practice and ambulatory medicine practice, Guatemala City.

April 2007: Volunteering to improve the Clinical and Nutritional aspects in a poor rural children community at the “Fundacion Educarte”; Sacatepequez, Guatemala.

October 2008: Volunteer doctor for the Glens Falls Medical Mission, New York, USA at Nueva Santa Rosa, Cuilapa; Guatemala.

April 2009: Volunteer doctor for the Glens Falls Medical Mission, New York, USA at Nueva Santa Rosa, Cuilapa; Guatemala.

October 2009: Volunteer doctor for the Glens Falls Medical Mission, New York, USA at Nueva Santa Rosa, Cuilapa; Guatemala.

April 2010: Volunteer doctor for the Glens Falls Medical Mission, New York, USA at Nueva Santa Rosa, Cuilapa; Guatemala.

October 2010: Volunteer doctor for the Glens Falls Medical Mission, New York, USA at Nueva Santa Rosa, Cuilapa; Guatemala.

## **B. Academic Appointments**

Instructor of Public Health and Hygiene  
San Carlos University  
School of Medicine  
August 1995 to January 1996.  
Guatemala City, Guatemala

### **C. United States Medical Experience**

1. Pulmonary Medicine (Elective Rotation)  
Baylor College of Medicine, Houston, TX  
October 1994
2. Nephrology (Elective Rotation)  
Baylor College of Medicine, Houston, TX  
November 1994

### **D. Other Information**

USMLE STEP 1: 177  
USMLE STEP 2: 186  
ECFMG Certified 1998, Number 0553-775-8 VALID INDEFINITELY  
AAMC ID: 11510317

### **E. Awards**

1. Medical School Ranking: Top 10% of the Graduating Class (**Second Place**)
2. Highest score in Internal Pediatrics Sub-internship Rotation (2 month rotation)

## **II. Research**

### **A. Research Support**

The Impact that the Quality of Water has in the Community of Santa Lucia Milpas Altas  
February 1996-May 1996.

### **B. Research Proposals:**

1. Effect of Active Immunization against Human Papilloma Virus in HIV positive female patients with Cervix-vaginal papilloma infection. A Prospective study to run in Guatemala City- (Submitted). Medicine Research Unit, Faculty of Medicine, Mariano Galvez University, Jan-Feb.2007
2. AntiThyroid antibodies and the Prevalence of Sub-clinic Hypothyroidism among a female population between 18 to 30 years old, in a sample at the University Mariano Galvez, Guatemala, (Submitted). Medicine Research Unit, Faculty of Medicine, Mariano Galvez University, Jan-Feb.2007
3. In Vitro effect of different Thyroid Hormone concentrations on the Genotype of cancer cells and their replication capability, (Submitted). Medicine Research Unit, Faculty of Medicine, Mariano Galvez University, Jan-Feb.2007
4. The Human Obesity and Hibernation Theory: a novel hypothesis to explain obesity through the oscillations of partial oxygen pressure (PO<sub>2</sub>), Jan-July 2009.

### **C. Guatemalan National Scientific Participation**

1. Professional Societies:  
Guatemalan College of Physicians

### **III. Publications**

**Medicine Graduation Thesis: De La Torre, JC. The Impact that the Quality of Water has in the Community of Santa Lucia Milpas Altas, Sacatepequez; Guatemala. University of San Carlos de Guatemala, July 1996.**

### **IV. Teaching Information**

#### **A. Didactic course work**

1. *Public Health and Hygiene Instructor*  
Santa Catarina Palopo Community, Solola Province  
Guatemala. August 1995- January 1996

### **V. Spoken Languages**

Spanish  
English

## Please Sign the Science & Engineering Community's Petition to Congress - Stand Up for the Smart Way to Grow our Economy!

**From:** "Dr. Mary L. Good, ASTRA Chairman"  
<astranews@jangomail.com>  
**Date:** Fri, June 24, 2011 11:08 pm  
**To:** pcast@ostp.gov  
**Priority:** Normal  
**Mailing List:** [Unsubscribe](#)  
**Options:** [View Full Header](#) | [View Printable Version](#) | [Download this as a file](#) | [Add to Address Book](#) | [View as HTML](#)

### ACTION ALERT

Dear Friend of ASTRA:

### WHAT HAS HAPPENED:

Congress is at an impasse in raising the national debt ceiling. Sustainable funding for most science & engineering R&D and STEM education programs is in imminent jeopardy because the government must slash spending. And we are an easy "target of opportunity" because we are not as effectively organized as other interests.

Just about everybody wants the government to live within its means. The current stalemate underscores how important it is to use scarce public monies effectively & particularly in areas where the private sector cannot fulfill market needs & such as basic scientific R&D and STEM Education research.

We are in a fiscal crisis. Everybody has to tighten his or her belts. There are many positive things that can be done about taxes, overregulation, capital formation, and creating growth incentives in other areas. We may not agree on how to get there, but most of us agree upon the goals.

That's why Congress needs to remember that funding for scientific & engineering R&D and STEM Education is the smart way to help America grow its way out of our current predicament.

Smart "spending" means supporting adequate and sustainable R&D and STEM Ed programs. These efforts in turn will help create high-paying new jobs in the U.S, foster new industries and services, enhance innovation and competitiveness, and maintain our national defense. This is not just our opinion, it is a fact, based upon history and repeated economic analyses. See ASTRA's quick chart that describes how technological progress is the primary driver of economic growth at [www.usinnovation.org/sites/default/files/ASTRATechnologyFuelsGrowth6222011.pdf](http://www.usinnovation.org/sites/default/files/ASTRATechnologyFuelsGrowth6222011.pdf)

#### WHAT TO DO:

ASTRA has been asked by a coalition of groups to facilitate a nonpartisan Petition drive supporting science R&D and STEM Education. This Petition will remind our elected officials of who we are, what we do, where we live, and why bipartisan support for R&D and STEM Education is essential to America's future.

Please consider using our latest 2011 State R&D Sheets (released for the successful Congressional Visits Day 2011 Event in April) and our State STEM Ed Report Cards to get the facts about where the money goes, and the economic and social benefits of such investments at [www.usinnovation.org/index.php?q=state-sheets](http://www.usinnovation.org/index.php?q=state-sheets)

Share these with elected officials if you can.

#### ACTIONS REQUESTED IMMEDIATELY:

Please consider immediately signing the petition contained on the link below: [www.aboutastra.org/petition/petition.asp](http://www.aboutastra.org/petition/petition.asp)  
If by chance your hyperlink does not work, just past this link into your Web browser to visit the Petition Sign-on Site.

We hope to deliver this to Congress later in July. The petition is nonpartisan, in keeping with ASTRA's goal of not politicizing science and technology policy; just emphasizing the facts and discovering the relationships that explain "how science works" to policy makers.

We also want to "put a human face" on our community. A novel way of reminding our elected officials of who we are; in all of our diversity and walks of life; is to send a photo along with our petition names. So, if you would like, please send us your photo when you sign the petition (see the options button on the "sign petition" page). A provisional list of initial signatories is provided as an example for you to review.

Our [www.usinnovation.org](http://www.usinnovation.org) and [www.aboutastra.org](http://www.aboutastra.org) Web Sites keep current on many developments across our community on a daily basis. Please take advantage of them and use our Twitter and Facebook feeds as well.

PLEASE SEND THIS MESSAGE ON

TO OTHERS:

This message has been sent to approximately 48,000 scientists, engineers, researchers, university employees, teachers, students, technology workers, policy makers, small business owners, researchers, individuals, and others on our "Friends" list. An estimated 175,000 people will be contacted by this message, and we urge you to send it on to any friends, associates and family who may share our interest in signing the Petition.

Thank you, and may you have  
the Happiest Fourth of July Holiday!

Cordially,

Dr. Mary L.  
Good  
Chairman  
ASTRA

This e-mail  
was sent by ASTRA, located at 1155 16th Street, N.W., Washington, D.C.  
20036 (USA). To receive no further e-mails, please click  
here or reply to this e-mail with "unsubscribe" in the Subject  
line.

From: "Rich / GDT-NA" <gstnk@msn.com>  
Subject: ... High Tech Manufacturing initiative / Green Diamond Tire  
Date: Mon, June 27, 2011 3:27 pm  
To: dstine@ostp.eop.gov  
Cc: pcast@ostp.gov

---

<<http://www.greendiamondtire.com/>> Description: 120x90\_GDT.jpg

Hello, Dr. Stine...

The purpose of this email is to officially request information on how my company, Green Diamond Tire <<http://www.greendiamondtire.com/>> - North America (GDT-NA) may apply for grant consideration of the President Obama High Tech Manufacturing initiative as promoted by your council. GDT-NA currently has an outstanding incentive offer of \$3.204 million for capital assets (see attached - PEDCO doc) from the City of Pueblo, CO awaiting proof of operating capital of \$7 million. The raise of this final tranche of capital has been difficult and thus, we seek your support and counsel.

I feel that GDT-NA merits consideration the PCAST high-tech manufacturing project and funding. Please commit a moment of your time to review this email and the attachments. You may find that our innovative, very 'green' product has considerable appeal across America. so much so that we are planning to locate our North American operation to Pueblo, Colorado. And, in doing so we will be introducing 400 - 600 very green and much needed manufacturing jobs. This is not an exercise or drill. We have substantial and generous commitments from the city and county of Pueblo. My immediate request of your office is to be aware of what we are attempting to accomplish. For starters.

What follows are highlights of our product and our company:

- o We were 'green' for well over a decade and well before green was 'in'. for each Green Diamond Tire (GDT) that we build, there is one less tire casing clogging a landfill
- o GDTs do not damage roadways like studded snows or chained-up tires. saving millions of dollars in roadbed maintenance while drastically reducing airborne asphalt and pavement particulate
- o Depending on tire size, a GDT saves between 3 and 9 gallons of petroleum product in the manufacturing of a GDT. a single set of GDT light truck tires saves more than a barrel of oil in manufacture
- o GDTs are quite prominent around the world (particularly Scandinavian countries) and are now manufactured in the USA
- o GDTs have gained a rabid following among environmental and eco-aware customers as this GDT '<http://www.greendiamondtire.com/testimonials2.html>> testimonials' webpage will attest
- o GDTs are driven year-round, in all climate conditions, negating the need to have a complete set of 'summer' tires and the associated negative carbon footprint
- o GDTs use only premium casings and with the introduction of silicon carbide (think: diamond) granules, the GDT actually outperforms the original tire from which it is built
- o At a time when the major US tire manufacturers are opening mega-plants in Mexico and off-shore, GDT is committed to building in the USA
- o ALL manufacturing process by-product and co-product is recycled into additional post-consumer products
- o GDTs are an Icelandic traction tire technology invention, protected by international patents. we are not a start-up, pie-in-the-sky company. You can kick our tires. for 45,000 miles
- o In a nutshell, GDTs are the BEST tire rolling for the environment, out-perform the original product, and they COST LESS than the very tire they replace!

There is also a very interesting backstory to the Green Diamond Tire and the Icelandic founders yet too much detail to enter in an introductory email.

At GDT-NA, we have a fabulously green product that has grown largely by only word of mouth. As our product [sic] gains in traction with like-minded, environmentally astute fleet operators as it has with retail end-consumers, you will find that Green Diamond Tire - North America is a special company that stands behind its' product 100%. On this subject, the GDT carries a lifetime warranty and should a GDT ever fail, it is replaced immediately at no charge. with no associated pro-rated fees.

While the GDT may not have been invented in the USA. within a short period of time America will be the official home of the headquarters of Green Diamond Tire - Global. We have kept this announcement under wraps because we are in a guerilla mode of market expansion in the shadow of the 'major' tire manufacturers. Still, it is our intent to remain nimble and dynamic as we grow in our important role as the most environmentally responsible tire manufacturer on this planet.

I invite your comment or questions.

Kind regards,

Description: Rich sig 20

Rich Gostenik

Owner

Green Diamond Tire - North America

866.380.0009 (toll-free)

303.770.5295 (local - Colorado)

303.808.7280 (mobile)

Rich@GreenDiamondTire.com

www.GreenDiamondTire.com

P in respect of our environment... please print this e-mail only if really needed

---

**Attachments:**

**5. Research findings.pdf**

Size: 470 k

Type: application/pdf

**Zipcar.pdf**

Size: 185 k

Type: application/pdf

**More GDT website comments.pdf**

Size: 198 k

Type: application/pdf

**GDT-NA U.S. Patent.pdf**

Size: 136 k

Type: application/pdf



**GDT Conceptual Org 1.1.pdf**

Size: 150 k

Type: application/pdf

**PEDCO Pueblo Lol.PDF**

Size: 366 k

Type: application/pdf

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Size: 92 k

Type: image/jpeg

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# **Wet ice friction of conventional M+S tyres and of a retreaded M+S tyre with a special aggregate in the tread rubber**

by Henrik Åström and Romuald Banek  
Swedish Road and Transport Research Institute (VTI)  
SE-581 95 LINKÖPING

## **Summary**

The investigation comprised tests with a total of eight passenger car tyres classified M+S, without studs. One of the tyres had a special hard aggregate added to the rubber compound to increase the grip on ice.

The tests were carried out in the VTI tyre testing facility on smooth wet ice at a speed of 30 km/h. Both braking tests and steering tests were performed.

Results from the braking tests was presented as maximum braking friction, braking friction at 13 % longitudinal slip and friction with a locked wheel. The steering tests were presented as maximum lateral friction and friction at 3, 5, 10 and 20 degree side slip angle. 20 degree side slip angle represents conditions of skidding of the whole vehicle or excessive steering angle when entering a curve.

## **1 Background**

Studded tyres cause road wear especially in countries with pavements with low wear resistance against studs, primarily due to the type of stone aggregate used in the pavement. In several countries studs are banned for these reasons. Tyre manufactures try to develop winter tyres without studs with comparable friction. On ice this has still not succeeded under all conditions. The special aggregate mixed into the tread rubber, included in one of the tyres tested here, is an attempt to improve ice friction without significant increase in pavement wear.

## **2 Commission**

The commission entailed comparative testing of braking and lateral friction on wet ice of seven types of tyres of which one was tested both with the special aggregate added to the rubber compound (tyre number 8) and without the special aggregate (tyre number 1). The other tyres were different commercially available winter tyres (M+S) without studs.

## **3 Test objects**

In table 1 and figure 1 below the eight winter tyres included in the test is described. All tyres except number 8 and number 1 were new. Number 8 and number 1 was both slightly worn. All tyres were of size 195/65R15.

*Table 1 List of tyres included in the tests*

| Tyre no. | Tyre name                 | Speed and load index | Remark                    |
|----------|---------------------------|----------------------|---------------------------|
| 1        | Green Diamond             | 91T                  | Without hard aggregates   |
| 2        | Gislaved SoftFrost        | 91Q                  |                           |
| 3        | ContiVikingContact 2      | 91Q                  |                           |
| 4        | Bridgestone Blizzak MZ-02 | 91Q                  |                           |
| 5        | Cooper Weather-Master     | 91Q                  |                           |
| 6        | Good Year UltraGrip 5     | 91T                  |                           |
| 7        | Michelin Alpin            | 91T                  |                           |
| 8        | Green Diamond             | 91T                  | Hard aggregates in rubber |



*Figure 1 Tread pattern of the tested tyres.*

Tyre number 1 was used as a reference tyre and has also been used in a previous test on wet ice [2].

#### 4 Test equipment

The tests were carried out on a wetted smooth ice surface at the VTI tyre testing facility. The facility has a 55 meter long and 0.6 meter wide moving road pavement in an air-conditioned building. The test wheel is mounted on a stationary measuring wheel rig with a maximum wheel load of 10 tons and a test speed of up to about 10 m/s. The wheel rig can be rotated during measurement to simulate steering manoeuvres. Both truck and passenger car tyres can be tested in the machine. More detailed descriptions are given elsewhere [1]. In figure 2 the test rig is shown adapted with a passenger car tyre

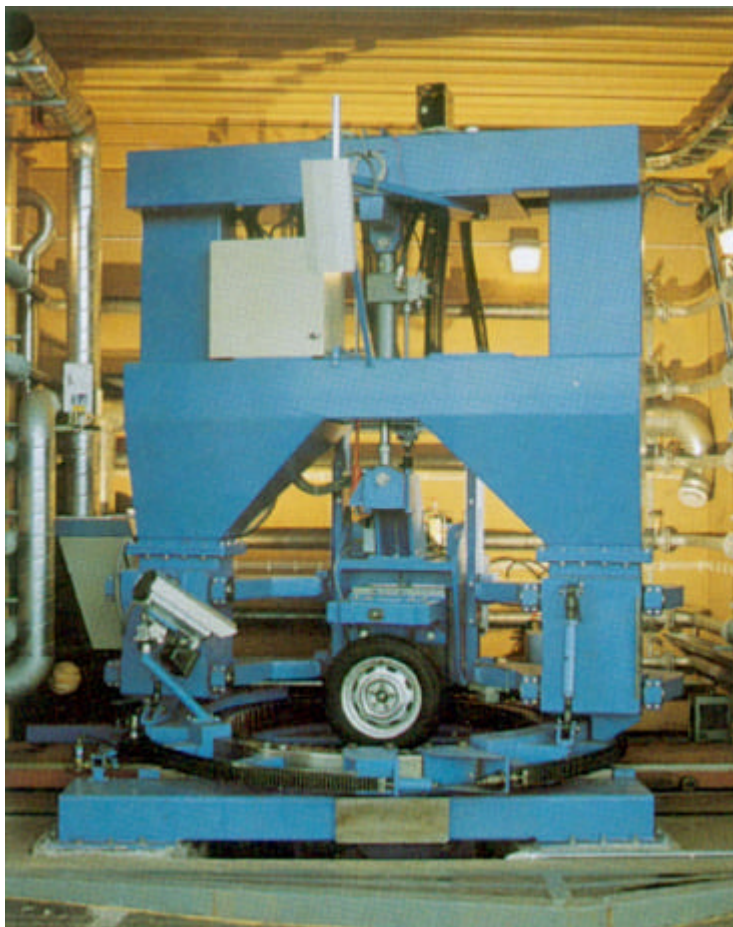


Figure 2 VTI tyre test facility. Test rig with passenger car tyre

#### 5 Test method

The tests were performed at a speed of 30 km/h on smooth ice, wetted by a water jet in front of the tyre producing a water film of about 0,1 mm. Before wetting the ice had a temperature of  $-3,5\text{ C} \pm 1.5\text{ C}$ . Both braking tests and steering tests were carried out. Due to problems with the machinery the steering tests had to be interrupted and therefore only two repetitions was made instead of four as planned.

In the evaluation of the braking tests, the maximum braking friction, the friction at 13 % longitudinal slip and friction with a locked wheel was calculated. The results from the steering tests are maximum lateral friction and friction at 3, 5, 10 and 20 degrees side slip angle.

Wheel load was 4,5 kN and tyre pressure 250 kPa.

The measuring programme comprised four braking tests with each tyre plus some extra tests for the reference tyre (tyre number 1). The tests were performed with a time interval of 6 to 10 minutes in series starting and ending with the reference tyre. At the start of each test day repeated tests with the reference tyre was made until stable values were obtained. The reason is an initial polishing effect that gradually reduces friction. About three initial polishing runs were required.

| <i>Program for braking tests</i> | <i>Program for Steering tests</i> |
|----------------------------------|-----------------------------------|
| Day 1                            | Day 2                             |
| 1,2,3,4,1                        | 1,2,3,4                           |
| 1,5,6,7,8                        | 1,5,6,7,8                         |
| 1,4,3,2,1                        | 1,4,3,2                           |
| 1,8,7,6,5                        | 1,8,7,6,5,1                       |
| 1,5,6,7,8                        |                                   |
| 1,2,3,4,1                        |                                   |
| 1,8,7,6,5                        |                                   |
| 1,4,3,2,1                        |                                   |

## 6 Results

Results from braking tests on wet ice are presented in tables 2 and figures 3 and 4 below. The results are presented as mean values and standard deviation.

*Table 2 Results from brake tests on wet ice*

| Tyre no | Peak friction |       | Locked wheel |       | Friction at 13% slip |       |
|---------|---------------|-------|--------------|-------|----------------------|-------|
|         | Mean          | Stdv  | Mean         | Stdv  | Mean                 | Stdv  |
| 1       | 0.088         | 0.003 | 0.081        | 0.003 | 0.063                | 0.008 |
| 2       | 0.126         | 0.002 | 0.120        | 0.003 | 0.067                | 0.012 |
| 3       | 0.120         | 0.009 | 0.114        | 0.009 | 0.067                | 0.015 |
| 4       | 0.113         | 0.004 | 0.107        | 0.003 | 0.082                | 0.009 |
| 5       | 0.107         | 0.007 | 0.098        | 0.002 | 0.066                | 0.009 |
| 6       | 0.093         | 0.005 | 0.084        | 0.005 | 0.062                | 0.013 |
| 7       | 0.076         | 0.015 | 0.059        | 0.002 | 0.065                | 0.012 |
| 8       | 0.117         | 0.013 | 0.100        | 0.002 | 0.112                | 0.011 |

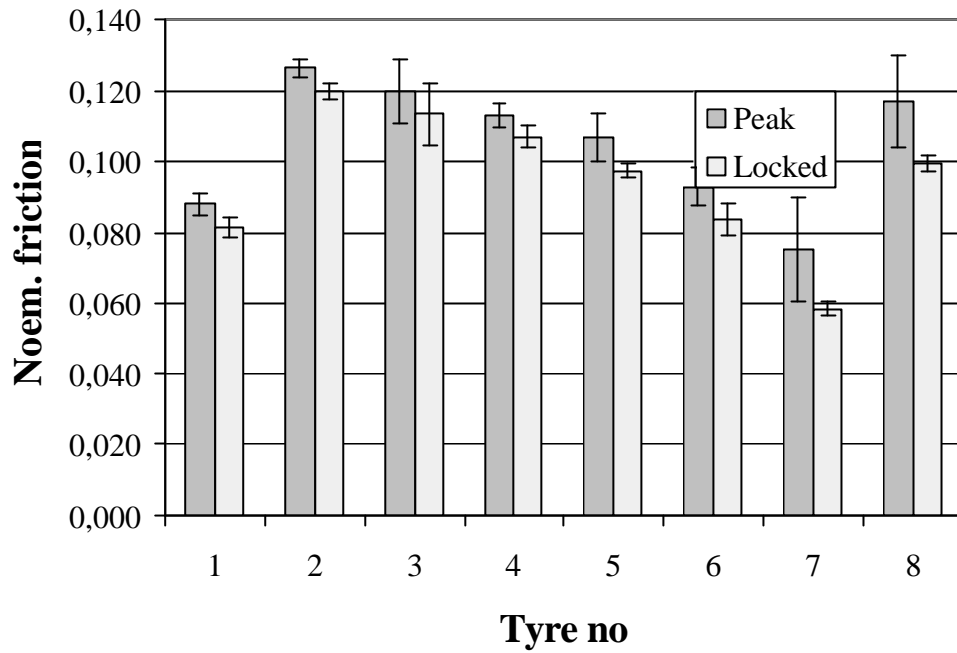


Figure 3 Peak and locked wheel friction from brake tests.

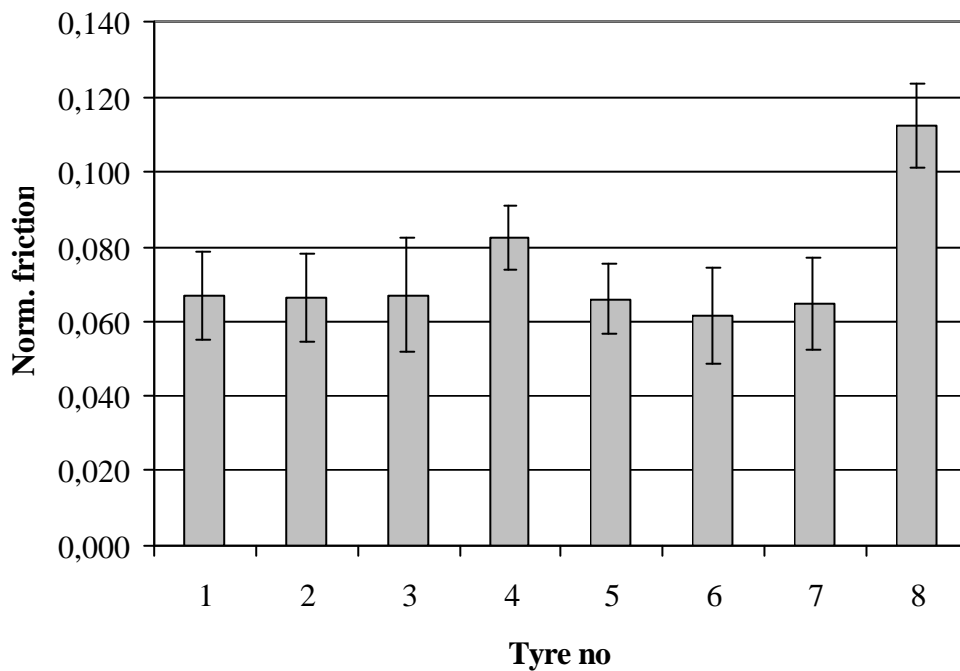


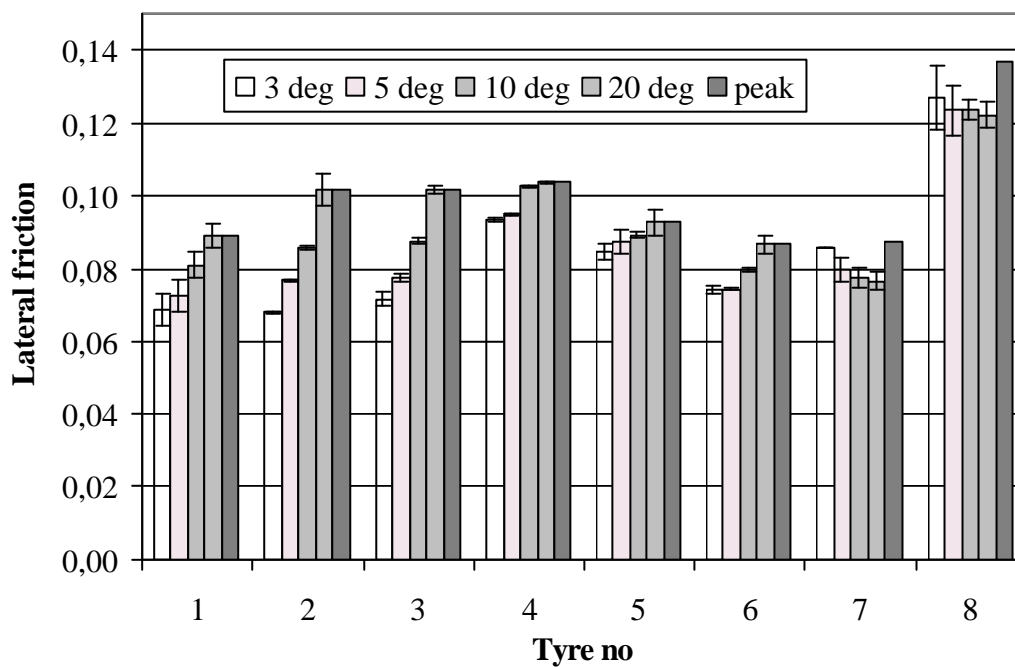
Figure 4 Brake friction at 13 % longitudinal slip

Results from the steering tests are presented in table 3 and in figure 5. In the steering tests the data was somewhat irregular and therefore an averaging routine was used to find the lateral friction values presented in table 3 and figure 5.

*Table 3 Results from steering tests on wet ice*

| Tyre no | Friction at slip angle |       |       |       |        |       |        |       | Peak friction |       |
|---------|------------------------|-------|-------|-------|--------|-------|--------|-------|---------------|-------|
|         | 3 deg                  |       | 5 deg |       | 10 deg |       | 20 deg |       | Mean          | Stdv  |
|         | Mean                   | Stdv  | Mean  | Stdv  | Mean   | Stdv  | Mean   | Stdv  |               |       |
| 1       | 0,069                  | 0,004 | 0,073 | 0,004 | 0,081  | 0,003 | 0,089  | 0,003 | 0,089         | 0,003 |
| 2       | 0,068                  | 0,000 | 0,077 | 0,000 | 0,086  | 0,000 | 0,102  | 0,004 | 0,102         | 0,004 |
| 3       | 0,072                  | 0,002 | 0,078 | 0,001 | 0,088  | 0,001 | 0,102  | 0,001 | 0,102         | 0,001 |
| 4       | 0,093                  | 0,001 | 0,095 | 0,000 | 0,103  | 0,000 | 0,104  | 0,000 | 0,104         | 0,000 |
| 5       | 0,085                  | 0,002 | 0,088 | 0,003 | 0,089  | 0,001 | 0,093  | 0,004 | 0,093         | 0,004 |
| 6       | 0,074                  | 0,001 | 0,075 | 0,000 | 0,080  | 0,001 | 0,087  | 0,003 | 0,087         | 0,003 |
| 7       | 0,086                  | 0,000 | 0,080 | 0,003 | 0,078  | 0,003 | 0,077  | 0,002 | 0,088         | 0,001 |
| 8       | 0,127                  | 0,009 | 0,124 | 0,007 | 0,124  | 0,003 | 0,122  | 0,004 | 0,137         | *     |

Because of problems with the test equipment only two steering tests with each tyre could be made. For most of the tests the maximum (or peak) lateral friction coincides with the friction level at 20 degrees slip angle. Only for tyre 7 and 8 could a peak friction, at slip angles below 20 degrees, be found, see also table 3 and figure 5.



*Figure 5 Lateral friction from steering tests*

\* Only one peak value could be evaluated

## 7 Discussion and conclusions

Water covered ice can be regarded as one of the most slippery road conditions. It is clear from these results that the hard aggregates added to the rubber in tyre number 8 increase the brake and steer friction on wet ice. For the peak and locked wheel braking friction, tyre number 8 is at the same level as the best of the other non studded M+S tyres, seen in figure 3. **At 13 % slip, representing an ABS braking situation, tyre number 8 has a significantly higher friction than all other tyres tested**, seen in figure 4. The friction-slip curve for tyre number 8 is also nearly flat at longitudinal slip between 10 and 100 %. The other tyres either have a strong decrease in friction after the initial peak (tyre number 7) or a steadily increasing friction up to the maximum at 100 % slip, e.g. tyre number 1. Examples of these friction-slip curves are shown in figure 6.



Figure 6 Examples of typical friction-slip curves for tyres number 1, 7 and 8.

Also in the steering tests the hard aggregates added to the rubber improve the lateral friction and thus the steering capabilities of the tyre on wet ice. **Tyre number 8 has significantly higher lateral friction on wet ice compared to the other tyres in this test.**

It is clear that the aggregates added to the rubber increase the friction on wet ice. The hard aggregates act like small studs imbedded into the tyre surface thus improving the frictional properties of the tyre under very slippery conditions.

## 8 References

1. Nordström O: **The VTI flat bed tire test facility - A new tool for testing commercial tire characteristics.** SAE technical paper series. Vol 933006. 1993.
2. Nordström O: **Comparative test of the effect on wet ice friction of adding a special aggregate in the tread rubber of a retreaded M+S tyre type.** VTI notat 15A-2001. VTI. Linköping. 2001.



VP, Field Operations & Logistics

Zipcar, Inc.



25 1<sup>st</sup> St., 4<sup>th</sup> Floor

Cambridge, MA 02141

Phone: (617)995-4280

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**To whom it may concern:**

My evaluation of the Green Diamond Tire for possible integration in our fleet operation continues and preliminary results are encouraging. For benefit of potential investor(s) to the Green Diamond Tire organization, Zipcar manages a fleet of approximately 6,000 vehicles which continues to grow at approximately 25% annually. Our vehicles are located in over a dozen major metropolitan cities in the USA, Canada, and Europe. Seeking to align fleet operations with environmentally stable and sustainable best practices, the Green Diamond Tire is poised to play a significant role in the ongoing 'greening' of the Zipcar fleet.

For the past several months, Zipcar has been evaluating the Green Diamond Tire product as a preferred replacement tire during required maintenance procedures in which tire replacement is necessary or prudent. I have personally been driving on a set of Green Diamond Tires and have been impressed. Based on our experience to date, we plan to expand our trial to multiple cities. Our continued attraction to Green Diamond Tire is based on both the quality we have experienced with our trial and the 'green' aspects of the product.

Zipcar fleet vehicles remain in service on average of 30 months and may expect to require at least a single tire set replacement. Assuming only half of the current Zipcar fleet rolling on Green Diamond Tires and thus extending the math to just 3,000 vehicles multiplied by 4 (number of tires per vehicle), our conservative projection for annual purchases of Green Diamond Tire comfortably approaches 12,000 units annually.

To learn more about the Zipcar concept and our company, the website is: [www.zipcar.com](http://www.zipcar.com). It is my personal opinion that your financial support of the Green Diamond Tire company will be capital well invested.

Sincerely

---

**Evan Wexler**

VP, Field Operations & Logistics

Zipcar, Inc

9/25/2009

**MORE Snapshots: Random selections from 1<sup>st</sup> of year, 2009 through July 2009. Unedited, verbatim comments as originated from the Green Diamond Tire (GDT) website "Contact Us" webpage (surnames removed).**

- 1) With high dollar, public safety horses, we can't take chances w/ tires. Your's are simply great! But we are moving off the coast, back, further north in Texas, and need two more 26575R16 E's, in all-season tread. Can you set a pr. on a truck to us, down here? what would be the total cost? Thx. so much for a superior product! Sgt. Gary H
- 2) Do you have a dealer in Greece? Thanks George
- 3) Are you producing tires in size 215-55-16? Size recommended by my Auto manufacturer. Thank you Ariel
- 4) Will you be doing any larger sizes in the Icelander C/T and M/T types? Looking for 33x12.5-17 and/or 35x12.5-17. Thanks
- 5) I have a 1968 toyota landcruiser 35 12.5 r15 tire size, do you carry that tire and what model. thank you
- 6) Thank you so much for the great price you gave us and the extra tire. You are so generous. I will be sure to "PAY IT FORWARD" in some way, to someone in my life, with you in mind. Now, about these tires!!! I feel like I'm driving in a luxury car now. The ride is so much smoother, with better control. We had alot of fun testing them. My husband put on the brakes in the snow and ice covered driveway and found great stopping results. Then we stopped half way up the incline to enter the garage and we started right up and drove in smoothly. This always requires four wheel drive this time of the year with the ice and snow. We are impressed! And this is with new tires! We can just imagine what it will be like after we break them in. We look forward to being lifetime customers. Thanks, Connie
- 7) Hi, I am intrested to know if Green Diamond tyres can be bought in the UK? I organize a trip over to France every year, with around 20 to 30 4x4 vehilce. The event is called the crosiere blanche. It has around 250 plus vehilces that travel from all over europe to take part in this off road event high in the French Alps in winter. We have a lot of magazine intrest in the vehicle s that we take from the UK. I run a Land Cruiser on 31x10.5x15 tyres. Do you know if your tyres can be got in this size in England? many thanks, Chris Hill
- 8) Hello, I need a 205/60-16, can you suggest a comparable tire that will work? Thanks!
- 9) I am posing te question to you as to I am currently running 315/75/R16 on my 2002 Chevy I was looking on your web site and seen that you do not offer my size can you help me maybe I am just not seeing it. Also if you so offer them can I view them via a Picture and get a quote as well I live in Florida but my truck is in NY for this is where I work Being the terrain is quite different I require a more aggressive tire . thank You for your time.

- 10) Hey Rich, This is Derrick from the Solihull trail run on Aug. 9th. I am the inventory & purchasing manager for a resort between Winter Park, and Granby. This means I order everything for the resort. Soon we will be stocking up and replacing tires on many of our vehicles for winter. most tires are a 245/75R16. Since your tires are recycled, it would go along with our future plans on making things greener here. Can I get more information on bulk pricing, and specs I can give my boss to promote your tires?  
thanks alot, Derrick T
- 11) I run a small auto repair service station and I'm looking to land a tire deal of some sort. I've been turned on to you by friends who have purchased your tires and are very pleased with them. I've done some research and I'm very interested in them. I would like to know if it is possible to be a dealer of your tires or if I could sell them?
- 12) im interested in becoming a dealer
- 13) i would like to become a dealer for the tires
- 14) I have a 1989 Jaguar XJ6, i am looking for new tires. which do you recommend and would your ICELANDER 175/70R13..fit?? please write back, ASAP...P.S. i love the idea of this tires!:-D
- 15) Am impressed with the tire. Need to know where to get them. Can they be purchased at Big O in Canon City, Colorado?
- 16) Do you guys make a 34 " Icelander MT? I am looking for something around 34x10.5x17 I am looking for a set of GD's for my new 2008 Taurus and I am sure the 235/55-17's would fit nicely, but you are showing out of stock. Any idea as to when they will be available, what the tread type will be, what casings you are using for the basis of the remolds and of course cost? I look forward to your reply as this will be my third set of your tires on as many cars and will complete the conversion of my personal fleet. Thanks  
Dave
- 17) I want to order four 235/70 R15 tires sent to Juneau, Alaska. Can they be shipped using USPS? I appreciate an email for requirements to buy tires to be shipped to Alaska.  
Thanks
- 18) i am interested in running these tires on my 2001 f350 diesel 4x4 but am concerned about treadwear. do you have any information of such on how long the tread will last on a vehicle that heavy? i will probably run the MT's year round in the 265/75r16E tire. I need the ability to get to work no matter what. this tire looks like what i need, i just would like some reassurance on expected tread life.
- 19) Do you make anything in a 235/65R17? I have a 2004 Isuzu Axiom, and I live 2 miles from the nearest paved road at 10,670 feet, so traction is important (but I don't have a lot of money to spend either....). Please let me know. Thanks! Steve
- 20) I have a mustang GT with 20" tires on it and would love to run your tires on it. Any plans to expand your manufacturing to include more sizes?
- 21) Hi, my name is Fabio and I would like to know if you have a dealer in Brazil. Thanks.

- 22) My husband is interested in your tires. We will have two trucks in need of tires before winter, however he wasn't sure if your tires were legal in California or not. If you could let me know I would appreciate it. Thank you, Tricia Cole
- 23) I am wanting to know how long it would take to get a set (4 tires) of ICELANDER A/T LT265/70R17 - E tires shipped to Eielson AFB AK 99702. I would like to also know the price for the tires plus shipping and also if there is a discount available for the military. Please email me back with the info and with any questions if you have them. Thank You in advance A1C Rex R
- 24) Do you have the green diamond tire in 155/80/13?
- 25) I am the external relations manager of ADACO Group based in Lebanon. We operate in various sectors: Air conditioning, central heating, sanitary, car services, etc. We deal with american and european companies. In the care services sector, we are exclusive agents of Lubricants( National, UAE) and starter maintenance free batteries(MUTLU, Turkey); also we own several gas stations in the country. We are currently undergoing an expansion of our business mainly in the car services sector. We are very much interested in your product. I would like to know if you are interested in supplying us with tires for Lebanon and possibly the Middle East market. Thank you very much for your time. Best regards, Souheil K External relations manager ADACO Group Lebanon
- 26) Have you considered making a tire size LT 285/75/16
- 27) Any chance there is any place in Oregon that I can purchase these tires? I have a 2005 Chevy Trail Blazer LS
- 28) Could I sell your products online? Could I bring my own worn set of matched tires [ Nokian, Blizzak etc during the summer and get retreaded Thanks! Paul
- 29) i was wondering how many miles a set of your tires will last for, as i do alot of highway driving. i am interested in all of your truck tires, as to i am not sure what to purchase. the icelander a/t c/t and m/t all interest me, but will probly lean more toward the lesser of the aggressive tires.would love a nice set of offroad tires, but want them to be good on road and off in snow, but also want them to wear well. so could you hook me up with some info on wear?
- 30) OA JE PUIS ME PROCURER CE PNEU LE PLUS PRÃS DE MA RÃGION: MONTREAL QC H1C 1P8 MERCI
- 31) Would you give me the address of a wholesail- or retail company in Europe, preferably Germany, having green diamond tyres on stock. If not,please send me four pieces tyres by courier and invoice my company.
- 32) hi im lookin to purcase some of the Lt 265/75R16 M/T tires and im just wondering if there is a place in alberta canada that i would be able to get them or i have to buy directly from you if you could get back to me that would be awesome thank you kyle
- 33) I was simply wondering if there was a distributer of these tires near me that may not be listed on your web site. Also, I didnt see a LT285/75/16 listed in sizes, but was wondering if they are available. Any and all information is greatly appreciated.

- 34) im 17 and i have a 1988 gmc jimmy and im lifting it up and i got on a website and saw your green diamond icelander m/t and read the review and everything about it i liked until i got to your website and was looking up sizes and you dont have a 33x12.50x15 and it ruined my day because that is the size i want. do you not have them listed on the site or do you not make that size?
- 35) are the green diamond icelander tires street legal in Canada? where are they available in Ontario? is my closest dealer Buffalo/Rochester?
- 36) do you guys make a 31 12.50 Icelander MT?
- 37) I have been very interested in these tires lately and was wondering what sizes you all have for the 17in. rim, i would greatly appreciate if you would email me back thank you.
- 38) i was looking at purchasing some new tires for my truck and i was looking for something that was good in the snow and mud but also somewhat quiet on the road. i saw your tires on line and they are just what i'm looking for but they don't have the size on need on line and was just wondering if you carry the icelander m/t or c/t in a 33 12.50 20 if you could please let me know if you do or if i could custom order some it would be very much appreciated.
- 39) Do you make a 315/75-16 Icelander MT? If not, any plans of more choices of size?  
Thank you,
- 40) what are the sizes of these tires.i need size 305/70r16.i have never seen these tires before,they look real aggressive,that is what i like.if you have this size,how much shipping cost to indiana?
- 41) HI, just want to know if you have any retailers selling your mud tyre in Australia? or if they can be sent over but would assume that would cost alot? Thanks, David
- 42) hello, I love the icelander mt's. I would love to know if u make or carry these in a 33/12.50 17. No one around has heard of them. I would love to have a set to try out. The price didn't seem to be too out of they water. If you can i'd like to know asap. I travel quite a bit for many off road projects and am looking for my "next extreme" tire. I've been running Mickey Thompson Baja Claw's and am looking for a better all-around tire. These tires interest me quiet a bit. thank you for your time. Brandon
- 43) I drive a BMW x5 and switch tires for the summer and winter. I currently have Michelin X-ice tires on it and would like to see if there is any of your tires that would improve traction and breaking in the snow and ice. The car is mostly driven on paved plowed road and highway but on the weekend the car goes unpaved packed with snow roads. In the spring again on the weekend the unpaved road is pretty muddy. I was hoping to not have to compromise highway driving and off road driving What tire do you recommend?

- 44) We live at the top of a hill near Ellicottville, New York. We have very rough winters with a lot of snow, ice, and slush. This year frequent temperature fluctuations have created the worst ice conditions we've seen in many years. Our driveway is one-third of a mile long uphill, and it frequently turns into an ice skating rink in the winter. We drive a 2006 Ford Expedition and a 2001 Chevy Silverado 1500. Could you please recommend the best tires for getting up our driveway on ice, snow, and slush? Thank you. Erin B
- 45) Hey i am VERY interested in purchasing your icelander M T . and i was wondering if you made 35 s ? i really believe your tire stands for something and i really really like how its recycable thanks alec
- 46) Have a set for my Escort, LOVE 'em!! My car plows through the snow real well. I still slip on ice a little, especially accelerating from a stop. I have a Jeep with this tire size: P225/75 R15 I am interested in the M/T tires. Do you have anything comparable?
- 47) Just bought a VW Passet 4Motion and would like to purchase green diamond tires. Looks like you are out of stock on the website, when will you have tires for this car available. Is there a dealer close to me that will have them in stock?
- 48) I'm really SERIOUSLY considering a new set of your Icelander MT's for my truck. I've already been stuck once on a back trail with the stock tires on it and I'm looking for an off-road tire that will also suffice for a truck that is driven daily on the highway. What are the chances of getting, say, 80,000 km's to the tire life? I'm in Ontario and it doesn't look as though there are any Canadian dealers. I tried to find out by calling the 1-866-number on your website but it seems to be an invalid number? Apparently other people can't get through either. Through your website (checkout) it says that shipping charges are around \$60. Confirm? And what would I be expecting for duty charges? Basically, what would the FINAL cost be for a set of Icelander MT's size 265/75/R16?
- 49) Dear sirs,I have an interest in trying your tyres but the issue is location of a dealer close to me. I am also looking to expand my range of services that are available and I am also connected with off-road motorsport and the guys are always looking out for a good quality tyre at a reasonable cost. I was wondering if your company would be interested in establishing a distribution over here in the UK. If this was of interested to yourselves I would be very interested in talking with yourselves to see if we could promote your tyres here in the UK and make us both some money. I look forward to your reply Yours sincerely, David A
- 50) Are you planning on increasing your tire size options in the Icelander MT, how about a 315 75R 16. Thanks
- 51) First Off, I would like to say that your products seem very practical and ingenious. One of those items that's so simple and brilliant, that no one else could think of it. Being stationed in Minot, I find these highly intriguing. However, I have 2 questions: First, these seem to be re-tread "copies" of other tire tread patterns. Personally, I like that. Have you ever considered the tread pattern used on the Micky Thompson Baja Claws? With the popularity of these tires, I think it would help your tires be accepted in the offroad community. Personnaly, a set of these in 31" would be an almost immediate purchase. Secondly, if the aforementioned idea is impractical, do you have a date for when the Icelander M/T 31" will be back in stock?

- 52) I just heard a commercial on KBCO about your Company so I looked om the web. Everything I've read is very impressive. I will be contacting a dealer for more info. I drive from Arvada to Evergreen for work and it would be nice to have a really good winter tire. Where do you get your tires that you remanufacture? Interested, because I need to get rid of a bunch of old tires my son & brother have dumped on me. I would love to know they would be recycled. Thx, Janet
- 53) When do you expect to get more P265/70R17 MT tires in?
- 54) I am interested in your product for my Land Rover Discovery and I had some questions. Thanks, Jim
- 55) Dear Sir! My company would like to become yours whole sales partner. Therefore we lookig for your manufactory in Canada. Do you have any factory or our wholes sales pdistribution company in Canada? Best Regards Aldis S
- 56) After reading the reviews of your product, I've decided I would like a set for my Ford Excursion. The problem is, you don't have a size large enough. What would it take to get a set in a 37-39"x13.5-15.5" on a 17" rim?
- 57) What does c/t & m/t stand for? I assume a/t is all terrain. The 265/70 R 17 say december what does that mean? When will the sold out tires will be available?
- 58) where can I buy an AT tire for my chevy truck here in PA?
- 59) I was wondering if you plan to make a Icelander M/T in a 35x12.5x17 in the near future
- 60) As a previous customer, and after my car got totalled (with fresh Icelanders on the car).... now I have a 08 Passat 2.0t. Will there be tires 215/55r16 so that I can go back to Green Diamonds again? thanksTan
- 61) I'm looking for some 205/50R15 tires for my 1997 VW Jetta. Do you have any Green Diamond Tires in this size?
- 62) Should I buy 4 new tires on my truck, or can i get away with ony 2? Its only a 2 wheel drive
- 63) Thanks for your quick response. I didn't expect that! I like your answer and will check it out to make sure the science is sound. I like products that are innovative and responsive to the needs of our society and was confused by your commercial with Jay Marvin. I'm a technology teacher in the area and like to pose problems and see what students can come up with for solutions. This product could end up being a discussion in my classroom soon. Thanks again for the reply. Paul
- 64) The tires that you sold me have been great. I will probably buy another 2 sets late this spring or early summer. I am only working at the dealership on Saturdays. The rest of the week I am teaching Spanish at a private school in Parker. I hope everything is going great for you.

- 65) I am a local car dealer her in Salt Lake City, we do a lot of tire and wheel business and am interestd in becoming a dealer for your tires. Would you contact me at your convience.
- 66) Whos the Dealer near me? Price with ship for 265 75x16 icelander MT tire to 40228 Ky
- 67) It is possible that I might be interested in being a distributor of your tires. I do have a couple of questions. Are they restricted in certain states like studded snow tires are and are they noisy?
- 68) Have the 265/70/17AT's on an older F150. I would love to buy a set of larger ones. 285/70/17 would be nice. Also what is the main difference between the TA's and the CT's??
- 69) Just regarding the order, I would like to have a goodyear casing if possible. If not, whatever you think will work the best is certainly fine with me. Thanks again for all the help and the great deal. Taylor H
- 70) Do you have dealers in Canada?? If so, I am looking for ones in Dartmouth, Nova Scotia, Canada or as close as possible. Thanks, Jay
- 71) Hi we would like a set of 31X10.5R15 to test with our Pirelli ATR of the same size if you could send us some to William Morris to 100 Pirelli Dr we are asking for you to give us the tires to test if not we understand and we thank you
- 72) I am interested in becoming a dealer, what is the process? Thank you, Paul
- 73) I have an 06 Nissan Titan w/ 18" wheels. Will you be comming out with any new sizes that would possibly fit this vehicle. Also an 06 accord w/ 18" aftermarket wheels. These larger sizes seem to be getting very popular as OEM. Thanks, Brandon M
- 74) Seeking Ultra Trac model in 215 55 R16 for my 2000 Saab 95 Wagon. Live up in Carbondale. Can I order these through Big O in Basalt or directly through you? I didn't see them listed on the products page as an option. Thank you! Len Z
- 75) Looking for local retail supplier near the Albany New York area. Please let me know if there is one or if I should order the tires online. Thank you and happy holidays.
- 76) i dont see the size tire that fits my vehicle it is a 2001 dodge neon es with the 15 inch tire option i checked the door sticker and the car takes 1856015 wich is whats on the vehicle now do you have a green diamond tire to fit my vehicle thank you for your time
- 77) Rich, I just sent a 2nd order for 16 more through. Please credit the difference between retail and dealer pricing. Our customers love these tires. Annette
- 78) I am interested in carrying your product. My shop is in the mountains in Sothern California.



- 79) I have been talking with Rolf W about using a property I have under contract for an exclusive Green Diamond Tire store. The property also has a full size billboard that we own that currently isn't under contract. My proposal is to trade tires for the rental of the sign. Please get back to Rolf or myself in the near future and let me know if you have an interest. Regards, Peter C
- 80) Dear Sir, I have written before with regard to buying some GDT's. I have money waiting for them and winter is fast approaching here in England. Would be grateful for some info on who to contact. Thanks in advance, Darren T
- 81) I noticed the mt 265 70 17 is currently 'sold out' Will they be available in the near future? If so when and can I get a set of 5? Thank you Greg
- 82) Good Morning, I am looking into becoming a retailer for your tire lineup. I have had a few customers come in inquiring about your tires. I have not heard much about your tires but the customers that are asking about them are very interested. I am not sure if you are looking for dealers across the country but we might be interested in becoming a local seller in the Waterbury area. Please let me know as soon as possible. Thanks, Charlie
- 83) Can't find anyone in denver who stocks your tires - Swiss and Big O folks I've called say a minimum of 6 weeks for delivery Any idea where I can get a 225/60/16 now? – steve
- 84) I have found dealers that have your tires but nobody can seem to find or have the size I need on the east coast. I am looking for the 265-70-17 Icelander A/T. I live in Maryland but spend quite a bit of time in west central Pennsylvania. I drive a 2004 Toyota 4Runner Sport if that is any help. Any response would be greatly appreciated since I would really like to put your tires on my truck. Thanks in advance. Justin R
- 85) I think these tires look great. The only problem is its not offered in 35"and above. Are there any plans for making tires for lifted vehicle applications?
- 86) i have a 205/70R/14 tires on a 91 ford taurus i would like 4 green diamond tires i need the tires that you spec out but i saw a 205/75/14 i think those would be best i need pricing for a set of 4 tires and cost for shipping to my address
- 87) Hi, I am just curious if you make any size 18" tires. I have a dodge magnum rt and am starting to look for snow tires. Thanks, Pete
- 88) I have a set of your tires that I run on my truck for plowing. They have been the best tires I have ever plowed with but are about at the end of there life and I want another set. Will the Icelander C T 265/75 16 E be available soon? Thanks for a great tire. Brian.
- 89) I'm very interested in your product. I've recently started working for a place called Bartanen's Auto Body. Steve is a second generation automotive bussines owner. Currently passing it on to the third generation. We have body alignment racks, 4 wheel alignment machine, all the shit. And he likes to play. Build, projects., I'm into traction, power, performance. Your product is perfectly suited for my environment. The U.P. As much Iceland as the U S gets. I'm interested in dealership info. It's a good area for your product. Let me know. Chris. P.S. The UP is the upper peninsula of michigan.

- 90) I was wondering if you made a 285/75-16. I've been looking for a good tire, and after checking on these tires I think I've found the one I like. I've never saw these tires before. I've got a big diesel truck and 285 is the only tire I will put on there. I will be the only one in my surrounding area that will have them. It will start a trend
- 91) I am interested in a set of ATs in 265/70R17s. How long should I expect to wait to get a set?
- 92) I am interested in a CT or MT for Toyota FJ Crusier. Original tire is 265/70R17 Great and unique concept in tires
- 93) I am trying to find a dealer ship that handles green diamond tires in my area. Garden City, Ks Can you please help me. I would really like to find one . Thank You, Terry B
- 94) Hi, I want these tires!!! I live in Northern Ontario, Canada and we get snow!!! And ice. I have always been a bit of a hard nose when it comes to winter tires, and the safety of my child in the car. I would like to know if there is anyone selling there tires in Canada??? If not how do I get them?? Thank You, I await your response.
- 95) I spoke a year ago to you about ice racing....but now as a memeber of the #26 pro rally team which just won the G-5 and overall two wheel drive class, the rally promoters will allow studded tires on the two wheel drive cars in Michigan in January. We need to know if your tires are the best to run as we are going for first overall to beat Travis and Ken. Look at Rally America's website. Our car has the power, but not the tracken of the 4-wheel drives. If you can help us out, please contact me at the above number or call Cary K. Thanks, Paul
- 96) tires sizes--some 35" on 16 would be great. read about your product and was impressed. Just need more tire sizes now. Thanks Henry
- 97) Hello. I live in Great Britain and would like to get some Green Diamond Icelanders. Do you ship internationally? Nigel P
- 98) I am interested in your Icelander M/T. My question is if you are going to produce the M/T in larger sizes 35x12.5-15 or 37x12.5-15. Thanks for your time.
- 99) Is there anyone in Western Canada that carries this tire?
- 100) Hi, I saw a review of your ties on offroader.com website and you were one of the few tires to do well in all conditions. I live in the mountains of Southern California where we get the same type of, and amount of snow as Colorado. The problem is I drive daily down 7000 ft to LA we the temperature will change by 30 or 40 degrees. We can be in the 20â€™s up on the hill and the high 50â€™s in LA during the winter. Anyways, I drive on very steep roads with lots of curves on them. We also normally go through a set of tires every 15,000 miles or so due to the type of roads we drive on. I am very interested in the snow and ice traction your tires offer, however I need something that handles wells off and on road. I am wondering if I should be looking at the MT or CT to order? I drive a 2007 HUMMER H3 and I drive in snow, ice, mud and sand. I will hit rocks in the road on a regular basis that are 6 to 8 inches in diameter. I also commute 80 miles every day so the tire has to ride well. Thanks, Mike D

- 101) Have a question. I'm interested in these tires, but I am unsure which ones I need and how much they are. I have a 2004 Chevy Tracker SUV with 4WD
- 102) I would like to see additional sizes. Any in the future? How about 33 10.50 x15 or 33x 12:50 x 15? Please let me know- Thanks, Brian M
- 103) 101) Good day! I am very interested in your product and if there would be interest on your part of having a dealer/distributor here on the mid coast of Maine? I would be very excited about the idea as I FIRMLY believe these tires are THE tire for the coast - or really all - of Maine. Please let me know if this is of any interest to you, as well as any details of how we could get started. We are always striving to offer our customers new, exciting and interesting products... the "greener" the better. Thanks so much for your time, Douglas F - owner/ MD, Inc dba, Desert Boat Co. and The Motor Company.
- 104) HI there, I am interested in purchasing 4 winter tires for my 2006 Mazda RX-8. How can I get them and how much are they. Thanks, Angela
- 105) I have a 2004 Chrysler 300M. It currently has Goodyear 225/55 17 tires. Do you have a tire that will fit this car?
- 106) I didn't see the size my 2003 Hummer needs 315/75/17 How long does it take to retread my 30,000 mile BFG's? Otto, my H2H2 Hummer has been modified to run on five different fuels and travels to different Renewable Energy and Alternative Fuel conferences all over the USA. I need new tires and wonder if you want to sponsor my Clean Fuel Promoting efforts? Thank you Fred R
- 107) Have a 1995 BMW 325i convertible that I hardly drive at all in the winter since it is the worst snow car I've ever had. Heard only fantastic stuff about your product. Got a size for me available in denver area?
- 108) I have a 2005 Cadillac STS FWD. I have a few sets of Mich White Walls with about 10000 miles on them. With this car, would I need a full set or will two on the front do??
- 109) I'm looking for a snow tire in the size 235/65/R18 for a Ford Explorer Sportrac. Do you have anything that will work? Thanks
- 110) We currently buy our Green Diamonds through Roger's Best Value out of Morris, NY but are looking to be able to go directly through your company as a dealer for you. If you could send me some information I would greatly appreciate it. We are located in the Albany/Schenectady area. Thank you
- 111) I will be needing tires for both of my Saabs this winter. After finally wearing out my Gislaveds, I have decided to give Green Diamond Tires a try. I have been looking at them for the last few years and it seems like a great product. Which would you recommend (I saw the Icelander and Ultratrak online)? These would be for a 1999 Saab 9-3 with 15 inch wheels and a 2000 Saab 9-3 Viggen with 16 inch wheels (front wheel drive if you are unfamiliar). Do I buy them direct? Let me know what you think as the wife is concerned I have put this off for too long already!

- 112) I need to find out how to be in the dealer network. I also have a customer who needs 2 sets of tires.
- 113) Do you have any retailers in Western Canada ... Maybe Calgary Alberta? Do you make tires for a Grand Marquis? 215/70R15 Thanks!! Dale
- 114) I have a 2003 Honda Pilot and the original equipment tires (which need to be replaced) are 235/70 R16's. I didn't see this size on your website. Is it available in an all season tire? If not, is there another size that will fit the pilot properly?
- 115) I'd like to purchase 4 tires for my 1988 Saab 900 spg. Can you recommend the best ones for my stock car, they are 15". Thanks so much. Renee
- 116) I contacted you previously and you did respond but I lost the e-mail address you gave me. The size tires we need to purchase 4 each of are: LT235-75-R15, P235-70-R17, LT225-75-R16, P255-70-R16. P215-65-R15 Thank you. Mark
- 117) Are there any dealers in Canada (montreal area)? If not, what about Plattsburgh, N.Y. Thanks
- 118) Who sells GDT's in the Fairbanks, Alaska area.
- 119) Do you have any Dealers in the state of Oregon?
- 120) How do I get your tires in Nanuet New York?
- 121) Any chance of making the A/T's in a 265/65 - 18 for a 2007 4x4 Super Crew Lariat Ford? Thanks. Mike T
- 122) Do you have any dealers in Syracuse? We moved and are ready to buy our third set of your great tires. Thank you.
- 123) Hello, my name is Karin S and I heard a bit about your company today on the radio. I was wondering if you were a publicly traded company? I think you are doing great things and that your business will do very well and I'd love to get involved! Good luck and keep up the good work! Thank you, Karin
- 124) I used your snow tires on my 1998 Subaru and would really like to have a set of them for my new Subaru. The size is P225/55VR17 Will they be available this season?
- 125) Hello Rich, I spoke with Jim B at Twin Tier Tire today. He speaks very highly of your product. I'm wondering if you are looking for distribution in Eastern Ontario/Western Quebec. If you have interest, please give me a call. Best Regards. Don F
- 126) Rich, really got my first chance to put the GDT's to the test – went up to Ward and back via Lefthand Canyon – results? GREAT! Hope you get in more tires soon – I know we'll be looking to convert all of our tires over! Marketing ideas: Green walls, instead of white walls – or a “green diamond” as part of the remold on the tire – it will generate conversation. I already have people coming up and saying – hey – there's glass stuck in your tire!. Brian C

- 127) Good morning Rich, we have been asking readers about their winter driving habits in their Porsches. We have received some interesting things Porsche owners do to their cars to help with driving in the snow and ice. One of our readers said they use Green Diamond Tires. I have never heard of them, so I did some research. I would like to ask when the 185/65/15 size tires become available that we talk about doing an article on the tires for 9magazine. It seems that our 1990-1994 Porsche 911/964 Carrera 4 owners use their cars all year around in the snow, as well do our 1970-1976 914 owners as well. If you let me know your mailing address, would be more than happy to set you up with a comp subscription to 9magazine for your review. Brian M
- 128) Last year I bought a set of 4 for my Volvo 240 DL. It turned the RWD into a little snow tank! Thx for building such a well engineered and 'green' product. I tell all my family and friends and they bought and love them to.
- 129) I loved them tires. This year (last month) I got 2 more sets, one for my 1995 Expo (all wheel drive) and a set for my 1996 VW Golf. I ordered the wrong size for the VW (185 14 70s rather than 175 14 65s). They are still "untouched by human hands", new and not mounted.... can I exchange them for the 175 14 65s?
- 130) Please contact me about information on becoming a wholesale dealer. Office number is 570-282-7922
- 131) Thank You Terry O
- 132) Hi Rich, I am looking to get a set of tires for my 1999 toyota 4runner. The stock size tires are a 265/70R16. I think either the Icelander A/T 245/75R16 or the 265/75R16 would fit fine. Obviously I would want to get them in the load range C. I was wondering what tread depth these tires come with? The other possible problem is I live in Calgary Alberta Canada. Do you guys have any distributors in Canada? Have you sold tires to people in Canada and just shipped them? Harold S
- 133) Rich, I recently purchased some of your tires for my PT Cruiser. I really like them and we recently purchased a new vehicle and I was hoping to get some pricing on some tires for that car. I need 215/60-16 s. Thanks.
- 134) So, I need new tires - trying to milk these until Winter. I need to get my tire size and see if you have them now. So I see your website says to drive on dry pavement for 1000 to 2000 miles. I only drive about 1K per month, so getting them in October/November would probably work?
- 135) Hi I have a 1985 V.W. Vanagon Camper and was wondering what tires would I use on my van. The tires say 185R14 class C. Thanks for your help
- 136) I came across a site that reviews truck tires then found your website, your tires seem really interesting to me.
- 137) I have an '05 Dodge Power Wagon and the size of tire I need on there are 285/70/17, do you have the C/T or the M/T in that size or will you be getting them in that size in the near future?
- 138) Hi, I would like to get these tires, have 195 65 15" wheels. I would like to leave two of mine mounted and buy two steel wheels. It is a 2004 VW Passat. Can I get four tires and two wheels mounted and installed for \$500 out the door? Thanks, Rich H

- 139) I am looking for a set of 4 tires for my handicap equipped full size ford van. I currently have Michelin LTX M/S P235 -70-R16's... please let me know about getting some of your tires. Also, check my web site... I sell business to business. Are you looking for reps here in Michigan?
- 140) Is there any dealers in Canada,(Ontario) if not can they be shipped here and how much for a set of 4 31x10.5x15" Thanks
- 141) Rich, I wrote you an email to your other address, but here it is again. I would like to get two sets of tires, one of hopefully an all terrain in 265/70/17 and a set of mud terrains in the same size. Do you have this availability and what would the cost be?  
Brian D
- 142) I was just at Phil Long ford to have my oil changed and the service manager was interested in looking at your tires. His name is Steve B. This was at chapel Hills. Doug
- 143) I own a Nissan Rogue and am looking for a tire that will work for it. The tire size on it now is 225/65R17. I do not know if your company makes a tire in this size yet but being that i live in Fairbanks Alaska i want the safest tires i can get and your tires come highly recommeended.Please let me know if you can help.
- 144) I am in Valdez Alaska and wondering the terms and conditions for a green diamond tire distributorship. You can forward any information to this e-mail, or contact Wendy S. Thank you, Steven H
- 145) What kind of a deal can I get on 13 inch Green Diamonds? I am wanting them for my ice racer. Everyone here is mainly running Blizzaks, and I had a set of cheap snow tires, and kept up with them, but I think I would have an advantage with the Green Diamonds. Can you tell me how much they would be with shipping to zip code 54817 which is Birchwood, Wisconsin or can you tell me where the nearest dealer is that carries 13s? I am looking to buy them ASAP. Thanks for your time Brent
- 146) Hello there, I am trying to get a set of your tires. please let me know where I can get them in Canada.  
Thanks for your time. Brodie R
- 147) Hi Rich, I heard about Green Diamond tires through my Saab dealership. He said they were great and environmentally responsible, however, how do I go about purchasing them when I live in New Hampshire? Please advise, I have a Saab 9-5  
Thanks Joan
- 148) Hi Rich--My friend, Les Brockman, is a customer of yours and recommended that I talk to you about Green Diamond Tires. I have a Honda Odyssey that is on the verge of needing new tires. I need good, reliable all weather tires. Questions I have are: 1. cost for 4 tires 2. warranty info 3. order online? 4. where can they be installed (I live in the Smoky Hill/E470 area) Donna V
- 149) Rich, I'm in Denver and would like to get a set of Green Diamond Tires. Do you make them in a 235/65-17 for Porsche Cayenne? If not, is there a close size that would work? Which shops stock them? Thanks, Brad A, Esq

- 150) Any chance you have 205/50R16 for my 2003 Mini Cooper S? Claude J
- 151) Rich, I am the fellow that met you at a Swing Inc jazz performance a few months ago. Your playing was fantastic. Anyway, I bought a set of tires from you. My wife and I came to your warehouse and picked them up. If possible, I would like to buy another set for my other car. It takes P205/55R16 tires. I can meet you sometime to pick them up and would pay either cash or credit card, whichever you prefer. Let me know if something can be arranged. Thanks, Paul R
- 152) I would like to order a set of tires and need to know how long it would take to receive them. I am moving to Canada on the 29th of November. Thanks, Jenifer D
- 153) Where in the Barrie Ontario area for tires? Charles H
- 154) Would you contact me regarding the carrying the Green Diamond tires in my shop at your earliest convenience. I can be reached at [mrtire1@verizon.net](mailto:mrtire1@verizon.net). Thank You, Skip A. Owner/Operator of Mr Tire Company
- 155) Your tires look to be of interesting concept. (I need size 195-65R-15) Can these tires be used as 4-season tires though and if so, what would be the mileage rating? Thanks michael
- 156) I found your site on the net and I'm interested in buying remolded tires like to have some pricing on how many I would need to take for truck shipping to my tire store a wholesale price sheet would be great Thanks Michael C Phelps Auto Center
- 157) Rich, I just started looking for another set of Green Diamond Tires (for a soon to arrive 2005 VW TDI) and noticed free shipping throught the 2ond quarter - can that be extended a few days? The set we have is on a Sienna van and they work great! Thank you, John R
- 158) hello my name is gilbert R and im curently serving in Iraq....i have a few questions about some tires im trying to buy from Green Tire. I have a 2007 Jeep cherokee laredo with P 245 65R17 tires. I don't see the exact tire size i need and i was wondering if you do make the ones i need or will the Icelander A/T or MT LT265/70R17-E fit on my jeep with enough clearance? Also how much will shipping cost to sent 4 tires to New Mexcio? Thanks
- 159) Hi Rich. We have a 2000 Jeep Cherokee. We need tires but don't know what size to get. Will you please help us to choose the right ones? Thank you.
- 160) Hi Rich, You were very helpful last winter in the discussion about GDT on the smart car of america forum and I thank you for that! I'm still hoping to find a GDT that will work for me on my smart. Cheers, Timo



US006521070B2

(12) **United States Patent**  
**Jonsson et al.**

(10) **Patent No.:** **US 6,521,070 B2**  
(45) **Date of Patent:** **Feb. 18, 2003**

(54) **METHOD AND EQUIPMENT FOR MIXING  
HARD GRANULES FOR TIRE TREADS**

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| 2,513,064 A   | 6/1950 | Solomon et al. | 152/211 |
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Hafnarfjordur (IS); **Helgi  
Geirhardsson**, 8 Einilundi, 210  
Gardabaer (IS)

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(\*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 0 days.

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| EP | 0454025    | 10/1991 |
| WO | WO94/25298 | 11/1994 |

(21) Appl. No.: **09/953,440**

(22) Filed: **Sep. 17, 2001**

(65) **Prior Publication Data**

US 2002/0062907 A1 May 30, 2002

**Related U.S. Application Data**

(63) Continuation of application No. 09/029,012, filed as application No. PCT/IS96/00005 on Aug. 15, 1996, now abandoned.

(30) **Foreign Application Priority Data**

Aug. 16, 1995 (IS) ..... 4303

(51) **Int. Cl.**<sup>7</sup> ..... **B29D 30/60**; B60C 11/14

(52) **U.S. Cl.** ..... **156/96**; 152/209.4; 156/114;  
156/117; 156/128.6; 156/130; 156/397;  
156/909

(58) **Field of Search** ..... 156/96, 114, 117,  
156/128.1, 128.6, 129, 130, 394.1, 397,  
405.1, 406.4, 909; 152/209.4, 210

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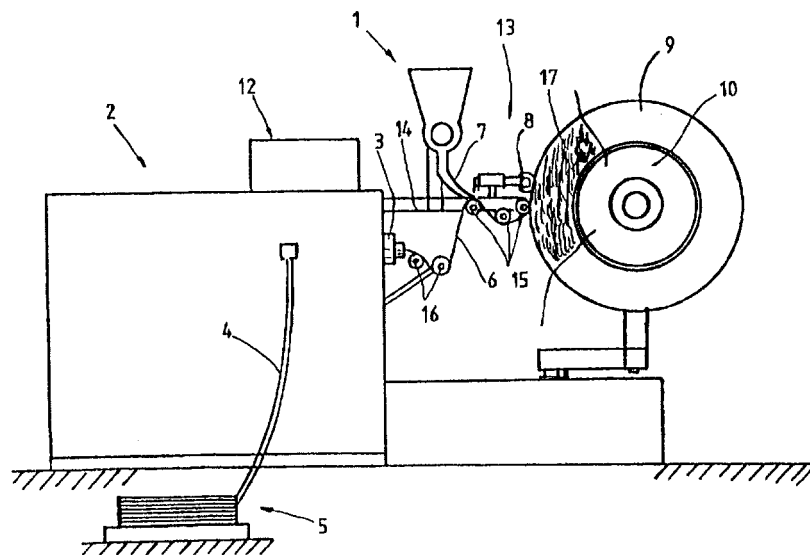
*Primary Examiner*—Geoffrey L. Knable

(74) *Attorney, Agent, or Firm*—Jacobson Holman PLLC

(57) **ABSTRACT**

A method and equipment for mixing hard granules into tire tread bodies and into sundry rubber strips and tread stock. Rubber stock is extruded into tread bands of a suitable shape which are rolled under control, in a suitable thickness and number of layers, in a circular process over a pre-treated tire, or other object. The tire is subsequently patterned and vulcanized. The hard granules are distributed according to a predetermined configuration onto at least part of the surface of the extruded rubber tread band before the next layer is rolled in a circular process onto the pre-treated tire, using dedicated equipment so that the granules will be mixed into the patterned wearing surface of the tire after profiling and vulcanization.

**9 Claims, 6 Drawing Sheets**





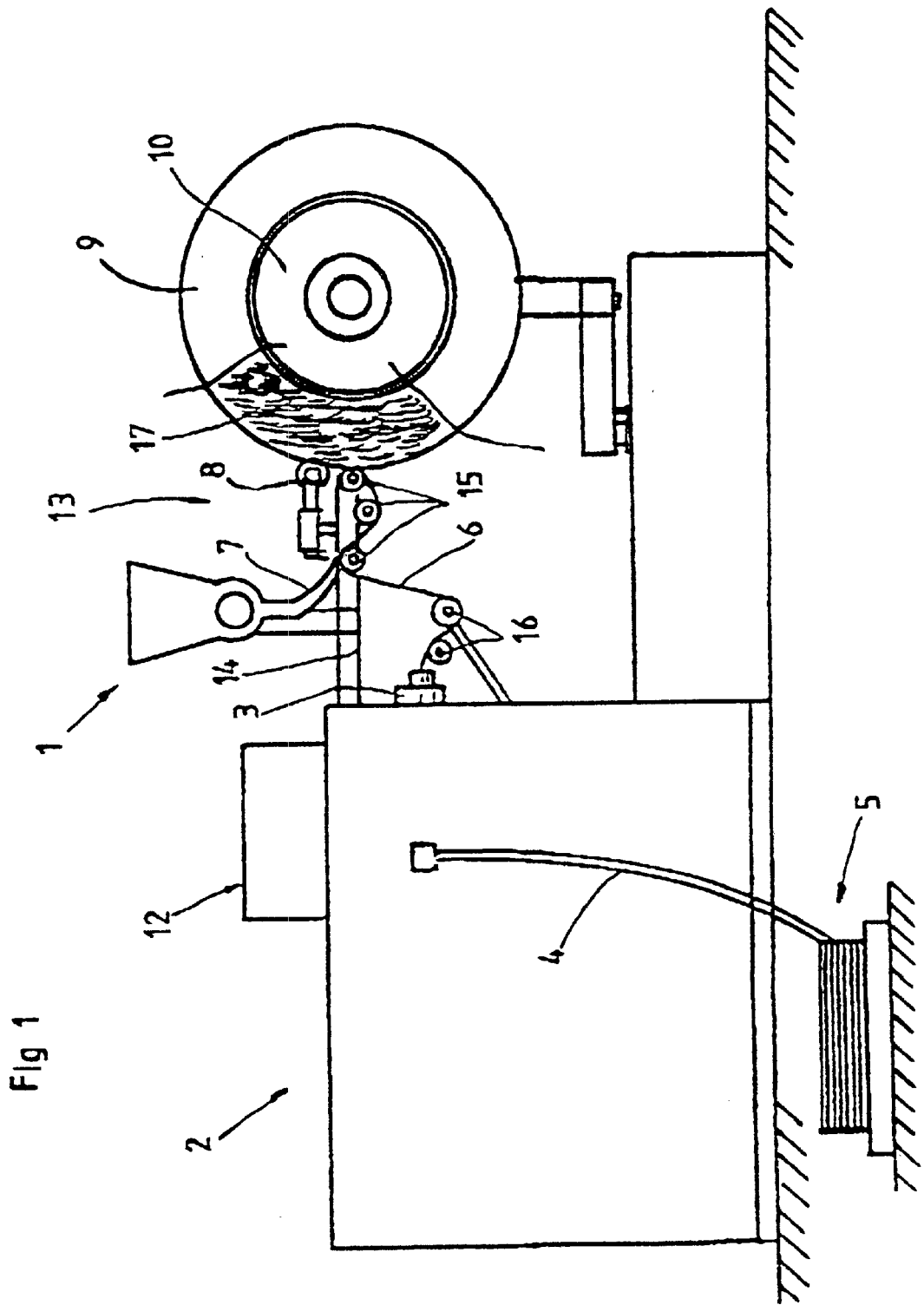


Fig 2

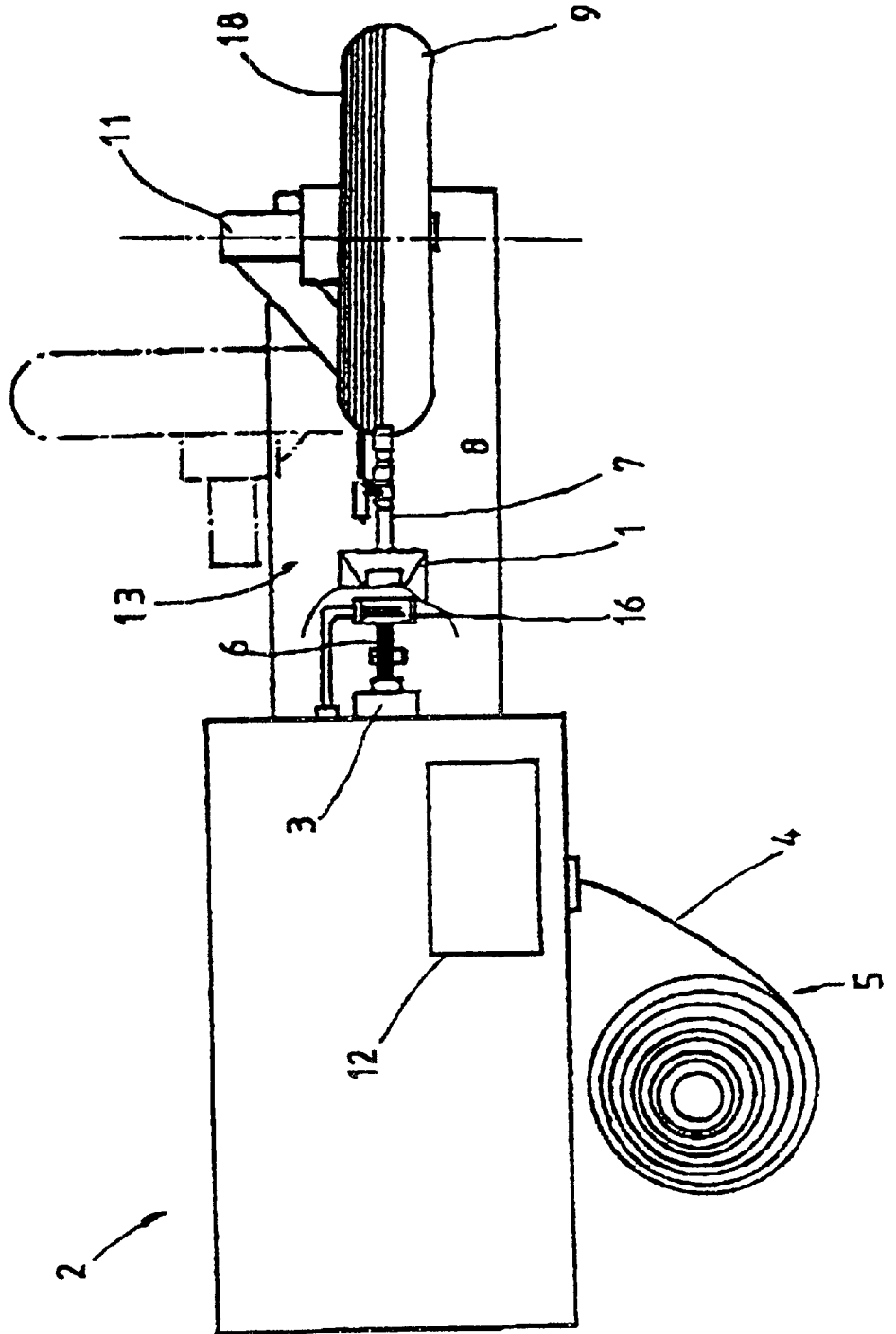


Fig 3

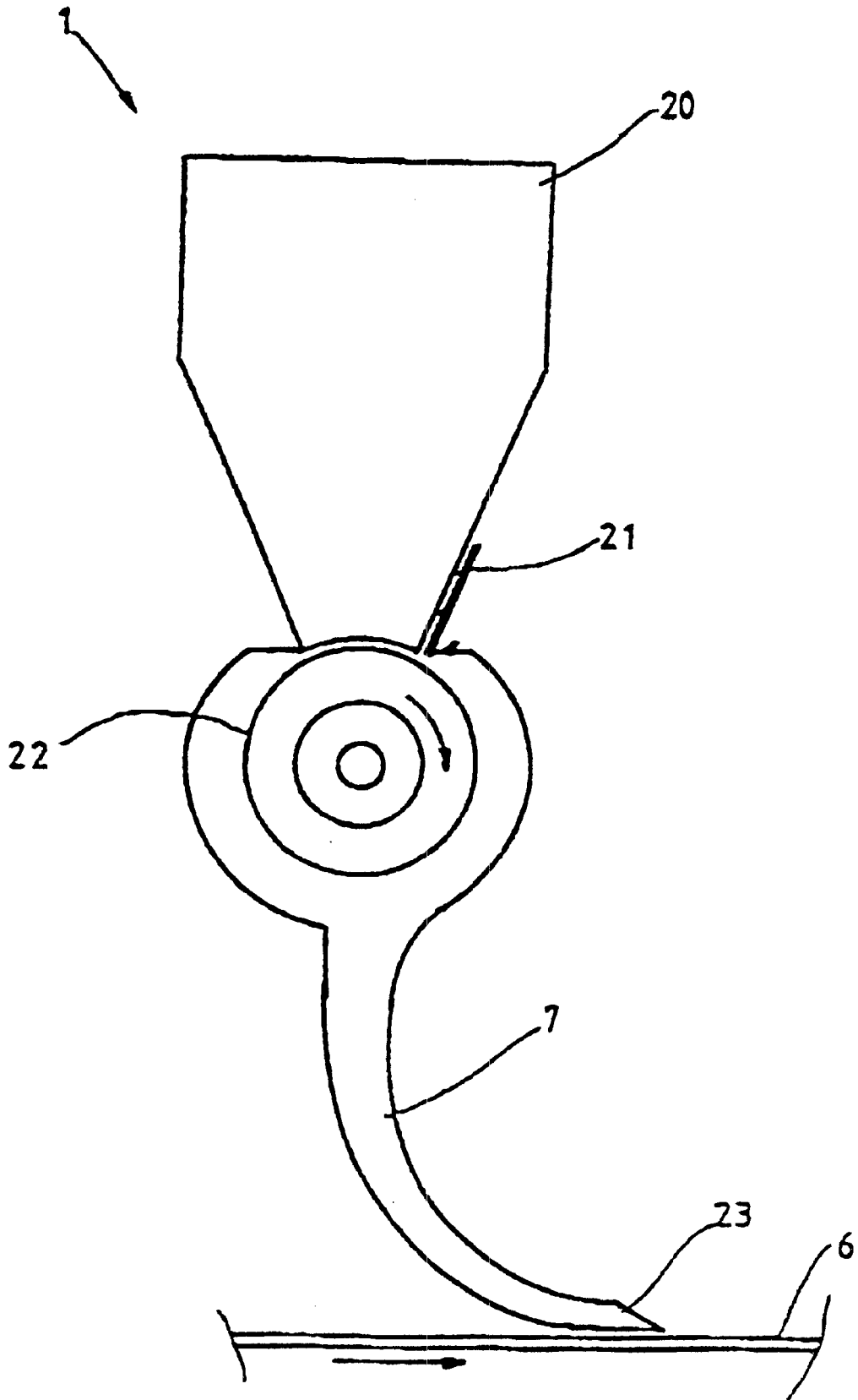


Fig 4a

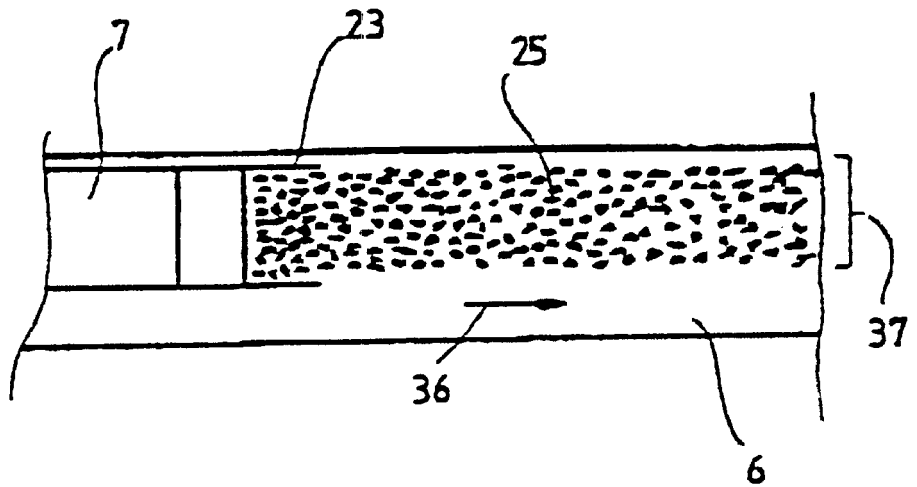


Fig 4b

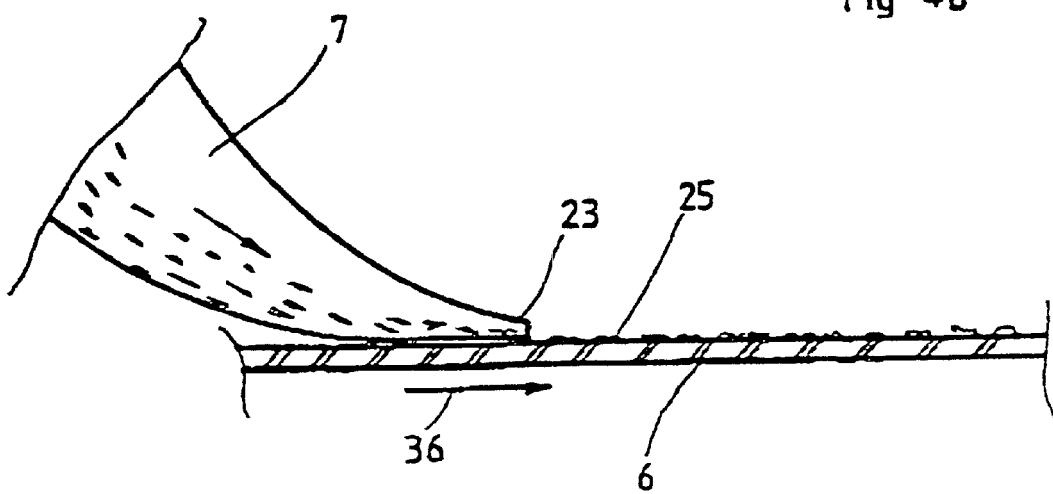


Fig 5

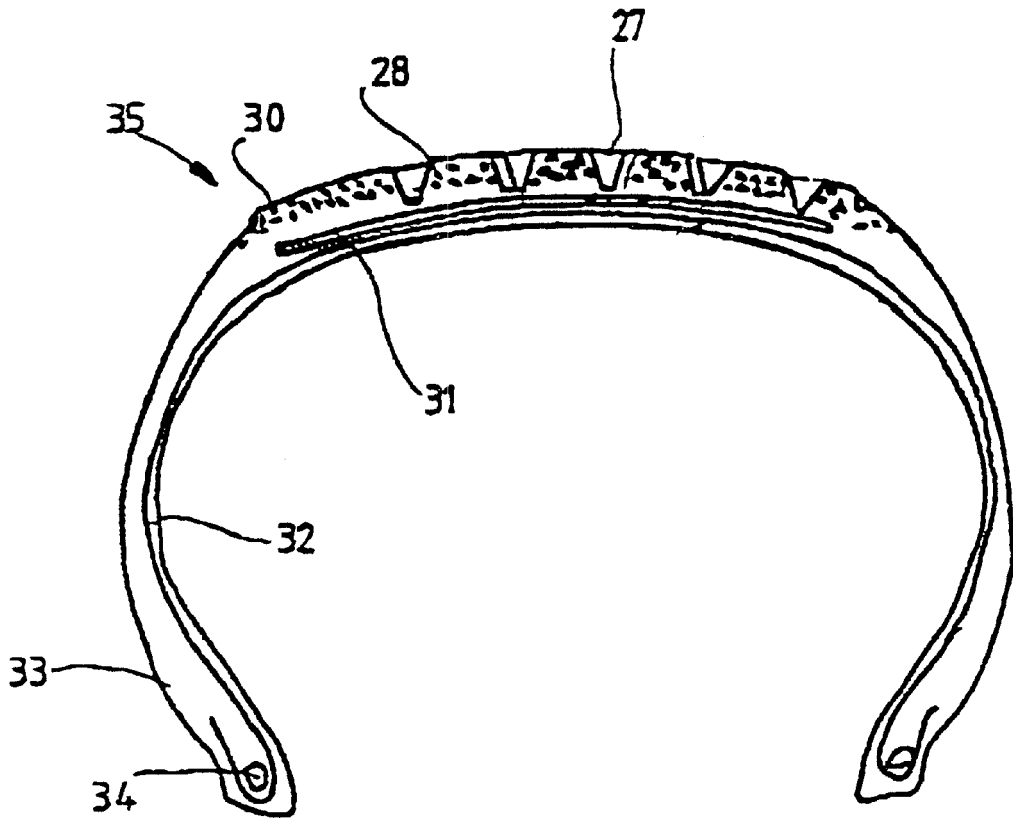


Fig 6

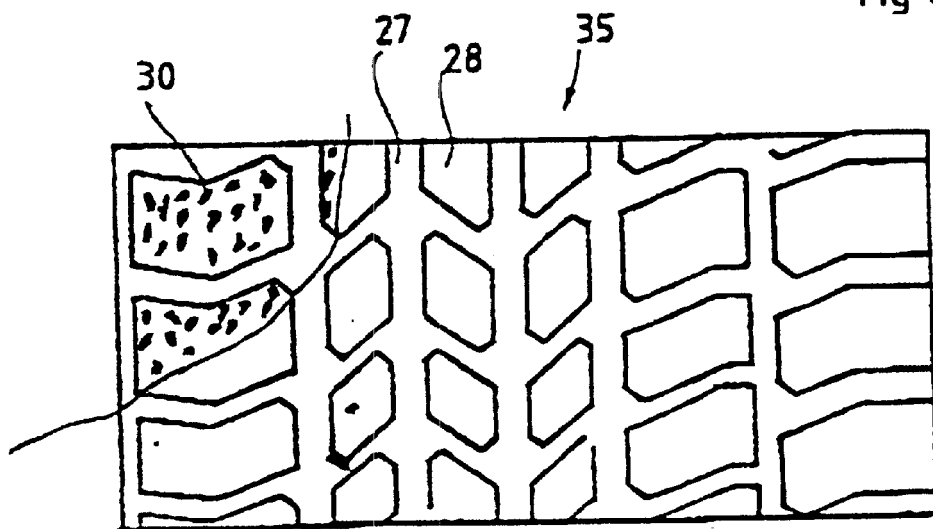


Fig 7

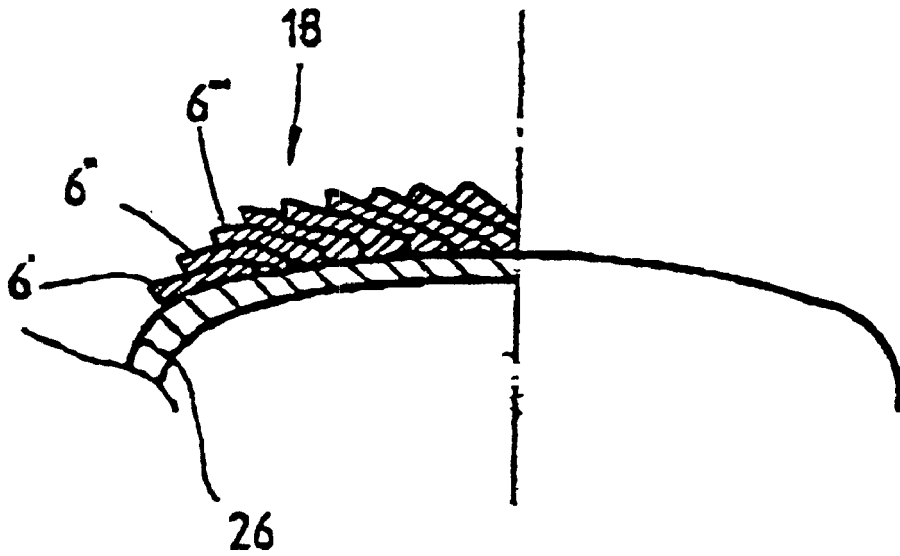
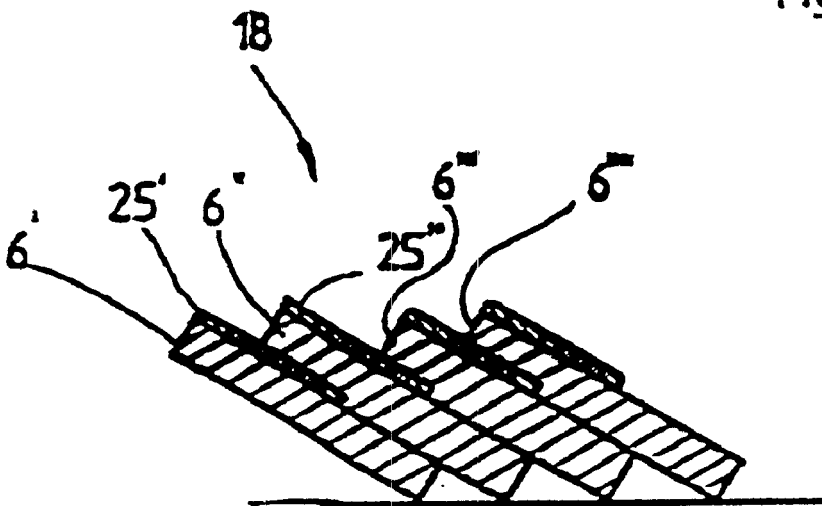


Fig 8



## METHOD AND EQUIPMENT FOR MIXING HARD GRANULES FOR TIRE TREADS

This is a Continuation of application Ser. No. 09/029,012 filed Apr. 17, 1998 now abandoned, which was the National Stage of International Application No. PCT/US96/0005 filed Aug. 15, 1996.

### TECHNICAL FIELD

The invention concerns a method and equipment for mixing hard granules into tyre tread bodies and furthermore into sundry rubber strips and tread stock, whereby rubber stock is extruded into tread bands of a suitable shape which are rolled under control, in a suitable thickness and number of layers, in a circular process over a pre-treated tyre or other material (object) which is subsequently patterned and vulcanised.

Vehicle tyres consist, broadly speaking, of a fibre-reinforced carcass (bound with wire or rope) which forms the inner layer of the tyre, and an outer wearing layer which is made of vulcanised rubber or comparable material and is profiled into a pattern over the reinforced tyre carcass.

Tyres are manufactured according to the above specification but re-treading of them is also a familiar process. When the pattern of the wearing surface (the tread) has worn down so far that it ceases to serve its function, the remainder of the wearing surface is buffed and a new tread is placed over the fibre-reinforced carcass. One way in which this is done is by overlaying the circular process of the tyre carcass with an extruded rubber tread band of a suitable thickness, which is then profiled into a new pattern and vulcanised.

The role of the outer layer of the tyre is to form a resistant and wearing surface against the surface on which the vehicle is driven. Many methods are known for increasing tyre resistance and reducing skidding of vehicles on a slippery surface such as ice or snow. Particular mention should be made of spikes which are driven into the tyres after conventional manufacture, and snow chains.

### BACKGROUND

In recent years and decades, ideas have been proposed for mixing and/or anchoring of various types of material into or onto the wearing surface of tyres.

Methods are known for mixing hard granules into the tread body of a tyre in order to increase its resistance on a slippery surface, in particular snow and ice. The U.S. Pat. No. 2,672,910 from 1948 describes the production of a tyre in which coated hard granules are mixed with the raw rubber which is used for production of the tyre. By coating the granules improved bondage is obtained with the rubber body.

Furthermore, methods have been developed for re-treading. A worn tyre is pre-treated (buffed) to prepare the rolling of a new tread body onto it. A new layer of rubber is wrapped around the circular process of the tyre and then profiled into a pattern, cf. German Patent DE 4.025459 A1, which concerns general re-treading of used tyres.

European Patent Applications EP 0 454.025 A1 and EP 442.155 A1 furthermore describe methods for production of tyres and/or re-treading, whereby coated hard granules are mixed into the raw rubber before extrusion and rolling on the pre-treated tyre.

The above patents describe methods and equipment for production of treads and tyres. They describe the mixing of hard granules into the tread body of the tyres in order to

increase the tyre's resistance against the driving surface and to reduce vehicle sliding on ice or snow.

None of the aforementioned methods or equipment for mixing hard granules has achieved widespread acceptance, as a result of shortcomings of these methods in the production process.

The disadvantage of these methods has been the cost involved in mixing the hard granules into the rubber body before extrusion, for reasons including substantial wear and tear to the equipment.

The required amount of hard granules must be considered excessive if they are mixed with the entire raw material body. Nor has it proved possible to control the final location of the hard granules in the wearing surface of the tyre, which must also be considered a disadvantage.

Yet another disadvantage is the inadequate bondage yielded between the fibre-reinforced carcass and the granulated tread body, since the granules show a tendency to impair the bondage between the carcass and the wearing surface. Furthermore, mixing granules into the entire rubber body is considered to reduce the flexibility of the tyre carcass.

### SUMMARY OF THE INVENTION

The aim of the invention is to present a method and equipment which are at once straightforward in use and production, and economical to operate, and which also enable control to be maintained over the mixing and location of hard granules in the wearing surface of tyres. One of the major advantages of the method for which the patent is being applied is that it does not require extra labour for re-treading of tyres.

By manufacturing tyres and other treads with a mixture of hard granules, the following aims are achieved:

Increased vehicle resistance to slippery surfaces.

Reduced road wear compared with the use of spiked tyres.

Enhanced general driving properties compared with the use of spiked tyres or snow chains.

These properties have been confirmed in tests by VTI of Sweden (Swedish Public Roads Administration) and BAST of Germany (German Public Roads Administration or Bundesanstalt für Stassenwesen).

These aims are achieved by the invention's distinctive feature of distributing the hard granules according to a predetermined configuration onto at least part of the surface of the extruded rubber tread band before the next layer is rolled in a circular process onto the pre-treated tyre, using dedicated equipment so that the granules will be mixed into the patterned wearing surface of the tyre after profiling and vulcanisation.

A further distinctive feature of the invention is that the hard granules are distributed according to a predetermined configuration onto at least part of the surface of the extruded rubber tread band, thereby allowing the extent to which the tread band is covered with hard granules to be controlled, and likewise the distribution of the granules into predetermined parts of the patterned and vulcanised tyre.

A further distinctive feature of the invention is that 0.01 to 0.1 gm of hard granules are distributed onto each square centimeter of rubber tread band which is covered with hard granules, with each granule of the diameter range 1–3 mm, particularly 1.5–2.0 mm.

Furthermore, a distinctive feature of the invention is that the hard granules are distributed according to a predetermined configuration onto the part of the surface of the

extruded rubber tread band which, after rolling onto the pre-treated tyre carcass surface, forms the outer surface of the vulcanised and patterned tyre, and that the granule distribution equipment is located after the extruder in the production process and above the extruded rubber tread band, and in front of the tyre, and that the granules are distributed onto the rubber tread band before it is rolled on to the tyre.

The equipment is unique insofar as it consists of a funnel into which the hard granules are fed before distribution, and a feeder (revolving rubber-clad cylinder which feeds a suitable quantity of granules from the funnel onto a track for controlling their delivery onto the rubber tread band, and the distribution device (the track) can be adjusted to control the direction and speed at which the granules are delivered onto the extruded rubber tread band and match as closely as possible the direction and speed of the band itself, and the quantity of granules fed and distributed from the funnel is controlled by a feeder door and by the speed of the cylinder, thereby controlling that the granules are located on the tread band at a suitable density.

Much research has been conducted into the properties of tyres which are produced using the new method described above. Very thorough testing by BAST of Germany has convincingly demonstrated that road wear caused by tyres with mixed hard granules is greater than that caused by "winter tyres" but considerably less than the average road wear caused by 9 types of spiked tyre. Tests at BAST revealed that, setting road wear caused by nailed tyres at a reference point of 100%, wear caused by the above-mentioned hard-granule tyres measures 7% and that caused by winter tyres 2%.

Tests conducted by the Swedish Public Roads Administration of Linköping show that hard-granule tyres clearly displayed much better road-holding properties under slippery conditions than the same type of tyre without hard granules. The tests also showed that hard-granule tyres generally display better road-holding properties than spiked tyres when rolling along the road surface. This is a particular advantage, for example, on bends and where anti-braking systems prevent the wheels from locking completely.

In all likelihood, many types of hard granules may be used for mixing. The trials which have been made have used granules of SiC (silicon carbide, "carborundum") and Al<sub>2</sub>O<sub>3</sub> (aluminium oxide), which have been coated with familiar bonding materials and/or adhesives.

#### BRIEF DESCRIPTION OF DRAWINGS

The invention is described in more detail below, with reference to the enclosed illustrations where:

FIG. 1 shows equipment for retreading of tyres and for mixing of hard granules into the treads, side view;

FIG. 2 shows equipment for retreading of tyres and for mixing of hard granules into the treads, top view;

FIG. 3 shows details of the equipment for mixing and distribution of hard granules into the treads;

FIGS. 4a and 4b shows details of the track which controls the delivery of the hard granules onto the rubber tread band;

FIG. 5 shows a cross-section of the tyre with hard granules mixed into the outermost layer of the tread;

FIG. 6 shows the tyre pattern according to FIG. 5, top view;

FIG. 7 shows details of the rolling of the rubber tread band under the tyre treading process;

FIG. 8 shows details of the rolling of the rubber tread band (6) under the tyre treading process and the location of the hard granules (25) between the layers of the rubber tread band.

#### DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT

FIGS. 1 and 2 show conventional equipment which is used for treading of tyres. FIG. 1 shows a side view of the equipment, and FIG. 2 a top view. The equipment has been supplemented by the addition of a device for mixing of hard granules into the tread body. The equipment consists of an extruder (2) which produces a thin, elastomer rubber band (6) from the rubber stock (5). The rubber stock is drawn in a thick band (4) into the extruder (2) where it is processed and extruded through a shaping head (3) in the form of a relatively thin extruded rubber tread band (6). The tread band is drawn onwards over and under control wheels (16) and onwards again over and under a second pair of control wheels (15) until it is eventually rolled onto the pre-treated tyre (9, 17). Part of the control wheel configuration (15) is or may be assembled from many thinner discs, like the pressure roller (8) which presses the rubber tread band (6) onto the tyre. The tyre is attached to a device which, on the one hand, rotates the tyre around its axis (11) at the same time as the tread band is rolled in a circular process onto the tyre, and, on the other hand, rotates slightly about a vertical axis, which shifts the alignment of the pre-treated tyre relative to the rolling device (13). Thus it is possible to roll the rubber tread band (6) in layers which overlap in the circular process of the entire tyre (18). Between the extruder (2) and the tyre (9) a device (1) is fitted for mixing of the hard granules and/or applying them to the tread band. This device (1) is attached to an arm (14) which extends from the same extruder (2) and holds some of the control wheels (15) and pressure roller (8). Of course, the device may also stand alone, its function is to distribute hard granules onto the tread band before it is rolled onto the tyre, or at any stage before the next layer of tread band is rolled on top of it (see FIGS. 7 and 8).

FIG. 3 shows the device (1) whose function is to apply or mix the hard granules into or onto the rubber tread band (6). The device consists of a funnel (20) into which the hard granules are fed before distribution, and a feeder (21, 22) which feeds a controlled quantity of hard granules from the funnel. In its simplest form, the feeder is a revolving cylinder (22) which is located directly below the funnel (20) and pulls out the lowest granules from the funnel under the door (21), or a similar device for controlling the amount fed through. The cylinder transports the granules until they drop into the control track (7), which curves in the direction of the tread band (6), and then to the distributor head (23) at the end of the track which controls the application of the hard granules to the tread band.

FIGS. 4a and 4b show details of the application of the granules to the tread band. The tread band (6) moves lengthwise (36) and at the same time the granules (25) pass out of the distribution head (23) of the track (7), at a speed synchronised as closely as possible to that of the rubber tread band (6). The size (width) and exact location of the distribution head (23) controls the application of the granules, so that they can be applied to a section (37) of the tread band as shown, or to all of it.

FIG. 5 shows a cross-section of the vulcanised and patterned tyre (35) and the location of the hard granules (25) in the tread (27). The granules are embedded in the outermost part (28) of the rubber overlay.

FIG. 6 shows how the granules (25) lie in the pattern (28) of the tyre (35).

FIG. 7 shows how the circular rubber tread band (18) is rolled in layers (6', 6'', 6''') and onto the pre-treated tyre



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carcass (26). Each layer partly overlaps with the next, depending upon the way that the tread band is rolled on the circular process of the tyre.

FIG. 8 shows details of the rolling of the rubber tread band (18), where each layer partly overlaps with the next (6', 6", 6'''', 6'''''), and furthermore the application of the hard granules between the layers of the tread band (25', 25" . . . ).

The invention described above is not confined to precisely those details which have been specified, but can be elaborated upon in many ways without deviating from the central concept.

What is claimed is:

1. A method for providing hard granules into a surface layer of tire tread bodies, said method comprising the steps of:

supplying an extruded rubber tread strip from a rubber tread strip extruder,

rolling said rubber tread strip onto a pre-treated tire in a predetermined number of laterally contiguous strip layers to form an outermost surface layer from a plurality of the strip layers by use of a rolling device, wherein each layer at least partly overlapping a previous rolled strip layer,

distributing said granules according to a predetermined configuration onto only a section of an upper surface of said rubber tread strip before a succeeding layer of said tread strip is rolled onto the pre-treated tire, and

distributing the granules by use of distributing equipment arranged in a space between the extruder and the rolling device and so arranged that the granules are distributed onto an upward facing surface of the section of the rubber tread strip allowing the granules to be located in a wearing surface of the tire after vulcanization and pattern formation.

2. The method for mixing hard granules into the surface layer of tire tread bodies, according to claim 1, further comprising distributing 0.01 to 0.1 gm of hard granules per square centimeter of rubber tread strip which is covered with hard granules.

3. The method for mixing hard granules into the surface layer of tire tread bodies, according to claim 1, wherein each granule is of a diameter range of 1.5–2.0 mm.

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4. The method for mixing hard granules into a surface layer of tire tread bodies, according to claim 1, wherein each granule is of a diameter range of 1–3 mm.

5. Equipment for providing hard granules into a surface layer of tire tread bodies, said equipment comprising:

an extruder for providing and shaping a rubber stock into tread strips,

a rolling device for rolling the tread strips, under control, in a suitable thickness and shape and number of layers, in a circular process, onto a pre-treated tire, so that the tread strips are rolled onto the tire carcass as the tire is turned, and

distributing equipment for distributing the granules, being positioned in a space between the extruder and the rolling device and above the rubber tread strip being extruded from the extruder, so arranged that the granules are distributed onto only a portion of an upward facing surface of the rubber tread strip allowing the granules to be located in a wearing surface of the tire after vulcanization and pattern formation.

6. The equipment for providing hard granules into a surface layer of tire tread bodies, according to claim 5, wherein the distributing equipment is positioned after the extruder in the production process and in front of the tire and before the rubber tread strip is rolled onto the tire.

7. The equipment for providing hard granules into a surface layer of tire tread bodies, according to claim 5, wherein the distributing device includes a funnel into which the hard granules are fed, and a feeder which feeds a suitable quantity of granules from the funnel onto a track to control the application of the granules onto the tread strip.

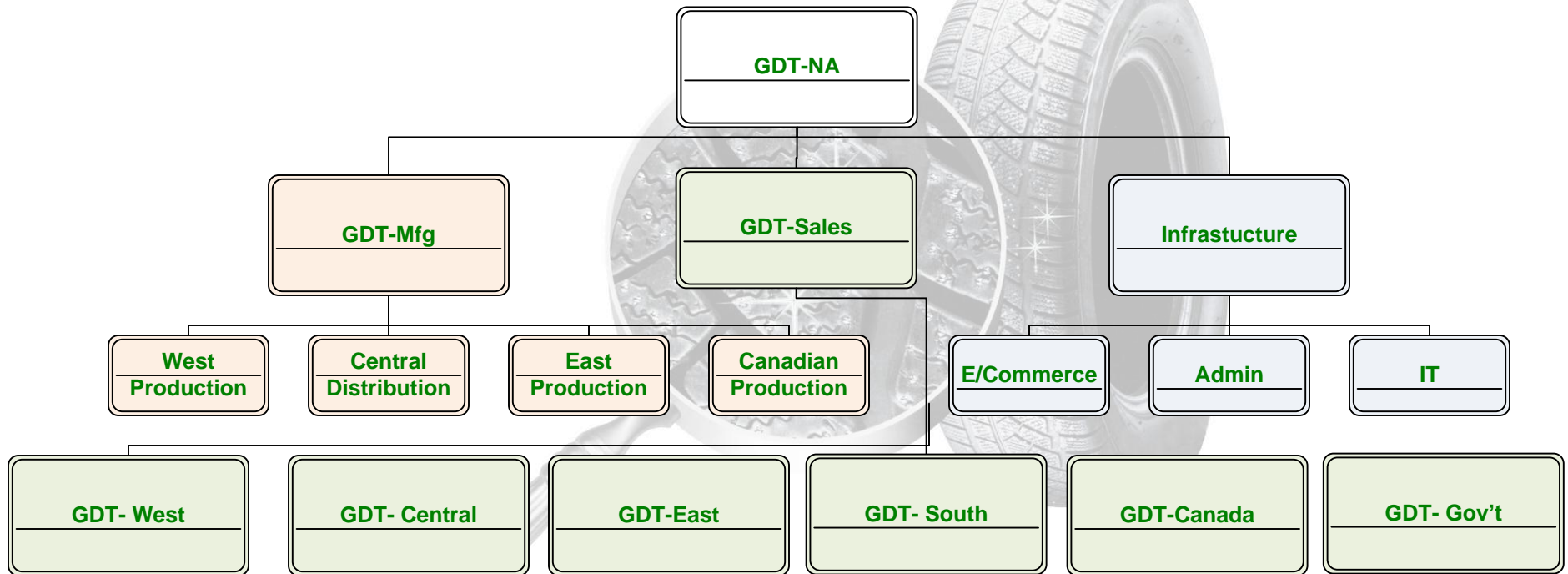
8. The equipment for providing hard granules into a surface layer of tire tread bodies, according to claim 5, wherein a distribution device is adjustable to match a direction and speed at which the granules are placed on the tread strip as closely as possible with a direction and speed of the tread strip, thereby controlling distribution of the granules onto the tread strip.

9. The equipment for providing hard granules into a surface layer of tire tread bodies, according to claim 7, wherein the funnel includes a revolving cylinder which is clad with a rubber surface for feeding and distributing granules from the funnel under a door.

\* \* \* \* \*



# Conceptual Organization Structure





March 30, 2011

Richard Gostenik  
Green Diamond Tire North America  
3804 East Long Place  
Centennial, CO 80122

Dear Richard,

The Pueblo Economic Development Corporation (PEDCO), in cooperation with the City of Pueblo is providing you the following information that provides Green Diamond Tire North America (GDTNA) a framework for discussion as we move forward with negotiations. We are pleased to present the following proposal and guidelines of community incentives for your company's consideration.

**City of Pueblo Sales & Use CIP Fund**

- Cash Incentive (equipment) \$ 2,254,275
- Rent abatement for use of building  
  Located at 1900 South Freeway, Pueblo, Colorado  
  (Estimated 60 months in building) \$ 850,000
- Sprinkler system & minor remodeling \$ 100,000

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**TOTAL: \$ 3,204,275\***

*\*The Company will need to qualify for all incentives with the appropriate agency; the Company must comply with the execution, if necessary, of any application forms and necessary agreements, lease or other documents in a form mutually satisfactory to the parties.*

In order to finalize the above incentives, this letter of proposal should be signed by an authorized company representative and returned to PEDCO within 30 days. Upon company signing and returning this letter and receipt of the financial commitments for private investment referenced below the city will begin preparation of additional documentation regarding these incentives. Milestone dates must be agreed upon and include:

- Capital investment funds received for immediate operations \$ 7,145,725
- Capital Investment funds encumbered for calendar year 2012 \$15,000,000

This Letter of Proposal is not intended to serve as a binding, final agreement, but is an expression of the intent of the parties to negotiate in good faith in an effort to obtain a Definitive Agreement. Please keep in mind that while PEDCO is relaying certain information needed by the City of Pueblo, and city council

301 N. Main Street ■ Pueblo, Colorado 81003  
719-544-2000 ■ 1-800-522-1120 ■ FAX 719-543-1650 ■ [www.pedco.org](http://www.pedco.org)



has directed PEDCO to proceed with negotiations, only city council can approve an employment agreement. The incentives proposed herein are based on GDTNA receiving a projected minimum initial investment of \$7,145,725 and thus providing a minimum employment commitment of 74 full time jobs in Pueblo, CO in the committed timeframe per GDTNA's five year staffing plan submitted to PEDCO. All representations in this letter are subject to funds being secured by the company and verified on a predetermined date before any commitments are made by the City of Pueblo to the project.

Once all required approvals have been secured by the parties, the "PARTIES" shall enter into a contractual agreement requiring GDTNA to provide employment of 74 full time GDTNA employees for 84 months (following the ramp up period ending calendar year 2012) pursuant to the above incentive. The amount of \$2,254,275 shall be made available to the company specifically for up to 50% of the actual cost to the company of the equipment purchased, installed, maintained and used by Company in the Facility in Pueblo, CO. If the employment requirements are not met by GDTNA, the City of Pueblo will be reimbursed by GDTNA for each "employee-month" the company is below the 74 employee guarantee. This rate is calculated based upon amount of incentive funds provided to GDTNA divided by 84 months (the term of the contract) divided by 74 (the number of guaranteed employees). As an example, (Incentive amount ÷ 84 months ÷ 74 employees = \$ 3,204,275 / 84mo / 74emp. = \$515.48 per month per employee)

For these incentives the City will require the Company to attempt to maximize the use of Pueblo County residents regarding employees, engineers, architects, other contractors, and suppliers. A reporting system will be required by the definitive agreement.

Thank you very much for your time and assistance. We hope your Company finds this Letter of Proposal to be in the best interest of the Company so that we may begin the steps necessary to assist Green Diamond Tire North America with the establishment of its headquarters in Pueblo, Colorado.


Sincerely,

Dan

ACCEPTANCE:

 3-30-11

Daniel E. Centa                      Date  
President and CEO  
Pueblo Economic Development Corporation

 30 MAR 11

Richard Gostenik                      Date  
President  
Green Diamond Tire North America



From: "Rich / GDT-NA" <gstnk@msn.com>  
Subject: ... High Tech Manufacturing initiative / Green Diamond Tire - II  
Date: Mon, June 27, 2011 5:14 pm  
To: dstine@ostp.eop.gov  
Cc: pcast@ostp.gov

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Description: GDT\_Trans.tif

Dr. Stine.

Having been remiss by not having attached the GDT-NA Executive Summary, please find it attached to this email.

Kind regards.

~rich

Description: magnifying\_glass\_2.jpg

<<http://www.greendiamondtire.com/>> Description: Description: 120x90\_GDT.jpg

Hello, Dr. Stine...

The purpose of this email is to officially request information on how my company, Green Diamond Tire <<http://www.greendiamondtire.com/>> - North America (GDT-NA) may apply for grant consideration of the President Obama High Tech Manufacturing initiative as promoted by your council. GDT-NA currently has an outstanding incentive offer of \$3.204 million for capital assets (see attached - PEDCO doc) from the City of Pueblo, CO awaiting proof of operating capital of \$7 million. The raise of this final tranche of capital has been difficult and thus, we seek your support and counsel.

I feel that GDT-NA merits consideration the PCAST high-tech manufacturing project and funding. Please commit a moment of your time to review this email and the attachments. You may find that our innovative, very 'green' product has considerable appeal across America. so much so that we are planning to locate our North American operation to Pueblo, Colorado. And, in doing so we will be introducing 400 - 600 very green and much needed manufacturing jobs. This is not an exercise or drill. We have substantial and generous commitments from the city and county of Pueblo. My immediate request of your office is to be aware of what we are attempting to accomplish. For starters.

What follows are highlights of our product and our company:

- o We were 'green' for well over a decade and well before green was 'in'. for each Green Diamond Tire (GDT) that we build, there is one less tire casing clogging a landfill
- o GDTs do not damage roadways like studded snows or chained-up tires. saving millions of dollars in roadbed maintenance while drastically reducing airborne asphalt and pavement particulate
- o Depending on tire size, a GDT saves between 3 and 9 gallons of petroleum product in the manufacturing of a GDT. a single set of GDT light truck tires saves more than a barrel of oil in manufacture
- o GDTs are quite prominent around the world (particularly Scandinavian countries) and are now manufactured in the USA
- o GDTs have gained a rabid following among environmental and eco-aware customers as this GDT '<http://www.greendiamondtire.com/testimonials2.html>> testimonials' webpage will attest
- o GDTs are driven year-round, in all climate conditions, negating the need to have a complete set of 'summer' tires and the associated negative carbon footprint
- o GDTs use only premium casings and with the introduction of silicon carbide (think: diamond) granules, the GDT actually outperforms the original tire from which it is built
- o At a time when the major US tire manufacturers are opening mega-plants in Mexico and off-shore, GDT is committed to building in the USA
- o ALL manufacturing process by-product and co-product is recycled into additional post-consumer products
- o GDTs are an Icelandic traction tire technology invention, protected by international patents. we are not a start-up, pie-in-the-sky company. You can kick our tires. for 45,000 miles
- o In a nutshell, GDTs are the BEST tire rolling for the environment, out-perform the original product, and they COST LESS than the very tire they replace!

There is also a very interesting backstory to the Green Diamond Tire and the Icelandic founders yet too much detail to enter in an introductory email.

At GDT-NA, we have a fabulously green product that has grown largely by only word of mouth. As our product [sic] gains in traction with like-minded, environmentally astute fleet operators as it has with retail end-consumers, you will find that Green Diamond Tire - North America is a special company that stands behind its' product 100%. On this subject, the GDT carries a lifetime warranty and should a GDT ever fail, it is replaced immediately at no charge. with no associated pro-rated fees.

While the GDT may not have been invented in the USA. within a short period of time America will be the official home of the headquarters of Green Diamond Tire - Global. We have kept this announcement under wraps because we are in a guerilla mode of market expansion in the shadow of the 'major' tire manufacturers. Still, it is our intent to remain nimble and dynamic as we grow in our important role as the most environmentally responsible tire manufacturer on this planet.

I invite your comment or questions.

Kind regards,

Description: Description: Rich sig 20

Rich Gostenik

Owner

Green Diamond Tire - North America

866.380.0009 (toll-free)

303.770.5295 (local - Colorado)

303.808.7280 (mobile)

Rich@GreenDiamondTire.com

www.GreenDiamondTire.com

P in respect of our environment... please print this e-mail only if really needed

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**Attachments:**

|                                                     |                 |
|-----------------------------------------------------|-----------------|
| <b>GDT-NA Executive Summary Final - 21Jun11.pdf</b> |                 |
| Size:                                               | 1.5 M           |
| Type:                                               | application/pdf |

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## Executive Summary

21 June 2011



**GREEN  
DIAMOND  
TIRE / NORTH  
AMERICA**

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[greendiamondtire.com](http://greendiamondtire.com)

**“BUILDING THE WORLD’S MOST  
ENVIRONMENTALLY RESPONSIBLE TIRE COMPANY”**

Disclaimer: This summary is for information purposes only. Interested investors must receive a private placement memorandum under Regulation D of the SEC, prior to investing. The accompanying Investment Memorandum includes forward-looking statements that are subject to risks and uncertainties. The statements are based on the assumptions of management. Actual results may differ materially from those anticipated due to a number of factors, including but not limited to factors beyond the reasonable control of the Company. Duplication of any material contained herein may be permitted only with the so expressed written consent of Green Diamond Tire - North America, LLC (GDT-NA).





Typical scrap tire yard – every state in the USA has at least one such collection point.

## **EXECUTIVE SUMMARY**

# **Green Diamond Tire – North America**

**Date:** 21 June 2011

**Project Name** Green Diamond Tire – North America (GDT-NA)

**Principal's Names  
& Email:** Richard Gostenik / [Rich@GreenDiamondTire.com](mailto:Rich@GreenDiamondTire.com)  
Fridrik Vigfusson / [Fridrik@GreenDiamondTire.com](mailto:Fridrik@GreenDiamondTire.com)

**Company Name:** Green Diamond Tire – North America, LLC (GDT-NA)  
**Address:** 3804 East Long Place  
Denver, CO 80122

**Company Website:** [www.GreenDiamondTire.com](http://www.GreenDiamondTire.com)

Table of contents:

- I. Executive summary
- II. Company history
- III. Investment opportunity
- IV. “Green” manufacturing
- V. Intellectual property
- VI. Market overview
- VII. Target markets
- VIII. Proforma, assumptions and break-even
- IX. Investment opportunity
- X. Use of capital

Appendices:

- A – City of Pueblo / Incentive offering
- B – Leadership team
- C – Sample ‘letters of interest / commitment’



## I. Executive summary

The Green Diamond Tire (GDT) represents the most significant innovation in tire manufacturing since the development of the radial tire over three decades ago. The GDT may arguably be *the 'greenest'* tire on our planet! With today's economic emphasis on renewable energy and sustainable products, the GDT is ideally poised to take full advantage the numerous federal and state governmental initiatives and 'green' manufacturing grants.

Environmentally responsible, the GDT is remolded from a premium quality, recycled tire casing. Each GDT represents one less tire clogging a landfill and, size dependent, *saves 3 to 9 gallons of fossil fuel*. Because of year-round utility, a second set of 'summer performance' tires is not needed, further reducing negative carbon impact on the planet.

GDTs have been successfully manufactured and sold in European and Scandinavian countries for over a decade. GDTs were first imported into the US in 2001 from Canada and then later manufactured in the US for a brief period beginning in 2005.

A distinguishing feature of the GDT is the silicium carborundum (silicon carbide: aka: man-made industrial diamond) granules embedded throughout the tread compound. These granules continually emerge from the tire tread surface creating substantially enhanced traction in all climate conditions. *This benefit equates to safety and security on black ice, snowpack, winter slush and wet roadway driving conditions*. Conversely, on dry pavement, it performs as a premium tire.



The GDT competes favorably at a price point in the replacement tire market that is *15 – 20% less* than comparable tire sizes from other premium brand manufacturers. Major tire retail chains are able to sell the GDT at a margin greater than that of all major tire manufacturers and view the GDT as a distinct competitive advantage as they vie for exclusivity in their regional markets. With the added benefit of not requiring a second complete set of tires for summer driving, the savings to the consumer are compounded and very well received.

With the casing being the highest cost component of tire manufacture, the GDT cost-of-build is significantly reduced. Production costs are lowered, retail demand and price is premium, and profits are substantial.

## II. Company History

Green Diamond Tire - North America would perhaps not exist today were it not for the somewhat accidental discovery of the GDT by enterprise software professional seeking winter traction tires for a recently restored sports car.

Rich Gostenik, self-proclaimed 'tire snob' sought out only exclusive European or Scandinavian tires via the internet and in the process of his web search found numerous references to an obscure tire, the Green Diamond Tire (GDT)... and his research began.

All stated feature, function and benefit elements of the GDT made sense and they were also economical and eco-responsible... seemingly a no-compromise win/win. GDTs arrived from Sweden and once mounted to his project vehicle, it was literally transformed into a snowmobile. A vehicle that was to be only occasionally driven on snow and ice became the daily driver of choice when Colorado weather was at its' most treacherous.

Rich soon became a bore to friends and neighbors as he talked-up the benefits and incredible handling of the GDT equipped sports car. He soon ordered full replacement sets for all of his family sedans and recreational 4x4s.

With nearly three years of year-round driving experience with the GDT, the safety and performance of the tire changed forever Rich's assessment of what a great tire should be.



Begging the question: why could the major tire manufacturers not make such a tire? He began research in earnest and learned that the major tire companies *had* been offered, by the Icelandic engineer/inventors the license to manufacture the GDT in the USA and, to the company, each declined for individual reasons and paraphrased as such:



- 1) “Why would we choose to remold a ‘used’ tire of a competitor?”  
~General Tire
- 2) “The carbide additive is too expensive... pricing a new tire out of the market.” ~Michelin
- 3) “If this concept was such a good idea, we would be doing it by now” ~Goodyear
- 4) “The GDT would be a direct competitor to our flagship traction tire.” ~Bridgestone

As his well-established career in the enterprise software industry became increasingly complicated and restrictive due to a flurry of mergers and acquisitions, Rich embarked on a complete career ‘makeover’ to seek out and develop the USA market for the GDT.

Meeting in New York with the sole USA contact for the GDT and the developer of the first manufacturing operation to produce GDTs in the USA, Rich successfully negotiated the wholesale distribution rights for the western USA and soon followed-up by securing the e-commerce internet retail rights and exclusive ownership of the GDT website.

From 2005 through present, the independent, western operations of GDT-West and GDT/E-Commerce developed product awareness, B2C internet sales, a robust western distribution network and a western states warehouse location.

From that point forward, Rich’s experience developing the GDT brand and markets became both gratifying and frustrating... in equal degrees. Gratifying because of the rapid and wide acceptance of the GDT in the Snowbelt regions of the USA and frustrating because of the inability of the ill-equipped and under-capitalized NY manufacturing operation to meet sales demand in a timely manner, produce to capacity or adapt to evolving tire profiles.



When the Icelandic national economy imploded in 2008 and sources of funding eroded, soon to be followed by similar events in the USA, Rich was offered the opportunity to take the helm of GDT operations in the USA. Teaming with the primary Icelandic GDT production professional, together they laid the foundation for an organizational structure and flexible business model that will be effective in dominating the chosen markets while fulfilling strong investment returns.

Recognizing both the domestic and international growth potential of the GDT, Rich pursued capital funding, yet without strong financials produced by the ultimately unsuccessful NY operation, raising capital remains a primary challenge.

In 2008, Green Diamond Tire – North America (GDT-NA) was formed as the umbrella organization to the existing wholesale distribution and e-commerce limited liability companies and chartered to manufacture the GDT product in the United States and market and distribute globally as markets evolved.

Today, with the increased worldwide emphasis on renewable products and eco-sustainability, the GDT is poised to accelerate a growth curve that was easily established only a few years ago and will develop into a brand capable of challenging major tire manufacturers at a game in which they cannot compete.

Looking to the future, the robust GDT-NA business model addresses most aspects of the emerging ‘green’ economy with emphasis on renewable resources and sustainability. And, doing so while expanding substantial ‘green’ manufacturing employment into the regions in which it will operate.

### III. Investment opportunity

Nearly one billion tires are discarded annually in USA and only a fraction is recycled. Hundreds of millions are thrown into landfills and our oceans\* (see below) causing severe environmental hazards for future generations to come.

- Fact: More than 300 million are suitable for a second life cycle as a remolded tire
- Fact: Scrap tire landfills are breeding grounds for vermin, and host sites for such disasters fire, not to mention environmental urban blight.
- Fact: Tires in landfills trap pools of water, a perfect atmosphere for mosquitoes, which can carry diseases like encephalitis or dengue fever.
- Fact: Underwater in the ocean beds tires are littered with tires leaching heavy toxins that destroy the marine environment and alter ocean life cycles.

The Green Diamond Tire (GDT) addresses these issues while providing the *GREEN* eco-conscious solution by showing how it can recycle / remold\* millions of tires creating a significant positive impact on a \$35 billion dollar North American tire industry today and long after we are gone. Demand outpaces product supply.

Environmentally responsible – safe/secure – outperforms the product from which it is recycled – economical for consumer – profitable for retailer, ultimately safer and more eco-friendly for the environment making it a multiple win for everyone involved.



### IV. "Green" Manufacturing

GDT-NA holds rights to manufacture in North America and distribute/export the GDT product line worldwide. GDTs may be manufactured at centralized locales or in regional USA facilities. Centralized production equates to economy of scale and regional production optimizes carbon footprint, localized employment, and brand loyalty.

As demand for the GDT product warrants, planning for and design of, satellite manufacturing operations will be required beginning by the 2014 timeframe. Franchise-like expansion into geographic regions of particular GDT popularity will hold additional revenue streams. Advantages to successful hosting regions will be economic through increased direct and indirect employment, (local sourcing of casing and select material). GDT-NA shall license all appropriate technology, sell proprietary granule materials and secure a royalty override per GDT or an alternate method of compensation

#### *Technology Description*

Remold of passenger / light truck-class radial tire casings and not to be confused with archaic 'recap/retread' processes. Unique and patent protected technology incorporating diamond hard crystals (silicon carbide granules)

embedded throughout the depth of the tread compound. These granules glisten like diamonds in the sunlight and are 32% more effective in lateral adhesion, 36% better in stopping and starting than all leading manufacturing brands. These metrics are laboratory proven.

On a scale of 1 to 10 where a standard passenger tire is a 1, and a studded tire is a 10, independent laboratory testing establish that GDTs have a road damage value of only 1.4 yet have the traction approaching that of a studded tire. And, the GDT produces no noticeable noise above that of a standard passenger tire.

Manufacturing operation produces neither toxic nor noxious emissions whereas major new tire manufacturing operations emit hundreds of millions of metric tons of pollution particulate every year into the atmosphere.

#### V. Intellectual Property

Green Diamond's product is protected by its Intellectual Property (IP), U.S. Patent Office filing US6,521,070,B2, and international patents are held by New Industries, Limited of Reykjavik, Iceland. GDT-North America shall be the exclusive custodian of the IP and production licenses to produce the GDT product in the United States with the legal right of first refusal for Canada and Canadian provinces. The IP includes the following features:

- a) International and domestic patents in force through 2023
- b) USA Patent and intellectual property rights perpetually licensed (99 years)
- c) Major tire manufacturers cannot produce new tire at competitive price point
- d) Principal architect of technology, process and business scope is partner

#### VI. Market overview

GDTs have been profitably manufactured in Scandinavia and Europe for over decade. Undercapitalized USA licensee (now defunct) opened production facility New York in 2006. Regional sales penetration established high demand and a rabid customer following. Major accounts include several of the largest tire retail chains in the country, 33 state governments, the US Forest Service, nationwide cab company, major universities across the country, several regional wholesalers on the east and west coasts and thousands of independent retail consumers. Documented overseas market interest for the Green Diamond Tire come from the countries of France, Greece, Poland, Russia and the United Kingdom with general inquiries from China and India.

According to Tire Industry Association (TIA), the 2010 annual replacement tire market for passenger and light truck-class tires was a \$34 billion market. With 78% of this market being all-season tread... the \$25.5 billion market segment in which the GDT competes. At only 3% penetration, the market for the GDT is a respectable \$796 million. At current production projections as modeled, GDT can attain a .1 percent market share within this segment and attain earnings of \$6 million.

Consumer acceptance of a retreaded tire product is generally negative, often biased by media reporting and physical evidence of failed passenger, semi-tractor/trailer tread/belt separation failures routinely seen alongside highways. Further, consumer acceptance of, and confidence in, a remanufactured tire is not fully established.

With aggressive print and broadcast media coverage, the GDT product line will be competing against a 'retread' negative bias until gains in positive market 'buzz' and increasing market share temper product detractors.

**The most recent (Dec 2008) National Transportation Highway and Safety Administration (NTHSA) commissioned study establishes that the vast majority of roadside tire debris from passenger and truck tires is due to total tire casing failure and not that of retreaded units.** Major tire manufacturers do not have a competing product to the GDT Tire product line and, upon recognition of market share erosion, may be expected to focus heavily on a 'retread' theme suggesting less than premium performance, durability, or



## VII. Target Markets

The primary market target emphasis for the GDT is, in order of priority:

- a. Government and Public Sector - With a national emphasis on 'green' products, sustainability and renewable resources, the GDT is ideally suited to benefit from this current market trend.

The nation-wide Environmentally Preferable Purchasing (EPP) programs are the procurement of goods and services that have a reduced impact on human health and the environment as compared to other goods and service serving the same purpose.

States are beginning to adopt the EPP approach in increasing numbers and GDT is again very well positioned to exploit the passenger and light truck-class retread segment of this program. More factually, GDT actually CREATES this market as there are no competing products! Federal procurement agents must, by decree of Executive Order #13514, consider favorably all qualified products with recycled content of fifty percent.

- b. Major wholesale tire distributors. The USA is home to approximately 10 nationally active wholesale distribution operations. Ranging from the largest, with over 80 distribution centers to the smallest with 2 major coastal distribution centers. Regional operators number approximately 60 of significant scope.
- c. Independent and regional retail tire stores. At peak availability, GDTs were sold through a number of the largest and most successful tire store chains across the USA. This trend will resume and certain leverages may be offered such as exclusive territory, private labeling, and co-op marketing and advertising.
- d. GDT Internet Retail Sales. This class of customer is an excellent barometer of GDT acceptance as not only are website orders the most premium of pricing (the pricing benchmark for all other channels), this customer must also pay for shipping and handling... as well as mounting and balancing charges at the destination. This class of customer continues to grow largely by word-of-mouth and aggressive presence of various enthusiast clubs and vehicle-specific forums.

## Sales projections

The following table is a summary of the sales, units, and net income projections for 2011 through 2015.

|            | 2011    | 2012    | 2013    | 2014    | 2015    |
|------------|---------|---------|---------|---------|---------|
| Sales      | \$6.3 M | \$18.1M | \$35.4M | \$53.1M | \$72.6M |
| Units      | 64.8k   | 187.2k  | 365k    | 547.6k  | 748.8K  |
| Net Income | .5M     | \$5.3 M | \$7.7M  | \$15.0M | \$21.9M |

## VIII. Proforma, assumptions and breakeven

- A. The accompanying projections include the period of time from July 1, 2011 ending December 31, 2011 and the calendar year 2012 through 2015.
- B. Sales estimates include the following assumptions:
- 86,400 units sold in the six months ending December 31. 20011, 187,200,000 units for 2012, 365,040 units sold in 2013, 547,600 units in 2014 and 748,800 units in 2015. .
  - Average retail price of the units are \$100.00 for passenger tires and \$140.00 for light truck tires.
  - Average wholesale prices are \$70.00 for passenger tires and \$115.00 for Light truck tires. This equates to 55% of retail pricing.
  - Sales have been projected to be 60% light truck and 40% passenger tires. In addition the assumption is that 96% of sales will be wholesale and 4% will be retail sales.

C. Cost of Sales includes the following assumptions:

1. Variable costs include casing, tread and side wall rubber, carbide granules, bladders, utilities, labor and related costs. These elements are \$27.90 for passenger tires and \$45.16 for light truck tires.
2. While cosmetically blemished GDTs are estimated at 5% of production, no value has been factored or assigned to them even though this class of product is sold.
3. Credit Card discounts are estimated at 2% of retail sales.
4. Other manufacturing costs have been estimated on a monthly operating basis.

D. Inventories are valued at variable cost only.

E. All expenses are assumed to be paid in the month occurred.

F. Direct Manufacturing jobs are calculated as follows:

| Year | # of units | Direct Production jobs - average # workdays per year | Avg. # tires per EE/day | # of mfg. jobs | Total Employment |
|------|------------|------------------------------------------------------|-------------------------|----------------|------------------|
| 2011 | 64,400     | 120 days                                             | 18                      | 30             | 40               |
| 2012 | 187,200    | 260 days                                             | 18                      | 40             | 74               |
| 2013 | 365,040    | 260 days                                             | 18                      | 78             | 126              |
| 2014 | 547,560    | 260 days                                             | 18                      | 117            | 178              |
| 2015 | 748,800    | 260 days                                             | 18                      | 160            | 220              |

H. Profit and Loss Projection – 5-Year Financial Plan

|                                            | 2011         | 2012          | 2013          | 2014          | 2015          |
|--------------------------------------------|--------------|---------------|---------------|---------------|---------------|
| <b>Revenue</b>                             |              |               |               |               |               |
| Gross revenue                              | \$ 6,285,600 | \$ 18,521,568 | \$ 36,825,235 | \$ 58,424,652 | \$ 79,896,960 |
| Cost of goods sold                         | \$ 2,592,000 | \$ 4,914,000  | \$ 15,477,696 | \$ 23,654,592 | \$ 32,947,200 |
| <b>Gross margin</b>                        | \$ 3,693,600 | \$ 13,607,568 | \$ 21,347,539 | \$ 34,770,060 | \$ 46,949,760 |
| Other revenue [source]                     | \$ -         | \$ -          | \$ -          | \$ -          | \$ -          |
| Interest income                            | \$ -         | \$ -          | \$ -          | \$ -          | \$ -          |
| <b>Total revenue</b>                       | \$ 3,693,600 | \$ 13,607,568 | \$ 21,347,539 | \$ 34,770,060 | \$ 46,949,760 |
| <b>Operating expenses</b>                  |              |               |               |               |               |
| Sales and marketing                        | \$ 125,000   | \$ 131,250    | \$ 139,125    | \$ 150,255    | \$ 165,281    |
| Payroll, Taxes & Benefits                  | \$ 1,988,050 | \$ 5,177,888  | \$ 9,588,338  | \$ 12,722,750 | \$ 15,113,750 |
| Depreciation                               | \$ -         | \$ -          | \$ -          | \$ -          | \$ -          |
| Insurance                                  | \$ 40,000    | \$ 42,000     | \$ 44,520     | \$ 48,082     | \$ 52,890     |
| Maintenance, repair, and overhaul          | \$ 56,357    | \$ 70,200     | \$ 70,200     | \$ 70,200     | \$ 70,200     |
| Utilities                                  | \$ 25,000    | \$ 26,250     | \$ 27,825     | \$ 30,051     | \$ 33,056     |
| Rent (60k sqft)                            | \$ -         | \$ -          | \$ -          | \$ -          | \$ -          |
| Property taxes                             | \$ 15,000    | \$ 15,750     | \$ 16,695     | \$ 18,031     | \$ 19,834     |
| Other                                      | \$ 25,000    | \$ 26,250     | \$ 27,825     | \$ 30,051     | \$ 33,056     |
| <b>Total operating expenses</b>            | \$ 2,274,407 | \$ 5,489,588  | \$ 9,914,528  | \$ 13,069,419 | \$ 15,488,066 |
| <b>Operating income</b>                    | \$ 1,419,193 | \$ 8,117,980  | \$ 11,433,012 | \$ 21,700,641 | \$ 31,461,694 |
| Interest expense on long-term debt         | \$ 712,602   | \$ 576,237    | \$ 428,962    | \$ 269,906    | \$ 98,125     |
| <b>Operating income before other items</b> | \$706,591    | \$7,541,743   | \$11,004,049  | \$21,430,735  | \$31,363,569  |
| Interest Exp (on \$10M note)               | \$ 712,602   | \$ 576,237    | \$ 428,962    | \$ 269,906    | \$ 98,125     |
| Other unusual expenses (income)            | \$ -         | \$ -          | \$ -          | \$ -          | \$ -          |
| <b>Earnings before taxes</b>               | \$ 706,591   | \$ 7,541,743  | \$ 11,004,049 | \$ 21,430,735 | \$ 31,363,569 |
| <b>Taxes on income</b> 30%                 | \$ 211,977   | \$ 2,262,523  | \$ 3,301,215  | \$ 6,429,220  | \$ 9,409,071  |
| <b>Net income (loss)</b>                   | \$ 494,614   | \$ 5,279,220  | \$ 7,702,834  | \$ 15,001,514 | \$ 21,954,498 |
|                                            | 7.87%        | 28.50%        | 20.92%        | 25.68%        | 27.48%        |

Assumption: GDT-NA to be operational by the end of 3<sup>rd</sup> calendar quarter of 2011.

IX. Investment opportunity

The formation of GDT-NA constitutes a classic expansion scenario. To highlight this one-of-a-kind investment opportunity, here are several factors to consider:

- a) The product
  - 1 Revolutionary tire concept that is uniquely established and internationally proven.
  - 2 Scientifically established 'best in class' of start/stop/steer/safety performance.
  - 3 Greater than 70% recycled content means that GDT has produced the greenest tires on the planet.
- b) Marketing advantages
  - 1 Environmentally "Green" containing greater than 70% recycled content.
  - 2 Environmentally Preferable Purchasing (EPP) advantage with governmental agencies.
  - 3 Reduced carbon footprint (less fossil fuel use in production, casings saved from landfills).
  - 4 When 33 states currently have restrictions on 'traction tires' (studded and chained), GDTs are approved by all state's Departments of Transportation (DOT) entities.
- c) Market
  - 1 As a small manufacturer, GDT is agile and quick to respond to market opportunities.
  - 2 Rapidly supportive customer base with very high incidence of repeat business.
- d) ROI
  - 1 Attractive ROI at relatively modest production volume.
  - 2 Market is geographically and demographically well-defined with expansion opportunities that can be clearly understood and easily exploited.
- e) Current depressed economy creates opportunity not afforded to 'major' tire manufacturers
  - 1 Higher product margin for retailers.
  - 2 Retail cost trend lower than equivalent premium tire from 'major' tire manufacturer.
  - 3 GDT becomes tire of choice for reasons of
    - a) Lower cost,
    - b) Greater safety, and
    - c) Environmentally 'green'

**Cash Requirement:**

GDT-NA seeks to raise capital to ensure successful operation of the company through 2012. Total operating requirements, the cost of goods sold, plus operating expenses total \$4.9M. Capital purchase plus operating cash requirement may total \$9.4M. The balance of .6M will be used to purchase 2 electric fork lifts, \$70k, warehouse racking systems \$280k, and an automated conveyor system, \$34,000.

An additional \$15M for equipment, cost of goods sold and operating capital may be needed by the end of 2012. The amount of funds needed will be reduced by accelerated sales. The GDT-NA breakeven metric will be further supported by pending government subsidies provided to generate employment in a number of geographic locations where GDT-NA would locate satellite manufacturing facilities.

*Total Investment requirement: \$10 - 25 Million Dollars*

X. Use of Capital:

A. A number of state and local municipalities have been solicited by formal Request for Proposal process with responses of favorable offerings and terms for facilities in return for anticipated employment. Immediate requirement is to evaluate, select and secure GDT-NA manufacturing plant. Upon taking physical possession, acquisition and placement of production capital equipment into the selected facility will accommodate required production capacity.

Use of Funds

| <u>Equipment</u>                                         | <u># of Units</u> | <u>Purchase price</u> | <u>Total Cost</u>          |
|----------------------------------------------------------|-------------------|-----------------------|----------------------------|
| Inspection jig (visual)                                  | 3                 | \$ 250.00             | \$ 750.00                  |
| Inspection frame (mechanical)                            | 3                 | \$ 1,100.00           | \$ 3,300.00                |
| CNC casing buffer                                        | 2                 | \$ 185,000.00         | \$ 370,000.00              |
| Spray prep booth                                         | 2                 | \$ 950.00             | \$ 1,900.00                |
| Builder / Extruder w/ granule hopper & CNC visual system | 2                 | \$ 360,250.00         | \$ 720,500.00              |
| Sidewall application machine                             | 2                 | \$ 1,350.00           | \$ 2,700.00                |
| Casing balancer                                          | 2                 | \$ 3,500.00           | \$ 7,000.00                |
| Cure press                                               | 20                | \$ 68,750.00          | \$ 1,375,000.00            |
| Tire Molds (40 different sizes)                          | 160               | \$ 10,000.00          | \$ 1,600,000.00            |
| Finishing station (mechanical and visual)                | 2                 | \$ 950.00             | \$ 1,900.00                |
| Final inspection station (shearographic)                 | 1                 | \$ 425,500.00         | \$ 425,500.00              |
|                                                          |                   | <b>Total</b>          | <b><u>4,508,550.00</u></b> |

**Note:** The above amounts are estimates-only and based on gross available numbers. Most advantageous purchase or lease terms will be negotiated in each category. Also, above values are subject to change as configuration requirements dictate. The above investments are scaled to produce to a manufacturing capacity of approximately 300,000 GDTs annually.





March 30, 2011

Richard Gostenik  
Green Diamond Tire North America  
3804 East Long Place  
Centennial, CO 80122

Dear Richard,

The Pueblo Economic Development Corporation (PEDCO), in cooperation with the City of Pueblo is providing you the following information that provides Green Diamond Tire North America (GDTNA) a framework for discussion as we move forward with negotiations. We are pleased to present the following proposal and guidelines of community incentives for your company's consideration.

**City of Pueblo Sales & Use CIP Fund**

- |                                                                                                                              |              |
|------------------------------------------------------------------------------------------------------------------------------|--------------|
| • Cash Incentive (equipment)                                                                                                 | \$ 2,254,275 |
| • Rent abatement for use of building<br>Located at 1900 South Freeway, Pueblo, Colorado<br>(Estimated 60 months in building) | \$ 850,000   |
| • Sprinkler system & minor remodeling                                                                                        | \$ 100,000   |

---

**TOTAL: \$ 3,204,275\***

*\*The Company will need to qualify for all incentives with the appropriate agency; the Company must comply with the execution, if necessary, of any application forms and necessary agreements, lease or other documents in a form mutually satisfactory to the parties.*

In order to finalize the above incentives, this letter of proposal should be signed by an authorized company representative and returned to PEDCO within 30 days. Upon company signing and returning this letter and receipt of the financial commitments for private investment referenced below the city will begin preparation of additional documentation regarding these incentives. Milestone dates must be agreed upon and include:

|                                                            |              |
|------------------------------------------------------------|--------------|
| Capital investment funds received for immediate operations | \$ 7,145,725 |
| Capital Investment funds encumbered for calendar year 2012 | \$15,000,000 |

This Letter of Proposal is not intended to serve as a binding, final agreement, but is an expression of the intent of the parties to negotiate in good faith in an effort to obtain a Definitive Agreement. Please keep in mind that while PEDCO is relaying certain information needed by the City of Pueblo, and city council

301 N. Main Street ■ Pueblo, Colorado 81003  
719-544-2000 ■ 1-800-522-1120 ■ FAX 719-543-1650 ■ [www.pedco.org](http://www.pedco.org)



has directed PEDCO to proceed with negotiations, only city council can approve an employment agreement. The incentives proposed herein are based on GDTNA receiving a projected minimum initial investment of \$7,145,725 and thus providing a minimum employment commitment of 74 full time jobs in Pueblo, CO in the committed timeframe per GDTNA's five year staffing plan submitted to PEDCO. All representations in this letter are subject to funds being secured by the company and verified on a predetermined date before any commitments are made by the City of Pueblo to the project.

Once all required approvals have been secured by the parties, the "PARTIES" shall enter into a contractual agreement requiring GDTNA to provide employment of 74 full time GDTNA employees for 84 months (following the ramp up period ending calendar year 2012) pursuant to the above incentive. The amount of \$2,254,275 shall be made available to the company specifically for up to 50% of the actual cost to the company of the equipment purchased, installed, maintained and used by Company in the Facility in Pueblo, CO. If the employment requirements are not met by GDTNA, the City of Pueblo will be reimbursed by GDTNA for each "employee-month" the company is below the 74 employee guarantee. This rate is calculated based upon amount of incentive funds provided to GDTNA divided by 84 months (the term of the contract) divided by 74 (the number of guaranteed employees). As an example, (Incentive amount ÷ 84 months ÷ 74 employees = \$ 3,204,275 / 84mo / 74emp. = \$515.48 per month per employee)

For these incentives the City will require the Company to attempt to maximize the use of Pueblo County residents regarding employees, engineers, architects, other contractors, and suppliers. A reporting system will be required by the definitive agreement.

Thank you very much for your time and assistance. We hope your Company finds this Letter of Proposal to be in the best interest of the Company so that we may begin the steps necessary to assist Green Diamond Tire North America with the establishment of its headquarters in Pueblo, Colorado.

Sincerely,

Dan

ACCEPTANCE:

 3-30-11

Daniel E. Centa      Date  
President and CEO  
Pueblo Economic Development Corporation

  
30 MAR 11

Richard Gostenik      Date  
President  
Green Diamond Tire North America

## **Appendix B - Leadership Team**

Richard Gostenik, Pres. / CEO

29 years manufacturing/engineering expertise (The Boeing Company, Parke Davis Pharmaceuticals, Oracle Corporation). 14 overlapping years marketing and sales of architectural, engineering and construction enterprise (AEC) software (currently Oracle Corporation). U.S. Army veteran (Special Forces – 1<sup>st</sup> Lieutenant)

Fridrik Vigfusson, EVP / Worldwide Operations

24 years manufacturing production expertise. 5 years director of operations - major Icelandic fishing fleet (Arnes.HF). Owner and Board member of New Industries, Ltd. (Icelandic holder of the international Green Diamond Tire patents and intellectual property rights and licenses.

John Hess – CFO (Candidate for hire)

26 years of CFO/Controller/Divisional accounting level responsibilities in process and discrete-class manufacturing industry. Adept in all aspects of financial controls, costing, budgeting, forecasting and reporting. Experience in the implementation of enterprise software applications and implementation of Sarbanes / Oxley (SOX) compliance. Professional license: CPA – State of Colorado

Ian Graver - GM / GDT-NA Production Operations

23 years of experience in the direct manufacture, production planning and execution of retreaded tire operations. Total competency in all aspects of production planning, execution and personnel supervision in the manufacture of the Green Diamond Tire. ISO certified in all applicable 9000 series quality standards applied to the retread industry.

Appendix C – Sample Letters of Interest / Commitment

zipcar

VP, Field Operations & Logistics  
Zipcar, Inc.

25 1<sup>st</sup> St., 4<sup>th</sup> Floor  
Cambridge, MA 02141  
Phone: (617)995-4280



September 28, 2009

To whom it may concern:

My evaluation of the Green Diamond Tire for possible integration in our fleet operation continues and preliminary results are encouraging. For benefit of potential investor(s) to the Green Diamond Tire organization, Zipcar manages a fleet of approximately 6,000 vehicles which continues to grow at approximately 25% annually. Our vehicles are located in over a dozen major metropolitan cities in the USA, Canada, and Europe. Seeking to align fleet operations with environmentally stable and sustainable best practices, the Green Diamond Tire is poised to play a significant role in the ongoing 'greening' of the Zipcar fleet.

For the past several months, Zipcar has been evaluating the Green Diamond Tire product as a preferred replacement tire during required maintenance procedures in which tire replacement is necessary or prudent. I have personally been driving on a set of Green Diamond Tires and have been impressed. Based on our experience to date, we plan to expand our trial to multiple cities. Our continued attraction to Green Diamond Tire is based on both the quality we have experienced with our trial and the 'green' aspects of the product.

Zipcar fleet vehicles remain in service on average of 30 months and may expect to require at least a single tire set replacement. Assuming only half of the current Zipcar fleet rolling on Green Diamond Tires and thus extending the math to just 3,000 vehicles multiplied by 4 (number of tires per vehicle), our conservative projection for annual purchases of Green Diamond Tire comfortably approaches 12,000 units annually.

To learn more about the Zipcar concept and our company, the website is: www.zipcar.com. It is my personal opinion that your financial support of the Green Diamond Tire company will be capital well invested.

Sincerely

Even Wexler  
VP, Field Operations & Logistics  
Zipcar, Inc  
9/25/2009

100% Recycled Ink. Recycled Paper. 50% Recycled Ink. 50% Recycled Paper. 50% Recycled Ink. 50% Recycled Paper.



Metropolitan Garage  
2866 Monarch Road  
Fairbanks, AK 99709  
(907) 455-7450

September 23, 2009

To Whom It May Concern:

We have been retailing and wholesaling Green Diamond Tires throughout Alaska for over three years. The market niche for these tires is significant. In Fairbanks, winter road conditions are present eight months of the year. In the Anchorage area, with over 400,000 residents, winter road conditions last approximately seven months. Most drivers currently invest in a second set of tires dedicated to winter roads. In Fairbanks, studded tires do not last much beyond one season since roads are dry most of the winter months.

We have demonstrated sales of 3,000 units per year with only modest advertising and market penetration. The tires have sold because of their claim to perform well all year and yet have excellent winter performance. We believe this number could more than double in Fairbanks as Green Diamond refines its manufacturing process to meet or exceed traditional quality standards for new tires.

Anchorage (South Central Alaska) would be a market four times as large. This would set estimated annual Statewide sales somewhere around 30,000 units with the assumption that product quality is similar to new tires.

At such time as Green Diamond Tire production capacity increases to meet the demand for the product in Alaska, and meets the demanding quality standards for the region's harsh motoring and environmental conditions, our company will place firm and consistent annual purchase orders at quantity levels of 30,000 units. Subsequent orders should be expected to increase to 50,000 units as the Green Diamond Tire continues to gain traction in this growing regional market.

Sincerely,

Steve Levey  
Owner, Metropolitan Garage  
Alaska Distributor of Green Diamond Tires

To whom it may concern:

Green Garage is creating eco-friendly vehicle maintenance/distribution channels for proven sustainable automotive products, increasing fuel economy and decreasing both carbon emissions and oil dependency. We have created a fleet management services channel and are currently developing our pilot retail store in Boulder, Colorado. Our intention is to continue to develop the fleet channel using service partners in areas where we don't have retail store penetration. Our rollout plans call for 56 retail stores throughout the country over the next four years.

Green Diamond Tires are one of the cornerstones of our product basket due to the recycled nature of the product. Our products currently include green oil filters, air, air filters, spark plugs, engine treatments and detailing products to name a few. Our belief is that Green Diamond is the only viable provider of recycled tires for consumer use.

We believe that each of our retail stores will sell approximately 300 tires per month or 3,600 tires per year. Four years from now, we anticipate selling 201,600 Green Diamond Tires annually through our 56 retail stores. Our intention is to become the green alternative for consumer automotive maintenance around the country which will ultimately develop into a chain of several hundred stores nationwide.

Best regards,

Kathy Nicholson

CFO

**Purchase Request**

155 Commerce Street  
Broomfield, CO 80020

PO NO. 10-05230011  
DELIVER DATE Pre-order 1 August 15, 2010  
CUSTOMER ID 8021027

**VENDOR** Green Diamond Tire  
2721 W Oxford Ave  
Unit 4  
Sheridan, CO 80110  
(303) 806-1112

| PAYMENT TERMS                        |  | CHECK NO. | JOB                              |  |
|--------------------------------------|--|-----------|----------------------------------|--|
| 10% Disc - Net 30 / 5% Disc - Net 60 |  |           | GDT 2010/2011 Seasonal Pre-order |  |

| QTY                | ITEM # | DESCRIPTION                    | UNIT PRICE | LINE TOTAL                   |
|--------------------|--------|--------------------------------|------------|------------------------------|
| <b>PASSENGER</b>   |        |                                |            |                              |
| 400                | 8655   | GDT 185/65R15 Islander         | 5 62.37    | 5 24,948.00                  |
| 600                | 965    | GDT 195/60R15 Islander         | 70.29      | 42,174.00                    |
| 600                | 9655   | GDT 195/65R15 Islander         | 70.47      | 42,282.00                    |
| 1000               | 20556  | GDT 205/55R16 Islander         | 90.05      | 90,050.00                    |
| <b>LIGHT TRUCK</b> |        |                                |            |                              |
| 24                 | 26756E | GDT LT265/75R16-E Islander A/T | 139.23     | 3,341.52                     |
|                    |        |                                |            | <b>SUBTOTAL</b> 5 202,795.52 |
|                    |        |                                |            | <b>SALES TAX</b>             |
|                    |        |                                |            | <b>TOTAL</b> 6 207,795.52    |

**Where SAAB Lives On**



## Value of Education

**From:** choey1@worchester.edu

**Date:** Thu, May 19, 2011 10:29 am

**To:** pcast@ostp.gov ([more](#))

**Priority:** Normal

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Christopher Hoey - Studying Science Education Central MA

In terms of discussions on Community College Education and 4 year degrees:

Among student bodies there is an increasing belief that even a four year college degree has little pull in using it as a launching point for a successful degree. Given economical times it is demanded of students to have both experience and Master or Dr. degrees, which having both is not feasible.

### Attachments:

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**From:** Oliver Manuel [omatumr2@gmail.com]  
**Sent:** Friday, June 10, 2011 4:56 PM  
**To:** Friends  
**Subject:** The Stormy Sun and Next Year's Earth Summit in Rio

Friends -

Despite Nobel Prizes given to Al Gore, the UN's IPCC, and an army of government-funded climatologists, new measurements and observations have discredited the basic underlying assumption of the 1992 Earth Summit in Rio de Janeiro [1-6].

[The Sun is definitely \*\*NOT\*\* the steady heat source](#) world leaders assumed at the first Rio Earth Summit. 1. "***The whole solar hemisphere erupted simultaneously in an avalanche effect that had been triggered in the tiny solar core and propagated outwards***", NASA (Dec 13, 2010). [http://science1.nasa.gov/science-news/science-at-nasa/2010/13dec\\_globaleruption/](http://science1.nasa.gov/science-news/science-at-nasa/2010/13dec_globaleruption/) <http://www.suite101.com/content/vast-solar-eruption-shocks-nasa-and-raises-doubts-on-sun-theorya327330> 2. "***The Cold Sun***," by John L. Casey (2011). <http://climaterealist.com/?id=7823> 3. "Earth's Heat Source - The Sun," *Energy & Environment* **20**, 131-144 (2009). <http://arxiv.org/pdf/0905.0704v1> 4. "***The Sun Kings . . .***," by Stuart Clark (2007). <http://press.princeton.edu/titles/8370.html> 5. "*The Sun - Living with the stormy star*," by Curt Supplee, *National Geographic Magazine* (2004). <http://ngm.nationalgeographic.com/ngm/0407/feature1/index.html> 6. "Superfluidity in the solar interior: Implications for solar eruptions and climate," *Journal of Fusion Energy* **21**, 193-198 (2002).

<http://arxiv.org/pdf/astro-ph/0501441v1>

With kind regards,  
Oliver

---

**From:** Oliver Manuel [omatumr@yahoo.com]  
**Sent:** Sunday, May 29, 2011 5:23 PM  
**To:** Chris Horner; Paul Chesser  
**Cc:** Tea Party Patriots; Congressman Leutkemeyer; Senator Paul Rand; Senator James Inhofe; Senator Roy Blunt; Senator McCaskill  
**Subject:** Thanks for your effort to restore integrity to government science!

Hi Paul and Chris,

Just a quick note to express my appreciation for all that you two and the Environmental Law Center of the American Tradition Institute did to get the court order for the University of Virginia to comply with legitimate FOI (freedom of information) requests.

<http://www.atinstitute.org/court-orders-university-of-virginia-to/>

I also want to warn that ***you have grabbed the tail of a tiger***, so powerful that it almost succeeded in changing government science into a tool of propaganda - despite former President Eisenhower's warning of these two dangers to our free society in his farewell address to the nation (17 Jan 1961):

- a.) An "*Industrial-Military Complex*" and
- b.) A federal "*Scientific-Technological Elite*."

<http://mcadams.posc.mu.edu/ike.htm>

Twelve years earlier, George Orwell tried to describe the danger in his book about a tyrannical-technological government of the future, "**1984**":

<http://www.online-literature.com/orwell/1984/>

During my research career (1960-2011), I personally witnessed the growth of a *federal "scientific-technological elite"* that misrepresented experimental data and observations from the Apollo Mission to the Moon, the Galileo Mission to Jupiter, and numerous space-age studies of samples from the Sun, the Earth, other planets, meteorites, comets, and asteroids.

Decades of government deceit and data manipulation [1-7] preceded the global warming scandal that started to unfold in the fall of 2009. Even the discovery of the first planetary system beyond the solar system was downplayed because the finding did not support the Standard Solar Model of Earth's "constant" source heat [8,9].

Your efforts may help us get to the bottom of this tangled web, but you should expect fierce opposition from the government scientific establishment - including world leaders, leaders of the US National Academy of Sciences, the UK's Royal Society, the UN's IPCC, heads of government research agencies (NASA, EPA, DOE, NOAA, etc.), editors of once prestigious research journals like *Nature*, *Science*, *Proceedings of the National Academy*, *Proceedings of the Royal Society*, etc.

Again I deeply appreciate your efforts to restore integrity to government science. The process you started will be opposed by many of the world's most powerful organizations.

Good luck!

With kind regards,  
Oliver K. Manuel  
Former NASA Principal  
Investigator for Apollo

References:

1. "Strange xenon, extinct super-heavy elements, and the solar neutrino puzzle", *Science* **195**, 208-209 (1977)

<http://www.omaturn.com/archive/StrangeXenon.pdf>

2. "Solar abundances of the elements", *Meteoritics* **18**, 209-222 (1983)

<http://tinyurl.com/224kz4>

3. "Isotopic ratios in Jupiter confirm intra-solar diffusion", *Meteoritics and Planetary Science* **33**, A97, 5011 (1998)

<http://www.lpi.usra.edu/meetings/metsoc98/pdf/5011.pdf>

4. "The Sun's origin, composition and source of energy", *32nd Lunar and Planetary Science Conference (LPSC)*, paper #1041 (2001)

<http://xxx.lanl.gov/pdf/astro-ph/0411255>

5. "Super-fluidity in the solar interior: Implications for solar eruptions and climate", *Journal of Fusion Energy* **21**, 193-198 (2002)

<http://arxiv.org/pdf/astro-ph/0501441>

6. "Solar abundance of elements from neutron-capture cross sections", *36th Lunar & Planetary Science Conference (LPSC)*, paper #1033 (2005)

<http://www.lpi.usra.edu/meetings/lpsc2005/pdf/1033.pdf>

7. "Earth's Heat Source - The Sun", *Energy and Environment* **20**, 131-144 (2009)

<http://arxiv.org/pdf/0905.0704>

8. "A planetary system around the millisecond pulsar PSR 1257+12", *Nature* **355**, 145-147 (1992)

<http://www.nature.com/nature/journal/v355/n6356/abs/355145a0.html>

9. "Confirmation of Earth Mass Planets Orbiting the Millisecond Pulsar PSR B1257+12", *Science* **264**, 538-542 (1994)

<http://www.sciencemag.org/content/264/5158/538>

## Director Bolden's Comments

**From:** "John Moore" <mr.moore.john@gmail.com>

**Date:** Thu, May 19, 2011 10:14 am

**To:** pcast@ostp.gov

**Priority:** Normal

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It is important to note that there are pre-college teachers using remote sensing technologies, data, and imagery in the classroom, and have been for years. Right now there are efforts underway, through the work of K-12 teachers, that give students the opportunity to build, launch, utilize, and educate using CubeSats. NASA (and PCAST) need to develop ways to support and encourage these innovative educators that "expose and inspire" students everyday and bring new dimensions to STEM Education. CTE offers a venue where this can happen in rapid response to K-12 STEM Education initiatives. Teachers are changing lives everyday, let's make them part of the equation.

John D. Moore  
Albert Einstein Distinguished Educator Fellow  
2009-2011

Teacher of Environmental and Geospatial Technologies (1981-2009)  
Burlington County Institute of Technology, Medford, NJ

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**Wednesday, June 1, 2011 - 15:06**

**Name:**

**Organization:**

**Phone:**

**E-Mail:**

## Smart Grid Connectivity -- Good, But Good Enough?

Remarks by Steven R. Rivkin to Connectivity Week,  
Santa Clara Conference Center, May 26, 2011

What's a D.C. telecom lawyer like me doing trying to figure the costs and benefits of the trade-off between fiber optics and wireless? That's a question I've urgently asked myself for the past few weeks which now I hope to answer.

Actually, the potential link-up of fiber and electricity networks is something I've pondered for more than two decades, ever since I first realized that the copper wires outside my window fit Mike Nichols' picture of an unhappy marriage: "Proximity there was, relationship there was none!" The obvious reason to pull telephone and power wires asunder in 1900 – electromagnetism -- has no basis to persist today. Optical fiber can be twinned with electricity, even bound up with a power cable in a single sheath, with perfect fidelity, harmony, and no static, so that jungle of copper wire no longer makes much sense.

But, going forward, "coulda" doesn't equal "shoulda," though it imposes a burden of proof on older technology that is proven to be less versatile. Clearly, power-line carriage has already failed the test for smart-grid connectivity: There's no point in relying on a network for intense data flows that shuts down just when you need it. As to the options still standing – fiber and wireless – my main aim today is to urge that the time is ripe for an authoritative comparison that will take into account all relevant public and private interests, long-range goals, and short-term strategies.

Cost is certainly significant, but not conclusive, and in the final analysis costs must be weighed against revenues under multiple contingencies, starting with a look at the experiences of pioneers like Chattanooga's EPB. But there are other, technological considerations that could balance out the presumed cost disadvantage. Bandwidth aside, there are four primary reasons why fiber deserves a fair shake for the smart grid. Security is the first.

1) Security. According to Corning, which knows a thing or two about fiber,

"[T]he dielectric nature of optical fiber makes it impossible to remotely detect the signal being transmitted within the cable. The only way to do so is by actually accessing the optical fiber itself. Accessing the fiber requires intervention that is easily detectable by security surveillance. These circumstances make fiber extremely attractive to governmental bodies, banks, and others with major security concerns."

To the innate hazards of tapping, add the threat of mischief from worms such as Stuxnet. Cyber vulnerability has already disrupted momentum toward the smart

grid. Last month the U.S. Senate took up a bill – S. 813 -- “to promote public awareness of cyber security,” mandating an executive branch study of “the threat of a cyber attack disrupting the electrical grid of the United States.” Such a study, if ordered by law, would be timely to weigh the potential make-or-break vulnerabilities of fiber and wireless networks for the smart-grid. Earlier this month, the White House unveiled its own plan, but that has unfortunately been called “weak tea,” so the need for perceptive initiatives remains acute.

Fortunately, great leaps forward are being made in cyber cryptography, especially for fiber networks. Consider the path-breaking work at Los Alamos National Lab and elsewhere on Quantum Enabled Security, whose functionality in the physics of light itself is generating high enthusiasm from potential vendor partners and from the U.S. Department of Energy, precisely for the smart grid.

**2. Reliability.** Optical fiber isn’t fazed by potential obstacles such as distance, weather, and electrical interference. It is intrinsically dependable for critical infrastructure data communications. To the extent the smart grid greatly increases system complexity, smooth and confident exchanges of data from many disparate and widely spaced sources are essential, often in real-time.

**3. Low Latency.** Likewise, the multiple, interrelated elements of the smart grid must be coordinated simultaneously, placing a premium on precise correlation of network data communications. According to Ciena,

“For non-critical operations like polling of smart meters... latency requirements are not significant. [But for] most other applications latencies should typically be in the 10’s of millisecond ranges... The most critical requirements will usually be around relay teleprotection within and between substations, where ... both network delays and network recovery times in the event of a failure [must be] kept to the very low (<10) millisecond ranges (i.e. less than the time of one 60HZ power cycle).”

As the smart grid thickens and intensifies, the data support mechanism must always keep up the pace.

**4. Ubiquity.** Simply because optical fiber can physically entwine electrical apparatus makes it possible to deploy intense instrumentation for measuring and control, free from illicit ingress or disruption, and open to remote inputs, distributed storage, and micro management. Coincidentally, the flow of this grid information in fiber networks would position high-bandwidth pathways to send and receive additional digital information for all the other applications of which the internet is capable. Thus the superior bandwidth of fiber can be a platform for a topology of bountiful, universal telecommunications: With fiber, we can get data from and to the grid – along with all other entities that need access to the internet.



These four important criteria I've singled out for adequate telecommunications support promise high quality connectivity with a footprint every bit co-extensive with that of the electric grid. The corollary of such telecommunications is its suitability as infrastructure for heavy and growing public and private traffic, an engine poised to draw value from an array of uses great enough to foot the bill.

As I indicated earlier, I think it's timely to zero in on this mandate and opportunity, for which the economic value of smart grid connectivity can be the keystone of the arch. Accordingly, the full-bore U.S. government inquiry into cyber security which I urged previously should be broadened to examine all considerations relevant to adequate support for the grid and all other factors relevant to bringing such connectivity into being. The challenge to legal and political ingenuity will be every bit as complex and urgent as the technical challenges outlined yesterday by Aneesh Chopra.

In particular, I'd like to say now as a lawyer I'm no fan of the mantra of "facilities-based competition" that has bedeviled national telecommunications policy for the last decade and a half. For evidence of incipient failure we need only look to the impotent strategizing of the FCC's recent National Broadband Plan, whose muted goals fall far short of national need and technological opportunity. We should, instead, explore switching to a dynamic of "facilities-based collaboration" in which the providers of last-mile broadband can pool their capital and assets – new and old, including facilities with useful life such as dark fiber, in exchange for owning shares and rights to control slices of bandwidth. By statute, antitrust immunities would be assured, and state restrictions preempted. A central concern will be to induce electric utilities to invest their shareholder capital in the joint venture, in exchange for priority telecom access for their smart grids.

Call this a "Common Infrastructure Corporation," make it eligible for tax shelter and Federal grants, loans, or guarantees, and then sit back and watch "competition" in services flourish and fiber-to-the-home proliferate.

In conclusion, I'd like to offer a caution drawn from economic scholarship. Economists are rightly leery of what some call "path dependence," the stalling of technological progress caused by earlier decisions that over time have proved shortsighted. The most famous instance of path dependence is the mechanical typewriter, whose QWERTY keyboard was initially devised to slow down typing and stop jamming the keys; with the advent of electronic inputs QWERTY has proved woefully antiquated, though it continues to dominate through availability of equipment and human skills. Now, if we don't appreciate the opportunity and the promise of fiber connectivity for the smart grid, we could be headed down the same old path -- with wireless.

---

**From:** Brien Seeley [cafe400@sonic.net]  
**Sent:** Sunday, May 29, 2011 12:24 PM  
**To:** Holdren, John P.; Jochum, Gera M.; Dr. Eric Lander; Stine, Deborah D.; S. James Gates Jr.; National Science Technology Council  
**Subject:** Fwd: Solar Impulse in Brussels: Wrap-up

Dear Science and Technology Leaders:

After I presented this idea at PCAST last September, the E.U. support for electric powered, emission-free flight has grown rapidly (see below). The USA could take the lead in this movement with its Green Flight Challenge Program, whose electric aircraft flight competition happens this July with the CAFE Green Flight Challenge (GFC). We hope that President Obama will drop in at NASA Ames/Moffett Field Green Flight Exposition at 11 AM on Monday July 18 to honor the GFC teams and celebrate with Silicon Valley leaders there the sensational winner of the largest-ever prize in aviation, NASA's \$1.5M Green Flight Challenge. This will mark the dawn of practical, quiet, emission-free flight in 200+ MPG electric aircraft.

Brien

Brien A. Seeley M.D., President  
**CAFE Foundation**  
[www.cafefoundation.org](http://www.cafefoundation.org)  
host of NASA's Green Flight Challenge  
[cafe400@sonic.net](mailto:cafe400@sonic.net)  
Office: 707-544-0141  
Home: 707-526-3925  
Cell: 707-484-8721

Begin forwarded message:

**From:** SOLAR IMPULSE <[press@solarimpulse.com](mailto:press@solarimpulse.com)>  
**Date:** May 29, 2011 5:29:24 AM PDT  
**To:** [cafe400@sonic.net](mailto:cafe400@sonic.net)  
**Subject:** Solar Impulse in Brussels: Wrap-up



FRANÇAIS

DEUTSCH

## PRESS RELEASE

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### **SOLAR IMPULSE IN BRUSSELS: SUPPORT FOR AN AMBITIOUS ENERGY POLICY FOR EUROPE**

**The Solar Impulse team, led by Bertrand Piccard and André Borschberg, has just concluded a week of meetings with European political authorities, based around the solar aircraft, to promote new technology and renewable energy with the aim of reducing dependence on fossil fuels.**

**Brussels, 29 May 2011** – Solar Impulse has achieved some important objectives on its first European flight to Brussels, the heart of Europe, where it was a guest under the patronage of the President of the European Parliament, the President of the European Council, and of the European Commission.

In addition to the thousands of visitors that attended the open day, several hundred people – including the principal European political leaders – met Bertrand Piccard and André Borschberg to discuss concrete solutions for the future.

Among them: Jerzy Buzek, the President of the European Parliament, the European Commissioners for transport, justice, energy, climate and the environment, numerous members of parliament, committee presidents and managing directors, and company heads. Proposals made in collaboration with European institutions will lead to concrete actions over the coming months in education and in raising awareness of new technology among members of parliament.

“This week revealed the European authorities' willingness to set ambitious energy and environmental objectives despite resistance from certain quarters,” declared Bertrand Piccard, project initiator and chairman of Solar Impulse. “Hence the importance of a clear legal framework to promote the use of new technology.”

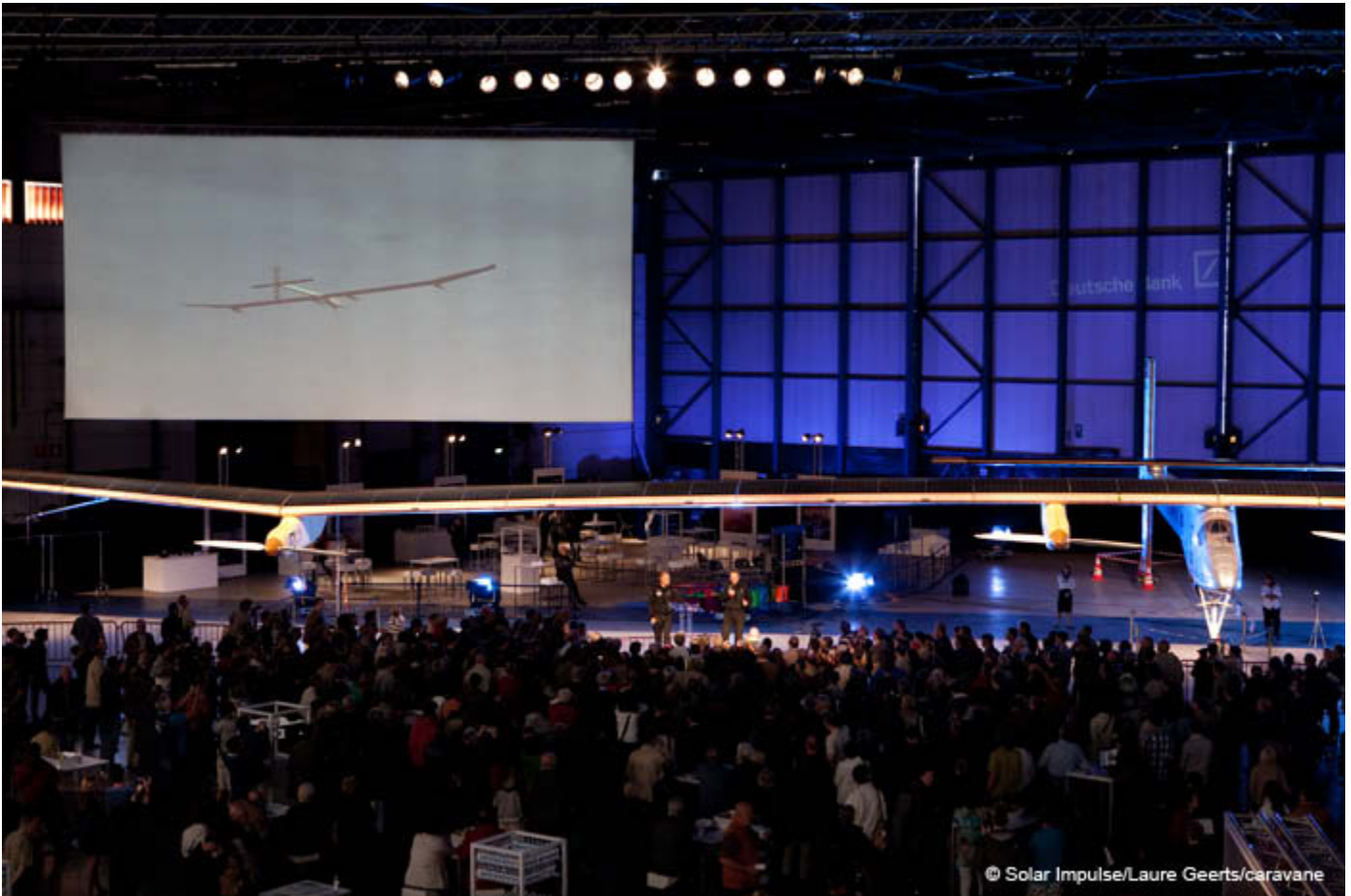
“As politicians, we have to do our jobs, but we need people like you to help us,” said Connie Hedegaard, European Commissioner for Climate Action. Jo Leinen, President of the Committee on the Environment, spoke in the same vein: “You are energising Europe. The solar aircraft demonstrates that alternatives exist and I am convinced that it will contribute to shaping the future by its very example. Presenting it at the heart of the European institutions provides members of parliament with a concrete example as motivation.”

Meanwhile, Jerzy Buzek, President of the European Parliament, made the point that it is possible to innovate while using existing technology, “for example by developing more efficient and cheaper solar panels linked to better batteries. This sort of progress will enable reductions in CO2 emissions while preserving economic development. That is what your project expresses. Your plane is a technological marvel; it is also the result of an exemplary European collaboration.”

André Borschberg, co-founder and CEO of Solar Impulse, piloted the aircraft on its flight to Brussels. “This solar plane is an extraordinary example of what can be done with stored energy. The welcome in Brussels is a great source of motivation for the team as we enter the next phase of the project which involves building a second plane to circumnavigate the globe.”

Solar Impulse has received thousands of messages of congratulations and support during this first European voyage. More than a million people watched the flight live on [www.solarimpulse.com](http://www.solarimpulse.com) and more than 1.2 million videos were downloaded.

Weather permitting, over the next few days, André Borschberg will fly the HB-SIA to Paris where Solar Impulse will be a special guest at the International Air and Space Show in Paris-Le Bourget from 20-26 June.



Press releases, HD pictures, b-rolls, films and biographies can be downloaded at the following address:

<http://press.solarimpulse.com>

User: solar-impulse

Password: solar-info06

**For more information:**

Solar Impulse

Alexandra Gindroz

Press Officer

Tel. +41 58 219 2440

Mobile: +41 79 415 82 84

Email: [press@solarimpulse.com](mailto:press@solarimpulse.com)

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**About Solar Impulse**

Solar Impulse HB-SIA, the first aeroplane designed to fly day and night without requiring fuel and without producing carbon emissions, demonstrates the enormous potential held by new technologies in terms of energy savings and renewable energy production. Seven years of intensive work, calculations and tests by a team of 70 people and 80 partners have contributed to producing this revolutionary carbon fibre aeroplane, with a wingspan as wide as that of an Airbus A340 (63.4m) and a weight equivalent to that of an average family car. It is the largest aeroplane of its weight ever to have been built. The 12,000 solar cells integrated into the wing supply four electric motors (maximum power 10CV each) with renewable energy and charge the 400kg lithium polymer batteries during the day, enabling the aircraft to fly at night. The Solar Impulse project is supported, among others, by: Solvay, Omega, Deutsche Bank and Schindler as Principal Partners; Bayer Material Science and Altran ! as Official Partners; EPFL (Lausanne Federal Institute of Technology) as Official Scientific Consultant and Dassault-Aviation as Aviation Consultant.

PSE-C, EPFL SCIENTIFIC PARK  
CH-1015 LAUSANNE, SWITZERLAND

TEL.: +41 (0)58 219 24 40  
FAX : +41 (0)58 219 24 91

PRESS@SOLARIMPULSE.COM  
WWW.SOLARIMPULSE.COM

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**From:** dscepki@aol.com  
**Sent:** Tuesday, May 31, 2011 3:44 PM  
**To:** Stine, Deborah D.  
**Subject:** Fwd: From: Dorothy Szczepkowski, Streamwood, IL. RE: President Obama's 2nd Bioethics Committee Conference, May 18, 2011  
**Attachments:** CRIMINAL\_TECHNOLOGY\_SURVEILLANCE.doc; PICTURE\_-\_RAYMOND\_BAILEY.doc; PICTURE\_-\_BHASKARA\_GARA.doc; Los\_Angeles\_Billboard\_-\_Stalking\_and\_Remote\_Electronic\_Assaults.doc

Dorothy Szczepkowski  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

May 31, 2011

Dr. Deborah D. Stine, Ph.D.  
Executive Director  
President's Council of Advisors on Science and Technology Policy  
Office of Science and Technology Policy  
Executive Office of the President  
New Executive Office Building  
[REDACTED]  
Washington, D.C. 20502

Dear Dr. Stine:

Following are emails/letters I sent to you on Fri., April 15, 2011, 11:44AM; Mon. March 7, 2011, 2:03PM, in this correspondence I included the first **President Obama's Commission for the Study of Bioethical Issues Conference in Washington, D.C. February 28 through March 1, 2011, Internet link, <http://www.tvworldwide.com/events/bioethics/110228/default.cfm?id=13288&type=flv&test=0&live=0> , of Targeted Individuals, like myself, who were able to express concerns and their deadly experiences due to the widespread use of electromagnetic tracking devices and Microwave Hearing Effect transmissions;** Wed. August 25, 2010, 8:12PM; and Wed., August 19, 2009, 13:05:59.

Dr. Stine, I am now sending you more proof of the ongoing torture of Targeted Individuals from the second **President Obama's Commission for the Study of Bioethical Issues Conference in New York, NY, May 18, 2011.** Below are five (5) Internet links, 10 minutes each, in which 20 Targeted Individuals, like myself, were able to give a 2 minute expressions of concern during the Public Comments Session, detailing their daily torture and begging and pleading for help. 300 Targeted Individuals requested floor time. The time allotted only permitted for 20. 300 Targeted Individuals were willing to take time off of work and incur, to them, a sizeable expense to tell of their torture and get help. Dr. Stine, **these are cells of murder mills on our American soil.**

**Americans are being Targeted for torture, resulting in death, from criminals here in America without anyone in our great land investigating the accusations of many?** Dr. Stine, it is only a matter of time, before these crimes are carried and publicized through news stations and the media. There is more and more information, and out crying over the Internet. **More and more good, law abiding citizens are complaining and crying out about these deadly, unbearable crimes;** would they target another criminal.

<http://www.youtube.com/watch?v=vmhdsQ8fPSc&feature=related>

<http://www.youtube.com/watch?v=nKMgHd-gn1M&feature=related>

<http://www.youtube.com/watch?v=DenV-MTVo80&feature=related>

<http://www.youtube.com/watch?v=ZwNgM0RCY0&feature=related>

<http://www.youtube.com/watch?v=GmBOWSeXxjA&feature=related>

**"There are a thousand hacking at the branches of evil to the one who is striking at the root." -- Henry D. Thoreau. Please find the appropriate government agency to help us.**

Sincerely,

Dorothy Szczepkowski  
(630) 483-1685

-----Original Message-----

From: dscepki <dscepki@aol.com>

To: Deborah\_D.\_Stine <Deborah\_D.\_Stine@ostp.eop.gov>

Sent: Fri, Apr 15, 2011 11:44 am

Subject: Fwd: From: Dorothy Szczepkowski, Streamwood, IL. RE: Follow Up to your August 19, 2009 Email to me. SUB: New Criminal Advanced Technology Being Used in the United States; Enables 24/7/365 Stalking, both Physical and Remote, Endless Crimes, and Premeditated Attempted Murder

Dear Dr. Stine,

**The organized criminal gang is killing me, in my own home.** Their sleep deprivation tactics/murder attempt has escalated to zero (0) minutes per night of sleep. Is anyone in our government helping me? **Is it OK to our government to lose a few citizens here and there to murderers?**

Very respectfully,

Dorothy Szczepkowski  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

-----Original Message-----

From: dscepki <[dscepki@aol.com](mailto:dscepki@aol.com)>

To: Deborah\_D.\_Stine <[Deborah\\_D.\\_Stine@ostp.eop.gov](mailto:Deborah_D._Stine@ostp.eop.gov)>

Cc: wpress <[REDACTED]>; zewail <[REDACTED]>

Sent: Mon, Mar 7, 2011 2:03 pm

Subject: Fwd: From: Dorothy Szczepkowski, Streamwood, IL. RE: Follow Up to your August 19, 2009 Email to me. SUB:



Dorothy Szczepkowski  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

March 7, 2011

Dr. Deborah D. Stine, Ph.D.  
Executive Director  
President's Council of Advisors on Science and Technology Policy  
Office of Science and Technology Policy  
Executive Office of the President  
New Executive Office Building  
[REDACTED]  
Washington, D.C. 20502

Dear Dr. Stine:

In follow up to my email/letter I sent to you Wed, Aug 25, 2010 8:12 pm, ("original message" following below as forwarded,) and as my email/letter, also, forwarded below, to Dr. William H. Press, Ph.D. and Dr. Ahmed H. Zewail, Ph.D. dated Wed, 19 Aug 2009 13:05:59 -0700, I want you to know President Obama's Commission for the Study of Bioethical Issues held a Conference in Washington, D.C. February 28 through March 1, 2011. If you click on the link below I provided, you will be brought straight through to where The Commission opened a session up to the public and 17 Targeted Individuals, like me, were able to give a brief 2 to 3 minute expressions of concern. The 17 Targeted Individuals were from throughout the United States. All, expressed to The Commission what I expressed to you below in my emails/letters that I am forwarding as a reference, and through the 1-1/2 year period I have written your office. None of us know each other, but the expressions of the crimes being committed are the same. To quote Deborah Dupre, Human Rights Examiner.com, as I have written to you before, **"You will find too many technological common denominators to simply ignore and there are too many credible victims that cannot simply be categorized as delusional."** This type of criminal 24/7/365 surveillance and threat to an individual's health and life is what our country will have to contend with in the future.

**This deadly criminal gang takes and uses techniques straight out of an Interrogation Manual.** Most of their interrogation tactics are done "tongue-in-cheek." It appears they think this torture is amusing, a game. At night, after I lie down, my bed and bedroom becomes a torture chamber for the criminals' use. During some of the worst nights by these criminal-terrorists, I have often thought that lying on a bed made of nails would be of less torture. **They use the device that produces the Voice-to-Skull transmissions as a weapon. They use all kinds of interrogation torture techniques,** including calling my first name to get my immediate attention and then proceed with non-stop Voice-to-Skull transmissions, consisting of preselected repetitions. I am positive our President Obama would take swift action if he was aware of what was happening, in America, to innocent Americans.



Please, Dr. Stine, take the time out of your very busy day to look at and listen to the link below my last sentence. It is about 50 minutes long. I am requesting you to provide this new information to your PCAST members and to please get back to me with your outcome. These criminals need to be investigated and arrested for my safety and for society's.

<http://www.tvworldwide.com/events/bioethics/110228/default.cfm?id=13288&type=flv&test=0&live=0>

Thank you.

Respectfully,

Dorothy Szczepkowski

-----Original Message-----

From: dscepki <[dscepki@aol.com](mailto:dscepki@aol.com)>

To: Deborah\_D.\_Stine <[Deborah\\_D.\\_Stine@ostp.eop.gov](mailto:Deborah_D._Stine@ostp.eop.gov)>

Sent: Wed, Aug 25, 2010 8:12 pm

Subject: Re: From: Dorothy Szczepkowski, Streamwood, IL. Follow Up to your August 19, 2009 Email to me. RE: New Criminal Advanced Technology Being Used in the United States; Enables 24/7/365 Stalking, both Physical and Remote, Endless Crimes, and Premeditated Attempted Murder

Dorothy Szczepkowski

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

August 25, 2010

Dr. Deborah D. Stine, Ph.D.  
Executive Director  
President's Council of Advisors on Science and Technology Policy  
Office of Science and Technology Policy  
Executive Office of the President  
New Executive Office Building  
[REDACTED]  
Washington, D.C. 20502

Dear Dr. Stine:

The email below was forwarded to you on Wed, 19 Aug 2009 13:05:59 -0700. Your response back to me was Wed, Aug 19, 2009 5:44 pm, "Thank you for your comments. I will provide them to the PCAST members."

Dr. Stine, I am in need of your action, feedback and resolution from our great country's government officials and experts. The deadly surveillance technology and the tactics used by the criminals in my attached story/summary are killing me. The stress that is put on my heart on a daily basis is taking its toll. My heart rate is never "at rest" from the constant Voice to Skull attacks and the intense aggression used by the criminals 24/7.

If the criminals' technology and tactics don't kill me by heart attack, I am afraid it will produce a stroke. As a result of their 24/7 badgering, their constant disruption of my sleep and their intentional sleep deprivation Voice to Skull tactics used on me nightly and disruption of every meal, no exceptions, I am often dizzy, most days and nights my head hurts and throbs, all my bones ache, my nerves feel raw, I feel run down and weak, my throat hurts and I frequently have pains in my stomach. These criminals are murders and they will not stop or back off until they kill me. I need you to know these criminals are able to kill innocent human beings and not be charged with murder, at this point, because no one in government has devoted time to solving this horrific crime. I am not alone. **There are hundreds of us being tortured to death in our own homes every day and night, here in our United States.**

Deborah Dupre, Human Rights Examiner.com, has written many articles over the years on the atrocity. Following are sections from more than several articles she has written on the subject:

Ms. Dupre writes of Mr. James Walbert, a Targeted Individual himself. "There needs to be Congressional Hearings where the thousands of non terrorist ordinary Americans who are getting attacked daily by directed energy weapons and organized gang stalked as well as targeted with numerous other COINTELPRO tactics get a chance to come forward and describe how their lives have been ruined **and how they have been tortured in their own homes...**"

"Walbert now unofficially represents thousands of American Targeted Individuals, innocent children, women and men covertly persecuted in the United States - **in their own homes and communities - by one of, if not the single most sophisticated organized criminal systems to hit the planet.**"

"Rudimentary data about targeted individuals plus anecdotal reports indicate that **since 2001, an influx of innocent, injured citizens have been lodging complaints with law enforcement; national and international human rights organizations; elected officials; and media about their experiencing covert, cruel and inhumane treatment.**"

"In sheer desperation for survival, at least some of these TIs resort to online self-help groups. A look at content of their messages in these groups reveals their disturbing accounts: **typically death threats, rapes, physical assaults and assassination attempts.**" These reports consistently meet criteria of torture.

"TIs claim being covertly tortured in their homes and communities." "**TIs pleas for advocacy are consistently denied by** medical doctors, psychiatrists, psychologists, organizations of these professionals, **police, elected officials,** and media." "**Instead of considering possibilities of advanced technology;** widespread use of "interrogation" treatment; or non-consensual human experimentation; psychologists, as others, appear to re-victimize TIs with labels before conducting a thorough investigation." "**Scientific research publicly available about this phenomenon is almost non-existent according to a report by Peter Phillips, Lew Brown and Bridget Thornton.**"

Another T.I., Richard Centeno, wrote requesting hearings on Capitol Hill. "There is also significant evidence that the weapons transmit extra low frequency signals that connect to human neural frequencies thus creating sounds and "voices in the head." "I implore you and your staff to spend a few minutes browsing the internet where you will find hundreds of credible victim accounts and a body of scientific evidence that corroborate that

there is a widespread, pervasive secret war being waged by a rogue element against unsuspecting citizens nationwide.”

**“You will find too many technological common denominators to simply ignore and there are too many credible victims that cannot simply be categorized as delusional.”**

Please, Dr. Stine, read my story/summary very carefully. Thank you.

Respectfully,

Dorothy Szczepkowski

Attachments

-----Original Message-----

From: Stine, Deborah D. <[Deborah D. Stine@ostp.eop.gov](mailto:Deborah_D_Stine@ostp.eop.gov)>

To: dsceпки <[dsceпки@aol.com](mailto:dsceпки@aol.com)>

Sent: Wed, Aug 19, 2009 5:44 pm

Subject: FW: From: Dorothy Szczepkowski, Streamwood, IL. RE: New Criminal Advanced Technology Being Used in the United States; Enables 24/7/365 Stalking, both Physical and Remote, Endless Crimes, and Premeditated Attempted Murder

Ms. Szczepkowski,

Thank you for your comments. I will provide them to the PCAST members.

Deborah D. Stine, PhD

Executive Director, President's Council of Advisors on Science and Technology Policy (PCAST)

Email: [dstine@ostp.eop.gov](mailto:dstine@ostp.eop.gov)<<mailto:dstine@ostp.eop.gov>>;

Phone: 202-456-6006

Fax: 202-456-6021

Office of Science and Technology Policy

Executive Office of the President

New Executive Office Building, Room [REDACTED] Washington, DC 20502

Webpage: [www.ostp.gov/cs/pcast](http://www.ostp.gov/cs/pcast)

----- Forwarded Message

**From:** <[dsceпки@aol.com](mailto:dsceпки@aol.com)>

**Date:** Wed, 19 Aug 2009 13:05:59 -0700

**To:** William Press [REDACTED], "Zewail, Ahmed H" [REDACTED]

**Subject:** From: Dorothy Szczepkowski, Streamwood, IL. RE: New Criminal Advanced Technology Being Used in the United States; Enables 24/7/365 Stalking, both Physical and Remote, Endless Crimes, and Premeditated Attempted Murder

Dorothy Szczepkowski

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

August 19, 2009

Dr. William H. Press, Ph.D.  
President Obama's Council of Advisors for Science and Technology  
Professor  
Computer Sciences  
Institute for Computational Engineering and Sciences  
ACES 4.102  
1 University Station (CO200)  
Austin, TX 78712

Dr. Ahmed H. Zewail, Ph.D.  
President Obama's Council of Advisors for Science and Technology  
Linus Pauling Chair  
Professor of Chemistry  
Professor of Physics  
Director  
Physical Biology Center for Ultrafast Science and Technology  
California Institute of Technology  
Arthur Amos Noyes Laboratory of Chemical Physics  
Mail Code 127-72  
1200 East California Boulevard  
Pasadena, California 91125

Dear Dr. Press and Dr. Zewail:

I need you and our government to know the following facts about the type of deadly crime that is being perpetrated by criminals in Streamwood, Illinois and surrounding areas, just outside of Chicago. I need you and our government to know of the new criminal advanced technology that is being used on me. This is truly a matter of life and death for me and a national security issue. I need you and our government to know if these criminal gangs can do this crime to me, they can do it to absolutely anyone. No one will be safe; no one will have identity security, any security or our precious Constitutional Rights. Please take the time out of your very busy day to read my story. Thank you.

Respectfully,

Dorothy Szczepkowski

Attachment

----- End of Forwarded Message

Please help me in any way you can. I am a Targeted Individual, by a criminal gang, who talks to me via Voice to Skull transmissions, stalks me verbally via Voice to Skull transmissions and physically when I leave my house and Remotely Views me 24/7/365, in an attempt to murder me and not be brought to justice because the type of crime is in its infancy, at best, to law enforcement and will not be recognized. From everything I pieced together, the paid criminal gang doing the 24/7/365 Voice to Skull transmissions and Remote Viewing on me started in 1996 and possibly as early as 1995, although this criminal gang did not let me know (through their Voice to Skull transmissions to me) until January, 2005, and ever since it has been lethal.

The following paragraph starts my **summary**. It has been shortened, but it is a brief recap of what I have been experiencing since January, 2005. In the past five years, I have mailed out 900 of the following letter (summary) asking and seeking help. Is there any way to know how many other innocent Targeted Individuals/Victims, like myself, have either been murdered through this technology or have taken their own lives to put themselves out of the 24/7/365 torture? Is there any way to know how many individuals and which individuals this criminal technology is presently being used on, but are unsuspecting because the criminal gang chooses to remain silent for whatever their motive is? This deadly criminal technology is now available and definitely being used on some suspecting and some unsuspecting victims.

My life is at risk and if I don't get help, this criminal gang will kill me under the constant pressure, constant torture and exploitation. I have made contact with law enforcement listed towards the end of my letter regarding same. I sought medical help and the Doctor said he never heard of such a thing and he could not think of any tests that would reveal anything done to my body. **This criminal gang has said over and over, "They will never be able to figure the monitor out; they will never figure the eye out."** I am beginning to believe that is so. In this letter I have detailed how a hardened criminal gang has launched an all out campaign to kill me, without being detected or suspected. To make myself clear, I feel I need to explain to you how everything unfolded. I have been trying to get help for five years and it has been extremely hard and next to impossible. I have tried different sources; educational, government, and law enforcement. As you read through the letter, you will see I tried going through my village police department. They do not have the expertise or resources to carry out such a sophisticated, complicated, high tech investigation. I have been told I need enough Probable Cause and sufficient evidence to open an investigation to substantiate in a court of law. I don't understand, are we, as a society, to allow someone to premeditate torture and slowly kill another person because the law stands in the way of procuring evidence. I have been told what I describe is not technologically possible. (As you read through my letter, you will read I had a "Sweep" done in July, 2005. In early winter of 2005, I contacted that individual to discuss what I was experiencing, as I have outlined in my letter, and he said he has read about other people who have a similar surveillance on them. This man is a retired Detroit area Police Officer.) These criminals know that what I am telling you in my letter is so far-fetched and so technologically advanced, that I will be dismissed as having a mental problem. Please believe me when I say, there is absolutely nothing wrong with my mental state; I am not unstable and my claim is valid.

The help I need goes far beyond most people's understanding. (I have been told that not only is it not possible, but if it were it would be too expensive.) There is a gang in my neighborhood that consists of mostly males, and through some sort of (sophisticated) electronic, electro-field, laser and/or satellite or some other method/application of surveillance has somehow tagged, tapped, and set-up into me/my body and are intracranially stalking me 24/7/365. I am a 61 year old woman who lives alone, in a townhouse community of younger people, and I am retired. I have no children, my parents are dead, and both my brother and sister live out-of-state. The activity first came to my attention December, 2004. I began to realize that my neighbors were able to hear what was going on within my townhouse unit, through conversation I overheard. At that time, Ronald T. (Tad) Gralewski (born in 1972) lived at 211 Locksley Dr., and he was part of some sort of motor cycle group/club, Jason A. Surprise lived at 203 Locksley Dr. and Keith V.

Kulczak lived at 217 Locksley Dr. All became very good friends and all started giving me trouble right from the start. They were verbally abusive, and they kept bumping into me when I was out during the course of my day(s), and most of the time they were on their cell phone. Jason Surprise would be outside frequently, walking around and stopping to talk to a lot of the neighbors. Kerry J. Ganofsky lived at 121 Locksley Dr., and moved into his townhouse in 1995. Raymond E. Bailey didn't move into his townhouse until March, 2000. Kerry Jon Ganofsky and Raymond Edward Bailey were very good friends. They were together a lot and you could see Raymond Bailey worked almost like a handyman around Kerry Ganofsky's townhouse unit.

Two reasons, when I look back over the years, I say this is I heard one of the females talk about a telephone conversation I had with my brother, and she was right on all the details. The telephone conversation was in 1999. I had never mentioned anything about that conversation outside my home. The other reason is, Ronald (Tad) Gralewski, Jason Surprise, and Keith Kulczak, would be waiting for me outside stores I would go to, or if I went to the post office, or wait for me on the street, in their vehicle, when I was coming home from work.) In January, 2005, I started to hear one female voice starting to detail my activities in my townhouse, as I was doing different things in my den; I have two televisions in my den. One television I use for viewing network programs and the other I ran a microphone from my garage to the audio jack on the television set to be able to hear what was going on outside my townhouse unit because there were men in their vehicles slowing down in front of my house or stopping by my driveway, or walking on my property, all of the time. By March, 2005, I started hearing both female and male voices, at a normal voice level, detailing what I was doing while I was in the particular room I happened to be in at the time. In the bathroom, they would tell me I was combing my hair, and then they would criticize the way it looked. While I was putting my top on, they would tell me what store I bought it from and even the size. In the den, the female and male voices would tell me I was watching television and eating, if I was, and they were right. They were even able to tell me what I was eating. In the kitchen, they would tell me what I was cooking and where I was in the kitchen at the time. At that time, I figured this gang must have planted microphones in my townhouse. There was one break-in that I was aware of in which about 80 video tapes were stolen from my townhouse. The criminal gang obviously wanted me to know about that break-in. I do wonder how many times prior to that planned, premeditated break-in they had been in my house without me knowing, and what they were doing and tampering with. In May, 2005, I realized there must be hidden cameras in my townhouse, as a neighborhood teen boy stopped in front of my unit and said, "See you later, Dorothy." A strange response from a teen boy I never had anything to do with. From there was a mushrooming effect, both males and females making different comments about me, while I was outside. Because they kept this up all day and night long, in July, 2005, I hired a debugging firm, based out of Michigan, to "sweep" my home and they didn't find anything. The gang's actions became extremely aggressive in July, after the "sweep." **They knew I was aware that they were using some sort of electronic surveillance on me, as they made it a point to make that fact obvious.** Two very active gang members of this gang are Raymond Edward Bailey (42 years old) and Alicia Ailene (Carr) Bailey (43 years old). They moved October 4, 2006, to 6801 Waterford Drive, McHenry, IL 60050. Prior to the move, they lived at and still own, although the property is up for sale, 427 Locksley Dr., Streamwood, Illinois 60107. Raymond Edward Bailey works in Information Technology at High Voltage Software, Inc., in Hoffman Estates, Illinois, as IT Director, and Alicia Bailey works at Burns & Wilcox in Downers Grove, Illinois. I kept hearing my neighbors say, "Raymond Bailey put a monitor on her.;" "She will never figure the monitor out.;" "The way the monitor is set-up, they will never be able to figure it out.;" "He will never take it off of her.;" "Unless he gets caught, he will never let her go.;" "She has a collar on her.;" "He will never turn the monitor off.;" and, then they laughed as they walked past my townhouse, or when I would walk past them.

**Raymond Bailey, his wife Alicia, and their associated/peer gang have a 24 hour surveillance/monitor/stalk on me, done in shifts, stating they are (\*) videotaping me constantly, no matter where I am during the course of the day (even when I am driving my car or 60 miles away at some event) or night.** I think there is a good chance they are selling the video tapes of me somewhere or over the Internet. I heard Raymond Bailey say "She is a gold mine." Prior to the move, when Raymond

Bailey came home from work at the end of the day, (oftentimes, about one to two hours before he came home, the gang would start saying, over and over, "We are waiting for Ray.") After Ray came from work I would hear him say, through Voice to Skull transmissions to me, to his peer gang who is the paid criminal staff of the 24/7/365 surveillance/monitor/stalk and Voice to Skull transmissions, "What did she eat today?"; "Where, and how much did she eat?"; "Where did Dorothy go?"; "What did she do?"; "Did she have a bowel movement today?" Raymond Bailey would even ask how many times I peed. Then Raymond Bailey would say either "Let her eat tonight." or, "Don't let her eat tonight." It is not uncommon for the paid staff female on the day shift to say "We are watching Dorothy eat." I haven't been able to eat one meal in peace, without disruption, since about March of 2005, no matter if I was in my house eating or at a restaurant. Before Raymond Bailey's move, one of the males in the gang said, laughing, "He won't even let her eat." Then the gang would start talking about if they should let me sleep or wake me up during the night. Most often, they will make a lot of noise with their voices to wake and keep me up, or if I do fall asleep, as soon as I wake up, they start talking to me in my ear, or intracranially to keep me awake. They even boast about the fact that they have control over my sleep and they threaten me during the day that they are not going to let me sleep at night.

**Bhaskara Gara, 217 Locksley Dr.** He shares the common wall with me. I want to stress how heavily involved Bhaskara Gara is in partnership with Raymond E., Alicia A. Bailey, and their associated paid criminal gang in the 24/7 stalking of me. This gang tells Bhaskara Gara what time I got up in the morning, and he comes home in the evening at that same time, 12 hours later. Or, if he should come home earlier than that particular time, he will leave in the evening 12 hours after I got up in the morning. He does this everyday. This criminal gang tells Bhaskara Gara when I am on the toilet, or taking a bath, and he starts slamming doors until the very minute I am finished. Sometimes he will go outside the minute I start my bath and then go inside his unit the minute I step out of the tub. Frequently when I am on the toilet he pounds on the walls. Even when I am in the kitchen and he is using his common wall cabinets or microwave in his kitchen and I go upstairs to the bathroom, he actually follows me upstairs, in his unit, and starts using the common wall cabinets upstairs or starts pounding on the wall upstairs. 5 days out of 7, when I start to eat my breakfast, he starts slamming exterior doors or sets off his vehicle alarm. He has parked his car right next to mine in a shopping mall parking lot that has 184 stores. What percentage of chances that could be coincidental? He is criminally participating in the crimes against me. Bhaskara Gara works at AT&T in Hoffman Estates, Illinois.

I have gotten my local police involved, but they do not have the expertise to carry out an investigation. This case/police work is too sophisticated for them. When I had a meeting at the police station in December, 2005, Commander Michael Zeigler said he wanted to help me, but did not know if he could. Somehow, this operation that the Bailey's are connected to, with the other members of this gang, must be located and run out of some place other than their house; and, **very well, run under another name than Bailey. I suspect Kerry Jon Ganofsky, CEO and Founder of High Voltage Software, Inc., Red Eye Studio and Sock Puppet Studio, all in Hoffman Estates, IL, also, is part of this crime organization.** Kerry Jon Ganofsky used to live in my townhouse community up until about the end of 2004/the beginning of February, 2005. Kerry and his wife Beverly (Derose) Ganofsky now reside at 630 Cole Drive in South Elgin, Illinois. Raymond Edward Bailey and Kerry were very, very good friends, and at that time, I didn't know Raymond worked for Kerry at High Voltage Software. I found this out in June, 2006, while researching on the Internet. High Voltage Software has a 28,000 square foot motion capture, animation and effects facility, which is located across the street, at 2155 Stonington Avenue, Suite 122, under the name of Red Eye Studio. It is a state-of-the-art performance capture studio designed to fulfill the needs of any production; be it film, television, broadcast, video games, sports analysis, medical/education software or research and development; it is designed to fulfill every animator's need. It has a dedicated Sound Department, end-to-end original sound engineering for music, sound effects and voiceovers, and a Tools and Technology Department for "bleeding edge" software performance. I read the studio is home to a fully customizable, tetherless, million-



pixel-per-camera motion capture system; and, using this system allows the staff's innovative approaches to capture every nuance of human and non-human motion in real-time, including multiple subjects, props, stunt rigs, and detailed facial motion. The following was taken off the Internet for Sock Puppet Studio, which is also owned by High Voltage Software: "Eric Nofsinger is Vice President of Creative Content at High Voltage Software, which translates as Grand High Overlord of a staff of over 95 artists, sound guys and designers. This makes sense, since over the 10+ years that Eric has been in the industry, he's served in all those roles and more. Eric was one of the first employees at High Voltage, and has developed over 50 games with them. When High Voltage decided to create their own motion capture studio, Eric led Red Eye Studio through their growing pains. When High Voltage decided to spin off a DVD creation company, Eric led Sock Puppet Studios through over 30 DVD releases. Eric has been running companies for longer than most game developers have been in the industry. High Voltage Software can do all its own composing, mixing, recording, and editing with a full sound staff." Considering that Kerry Ganofsky's 28,000 square foot studio and his office environment could be conducive, along with the personnel capable of high-tech innovations, the education to allow it, business contacts in the game industry as peers and associates and the fact that Raymond Bailey has always been the best of friends with Kerry Ganofsky makes sense to me. **I feel Raymond Edward Bailey, "Ray" is being used/volunteering as a "front man"/decoy to divert attention away from the real owner of this criminal organization. Why would anyone commit such serious felonies and tell the victim who they are?**

**Joshua Vanveld, who moved two doors down from me in September, 2005, said as he was unloading his moving van the day he moved in, "You should see her wash her ass. Bailey put a monitor on her." Joshua Vanveld also works for High Voltage Software, in Hoffman Estates, IL, as a "Producer," and is a friend of Raymond Bailey.** I feel it could be the criminal organization. (From my reading on the subject of electronic surveillance, it is not uncommon for local police not to have the resources to carry an investigation through to an arrest, and this gang, being professional hardened criminals, are fully aware of this.)

**Margaret M. Bohlen, who lived right next door to Kerry Jon Ganofsky until 2002, was aware of and involved in this crime from the onset.** Although I did not know it at the time, through researching the Internet, I learned **she is Kerry Jon Ganofsky's Office Manager at High Voltage Software in Hoffman Estates, IL, and a Producer at his Red Eye Studio.** **There are a lot of people tied to and participating in this crime that work for Kerry Jon Ganofsky, owner of High Voltage Software, in Hoffman Estates, Illinois.**

After a lot of research on the Internet, I feel Raymond and Alicia Bailey's associated criminal gang's sophisticated, 24/7/365, electronic, electro-field, laser and/or satellite type of surveillance has characteristics very similar to the National Security Agency's (NSA's,) although I don't think Raymond Bailey's electronic, electro-field, laser and/or satellite surveillance system has anything to do with NSA's. I heard one of the paid gang males say, after I discovered through my reading that Raymond E. Bailey's gang's monitor was like NSA's, **"NSA has a monitor like ours."** I also heard the paid staff criminal female from **Raymond Bailey's gang say, "If they can't find anything, they can't pin anything on us."** That is and has always been the gang's mentality . . . we are untouchable, we can get away with perpetrating any crime, there is no way to figure the monitor out and definitely no way to procure evidence; we can even get away with murder.

It has been an extremely long, hard and unbelievable process, both physically and mentally. The following is what I know about the 24/7/365 electronic, electro-field, laser and/or satellite type of surveillance/monitoring equipment Raymond and Alicia Bailey and their associated criminal gang have on me to date:

1. **It can see my entire body day or night (even in complete darkness.) I have heard them say, “This is better than any show we could watch.” and, “We made her shake.” It sees every movement my body makes and knows everything it touches, no matter where I am. I.e. whether in my townhouse, 60 miles away or while driving inside my car day or night. It is able to see what I am seeing out of my eye, (and it sees in color) when my eyes are open (a paid male in the gang said, “I told him we should not let her know we could see out of her eye.”), and it can also see what my body is doing when my eyes are closed. I.e. When I am laying on my back, side, if I lift one of my arms or move a leg. They are able to video tape. (The gang keeps saying “We are (\*) videotaping for Ray.”, and some of my neighbors have mentioned different things I have done inside my house, at different times, in front of me.) They can also tell if my eyes are watering or have tears in them, (I have heard the paid criminal gang say; “Ray wants to see her cry.” Many, many times.)** They can see if I am sweating or when I blink my eyes. **They are able to tell if I am smiling or not and all facial expressions, at any given moment, no matter where I am, 24 hours a day. They know my heart beat, if I am breathing fast or slow and if I have a twitch, absolutely anywhere in or on my body.**

2. **The gang is able to hear every sound my body makes, both internally and externally. I.e. stomach gurgling, and even gas in my stomach, it appears as if they can hear everything from inside my body out. They are able to hear and see me swallow. Even when I am trying to eat, or take a sip of liquid, or even if I start to choke because of the paid staff criminal female’s intentional verbal stalking/harassment, Voice to Skull transmissions done for me not to enjoy anything, much less anything I eat. When it goes down the wrong way, the paid staff criminal female says either “Give up” or “Ray.” Even when I am gasping for breath and have tears in my eyes because I am choking, she still continues with “Give up.”** She is able to know exactly where the food and beverage is in my epiglottis/larynx as it is in the process of going down. She does Voice to Skull transmissions on me exactly after it has left my mouth and is in my epiglottis/larynx. She goes, in spurts, with Voice to Skull transmissions at the exact instant I swallow, and when the inside of my ears click from a swallow or yawn; the paid criminal female says, “Ray.” At least 10% of the time, when I even swallow my own saliva, the paid criminal female says, “Ray,” during the course of the day; and, about 10% of the time after I lay down for the evening and before I get up in the morning, after I wake up. **This paid staff female is barbaric.** They are able to hear me pee and have a bowel movement. I even purchased an AJ-34 Audio Jammer and they were still able to hear. **The (\*)gang is able to hear everything I say, every telephone conversation and person-to-person conversation that I have and they are able to audio record and play it back. I (\*) heard the play back of a telephone conversation I had with one of my friends, they played back a couple of sentences when only my friend was speaking to me; I heard a playback of a conversation I had while I was driving in my car, of only when I was speaking; and I heard a playback of a transaction I had with a man that fixed my vehicle, of only his voice.**

3. **This is very, very, very important, the gang is able to talk in my ears and intracranially/in my head through Voice to Skull transmissions, all day and night long, and they do this non-stop, 24/7/365. All of the time, it is threats. I.e., “We will keep her up tonight.”; “We will follow her around tomorrow.”; “When she comes home, we**

will follow her around.”; “Talk to her when she eats.”; “Talk to her when she sleeps.”; “Talk to her when she goes to the toilet.”; “Talk to her when she is taking a bath and washing.” They almost always preface every statement with “Ray.” When they speak to me intracranially/in my head, Voice to Skull transmissions, the criminal gang has the ability to control the volume. The first 3 years, most of the time, they spoke in a normal tone/volume. But, depending on the affect they were looking for or wanted to produce, they would speak slow and soft and sometimes they actually screamed and yelled. Beginning in June, 2005, for the last 5 years, the criminal gang does all Voice to Skull transmissions, very deep into my head and very soft. The criminal female in the gang said, “Ray said we should talk in her head.” Sometimes two or more of the gang members speak at the same time. It is hard to describe exactly where these sounds are within my head, it is almost like their voices are coming from my entire head. Prior to his move, through Voice to Skull transmissions on me, I would hear Raymond Bailey tell the gang, “Follow her around in her ears.” Or, “Follow her around in her head.” That means no matter what I do during the day or no matter where I go, the gang are to stalk me and keep talking to me in my ears or head through Voice to Skull transmissions.

Raymond Bailey and his associates’/gang have a paid criminal staff monitoring/surveillancing me 24/7/365 consisting of one female, white, about 40 years old, a male with a deep/low voice, probably between 40 to 50 years old (not sure of his race) and one thirty-something white male during the day. After about 10 P.M., there is one white paid staff female, around 30 years old and one white paid staff male, 30 something who instructs the staff female what type of harassment/torture is to be used on me at any given moment during their “graveyard” shift. The paid staff male who supervises the A.M. shift of this gang, will, oftentimes, tell the paid staff criminal female that works with him, through Voice to Skull transmissions on me so that I am able to hear it, what to say, then the criminal female repeats exactly what this male said, through Voice to Skull transmissions on me. At night when I lay down for bed, they keep talking in my ears or head so that I am not able to fall asleep until I am exhausted. If I should turn when I do fall asleep, or there is any sign of me waking up, they start talking again in a group, in my ears, about Raymond Bailey. Then they talk about me to keep me awake and to keep my anxiety high; as of this date, because of the criminal gang’s Voice to Skull transmissions, I have had sleep deprivation for four weeks, no REM cycles. The criminal gang intentionally creates non-stop noise to keep me up all night. **Prior to his move, Raymond Edward Bailey would instruct them, late in the evening, what torture/harassment technique to use on me for that night. Almost every night Raymond Bailey would say, “Keep her up tonight.” Also, Raymond Bailey would tell the paid criminal female on the “graveyard” night shift, through Voice to Skull transmissions on me so that I was able to hear it, “When she turns on her side, follow her.”** What that meant was, as soon as I put my ear against the pillow when I turned on my side, the Voice to Skull transmissions were to start, **immediately, perpetrated by the criminal staff female on the shift.** I am getting only a few hours of sleep every night and this is not good for my health, plus the stress of the things the gang say that I have no way of escaping, because they talk directly into my ears or head. **I tell the gang not to talk to me at night and keep me from sleeping and they laugh.** I used to use a microphone that I had placed in the garage and ran to the television audio. I originally placed the microphone in the garage because the gang kept sending men around my townhouse at night and I wanted to hear who was outside my unit. Then, in 2005, the criminal gang started projecting their voices (a characteristic common to this type of surveillance,) what appeared to be, from that microphone; and, in that manner was the way Raymond Bailey would reveal his voice and instructions to his associated gang to me. Then in December of 2005, the criminal gang started projecting their voices almost entirely intracranially, Voice to Skull transmissions.

**When I am driving my car, their Voice to Skull transmissions are non-stop. They are able to see every movement my body, hands and feet make. They say things like, “See how she puts her foot on the brake?”; “She put the air-conditioner on.” etc. It creates an extremely unsafe**

environment for me, and they know it, and I have told them it is unsafe for me. Even if I play the radio, because they are able to talk directly into my ears and head, I am still able to hear them. Once again, no escaping their voices. **I feel like they are trying to kill me in my car, through their non-stop, constant distractions of me through their Voices to Skull. If I were to die because of a car crash, I would be gone, and there would be no way for law officials to know they were my killers. I do know they are not concerned, at all, if I get into an accident.**

Where are they getting the money to pay this 24/7/365 hired staff of criminals? This is, beyond a doubt, definitely their full-time job. I am beginning to wonder if the money they use to pay this 24/7/365 criminal staff monitoring/surveillancing me is coming through the criminal activity of not only pornography, but perhaps even identity theft and burglaries. **With this extreme and criminal surveillance method/technology, the possibilities of crime that this would enable these criminals to do are almost limitless. I can't think of one crime that they could not premeditate and carry out with precise timing. This surveillance method/device is lethal.**

**4. Every time I go into the bathroom the harassment is severe. The very second I bend over the basin to put soap on my face; the paid criminal staff female says "Ray." When I go to brush my teeth, the paid staff female says "Ray." When I put my make-up on, the paid criminal staff female says "Ray." When I dry my hands, the paid criminal staff female says "Ray." Then I go to the toilet and sit down she says "Ray." I proceed with the elimination process and both the paid criminal staff female and paid staff male are relentless in saying things to intimidate me like, "We are going to follow her around tomorrow." meaning talking my ears or head. Or, they will just say, "Talk in her head." "When she goes out, we are going to follow her around." One male in the gang said, "She thinks we're kidding." "When she eats, we are going to follow her around." (These three sentences meaning, they are going to stalk me and talk in my ears or head.) "When she sleeps, we are going to talk in her ears and head." Then the very moment I wipe myself, both the paid staff male and paid criminal staff female say in my ears "Ray." The same process absolutely always happens every time I go to the toilet. When I go into the tub to wash for the morning, two paid male staffers and the paid criminal staff female keep saying "Ray" every single time I touch any personal part of my body, even if I am in the tub for 10 minutes, they will continue for that long detailing what body part I am washing. The same thing happens when I get out of the tub and start drying myself off. Every time I touch any personal part of my body, the paid criminal staff female and paid staff males are saying "Ray" in my ears or head. When I reach for my underwear, the paid staff female will immediately say Ray." (One of the males said, "Keep saying Ray, we will drive her nuts"; then he laughs.) Oftentimes, the males will say "Thank you Ray.", and then laugh.**

**When I go to the kitchen to eat or prepare a meal, they (quoting their expression) “follow” (stalk) me around in my ears and head. Every time I go to the refrigerator and open the door, the paid criminal staff female says “Ray.” Every time I go to the stove, the paid staff female says “Ray.”**

The white paid criminal staff female, about 40 years old, 99% of the time, and the paid staff male with the deep, low voice, 1% of the time, stalk me, Voice to Skull transmissions every nano, in my own home, no matter what I am doing or how careful I need to be in the chore that I am doing around my house, not to hurt myself. These two paid, full-time criminal staffers do this to distract me.

**Oftentimes the more dangerous my chore, i.e. going in or out of the bathtub, using a ladder, standing on a chair reaching for something, the more they try to distract me. If they are able to succeed in killing me in my own home, this will go away for them. If this premeditated attempt on my life doesn't stop, they will end up killing me, just by the mental and therefore physical abuse/stress it puts on my body 24/7/365.**

**Moving is not the answer. Raymond Bailey and his associated gang have exhibited the ability to have me electronically monitored/stalked no matter where I am at. One of the males in this gang has said, “She knows even if she moves, he (Raymond E. Bailey) will never take the monitor out; I guess we will have to take it off when she dies.” I am my own Personal Tracking Device/GPD for this gang. This is done through my eye sight. They are able to see everything I see in precise/great detail, and they are able to vocalize/communicate that detail back to me in one of two ways; sometimes through my ears and most oftentimes through my head, Voice to Skull transmissions. Many times, when I have been at a special event, like a parade or sight-seeing something special like Christmas light displays/decorations, the males will say, “Thank you, Ray” then they laugh.)**

Many times, I have looked into my rear view mirror and seen one of my male neighbors in their vehicle behind me, no matter where I am at, or the time of day; or, they have passed me on the street, no matter where I was, or even passed me in various stores/businesses, no matter how far from my house. These include, Miguel Calderon, 434 Locksley Dr., Robert Nichols, 437 Locksley Dr., Kenneth Aehlert, 159 Locksley Dr., Ronald Boomer, 326 Locksley Dr., Alvin Raiz and Khareen Lantin, 322 Locksley Dr., Boguslaw Zapart, 441 Locksley Dr., Matt Lewis, 103 Locksley Dr., Lidia Prokop, 306 Locksley Dr., Young A. Kim, 135 Locksley Dr., Gerald Jacobsen 137 Locksley Dr. renters at 231 Locksley Dr., License Plate, G376180, and their female friend, License Plate 8568590, Rog Bogdan, 438 Locksley Dr., Ladisa, 359 Locksley Dr., License Plate 8022682, Kelly Teirney and Robert Uhrine at 403 Locksley Dr. and Rita Barr, 407 Locksley Dr. The paid white female of this criminal gang will also tell Terrance Curtis, 231 Locksley Dr. “She is home.”, and he will come home within one minute. In fact, the paid staff female of this criminal gang does this with many of the people who are stalking me, including Antoine G. Rhodes, 346 Locksley Dr., Karen Hartman, 375 Locksley Dr., Ryszard Cierpial, 302 Locksley Dr. and Vincent Ladisa, 359 Locksley Dr. This gang has even had some of the neighbors accused me of following them, instead of them stalking me. They actually send cars that I see driving in and through my neighborhood to meet me no matter where I am at. Sometimes they will have one of their people waiting in a lot where I have my car parked, on the cell phone. As soon as I get to my car, they either leave, or, some of the men will get verbal with me and try to fight. **The physical stalking is an everyday occurrence.** They know where I am every minute and where I am on my return trip home. License Plate 1270 AB has done this. In 2004, license plate

SV 6321 or SV 6371, kept following me around when I would go out shopping or to the post office, where I receive my mail, and he would actually try to talk to me. Kenneth Aehlert, 159 Locksley Dr., is stalking me, he has been behind me in the library, when I was using the computer, on his cell phone, and he covered his mouth to talk when I turned around and noticed him. A few minutes later he came into the computer room still on the cell phone to see what I was working on. Many times he has either been riding along side me, behind me, or conveniently passing me on the street. Robert Kiehn's girlfriend, from 412 Locksley Dr., conveniently passes me when I am either walking or riding my bike, then she sits and waits in the car until I pass her. **336 Locksley Dr., Karen L. Berrios, is very, very active in this criminal activity.** The criminal gang feeds her my times and she will either leave or come home exactly when I got up in the morning, took my bath, or either left my home or came home. Her now ex-husband, Joseph (Jose) A. Berrios got arrested right in front of their townhouse about six years ago. Karen Berrios exhibits her criminal involvement in front of her children. **In October, 2007, I was walking on the sidewalk, down the street, and she waited until she saw me to open her garage door then waited until I was in front of her townhouse unit to back her SUV out. Even though she saw me coming initially, and even though she could see me in her rear view mirror, she kept backing out of her driveway, never stopping for me, and missing me by about 1-1/2 feet. This is very dangerous for me.**

In their arrogance, Raymond and Alicia Bailey and their associates are so confident nothing will happen to them; they think they are smarter than everyone. **(I heard the paid staff male on the A.M. shift say, "She has spent a ton of money trying to figure the monitor out." Then he laughs.)** They know it is going to be hard for the authorities to catch them and they find joy in that. **I think they think they are getting away with the crime because they know few people, if any, can understand it or even want to. (The paid staff male has said, "They won't get us. They will never figure the monitor out.")** They know that I am seeking help and all they do is make it harder and harder on me, with their 24 hour criminal paid staff putting more pressure on me all the time. **I have to believe that Raymond and Alicia Bailey and his criminal gang are using this electronic surveillance on other individuals, most likely females.** I also think there is a good chance he is marketing this somehow. Since I know they are able to video tape, because they **keep saying they are "Videotaping for Ray"**, and when this all started in early, 2005, **I was coming out from taking a bath and drying off, the female said, "Wait until we show Ray."**; it seems possible they are selling it. There may even be a chance that this electronic surveillance is tied to the Internet somehow. I do know that individuals in my neighborhood are able to see and hear me. (Through what means, I am not sure.) I questioned the police why they couldn't interview the people listed below based on what their comments were, within an ear shot of me, (it was not my imagination) and they said because there was nothing illegal done.

**Following are the neighbor's comments and addresses; it appears all were privy and are participating, at some level:**

The male that lives at 219 Locksley Dr., Joshua Vanveld, "You should see her wash her ass;" and, he and his girlfriend, Nicole Slota were stalking me when I was grocery shopping, and they were both laughing. Joshua Vanveld works for Kerry Jon Ganofsky at High Voltage Software. The female that lived at 209 Locksley Dr., Sabrina Harwardt with Pauline Harwardt (both were active participants.) "She has a microphone on. If she doesn't move, he will leave it on the rest of her life." The male that lives at 211 Locksley Dr., John R. Hoppe, (He is a very active and willing participant.) "I don't know how she isn't ashamed to come out of her house. (\*) He has a microphone on her and we can hear everything she says. They follow her around in her ears and we wonder how long it will be before she moves. I don't see what the big deal is, if she moves he will take the monitor off her." John Hoppe has either been behind me or passed me many times when I am driving. Prior to his appearance while I am driving, the paid female gang member will say, "She is on her way home." John Hoppe's grandson has said, "Is that when she pees Grandpa?" And, John Hoppe talking to 233 Locksley Dr., Regina LeClerc, when I was sitting outside, "We are going to be in big trouble." Then they start laughing. Regina and Rene LeClerc, 233 Locksley Dr., stalked me in Target department store and both were waiting for me, leaning against the wall, when I came out from the Women's Restroom.

Karen Hartman and her daughter, License Plate J870385, 375 Locksley Dr., have been in two model homes I was viewing, at the same time of the day, on two different days; and, she has had one of her male visitors, license plate 65031H, waiting for me in his pick up to return home. The female that lives at 207 Locksley Dr., Brad Fish's house, License Plate Number K142717, has stalked me. 225 Locksley Dr., Gregory Bass, said to his male friend, "She has a monitor on her." His friend said "Who put it on?" Gregory Bass said "Ray." Gregory Bass, being in contact with these criminals, meets me at the post office, when I go to mail, or else he conveniently passes me on the street going in the opposite direction when I am out. The female that lives at 434 Locksley Dr., Melissa (Stepanek) Calderon, while sitting with four men from the neighborhood on her driveway, one of them being a Director on my Homeowner's Association Board, gives me "cat" calls and said "Thank you Ray," and one other time, "She has a monitor on her." 346 Locksley Dr., Antoine G. Rhodes, says "Thank you, Jesus," and then he put his hands together and looks up to the sky. And, every time he sees me outside, he will beep or wave, then he laughs. The male that lived at 419 Locksley Dr., while I was lying on the floor, inside my townhouse, in June or July, 2005, "Even Michelle's ((Polgar) Dorn) ribs don't show when she lies down." The female that lived at 419 Locksley Dr. (who now lives at 14 Little Creek Court in Streamwood,) Mrs. Michelle (Polgar) Dorn, the female that lives at 355 Locksley Dr., Mrs. Nancy Barber, the couple that lives at 233 Locksley Dr., Rene and Regina (Sachs) LeClerc, and 237 Locksley Dr., Todd Hogan, have all said, at different times, "Ray Bailey put a monitor on her." Todd Hogan is Treasurer of my Home-owners' Association Board. A young male boy, about 24 years old, Scott Lafriske, that lived at 408 Locksley Dr. until fall of 2006, "You should see her take a bath." A group of young boys one evening at 407 Locksley Dr., "Hey baby," then they start whistling at me. 237 Locksley Dr., Todd Hogan, when his male friends go to his house, they always beep their car horns in front of my house, and if I am outside at the time too, they laugh. The man that lives at 406 Locksley Dr., Michael Shaw, is always laughing when he goes past me. Matt Lewis, 103 Locksley Dr. and Kenneth Aehlert, 159 Locksley Dr. said one night behind me, while I was at a board meeting, "She thinks she has a microphone in her purse." At another board meeting, **MATT LEWIS, 103 LOCKSLEY DR. SAID** to the woman that lived at 408 Locksley Dr. until fall of 2006, Donna (Lafriske) Oldham, **WHEN I WAS SITTING BEHIND THEM, "AT LEAST THEY ARE NOT TALKING IN YOUR HEAD."** Matt Lewis has frequently passed me in the opposite direction, while I was driving from one location to another, during the day. The criminal gang tells him where I am at, and he meets me. 423 Locksley Dr., Rebecca Davenport and her two adult sons had an "O'Brien" service man over and as I was walking past her unit, one of the males said "Ray put a monitor on her." Then the service man said, "Why doesn't he take it off?", and one of the sons said, "He can't get in." 425 Locksley Dr., Andrzej Petrykowski, has said, "She can't even touch herself." Andrej Petrykowski is 35 years old has lived next to the Bailey's since the Bailey's moved in. 231 Locksley Dr., Terrance Curtis, laughing, "She can't even pee. Ray put a monitor on her." **In June of 2006, he pulled along side of me, while I was driving, and asked me why I wrote his license plate down. When I wrote his license plate down, he had already turned in the opposite direction of me, and when he turned, he was in front of me. How could he possibly know that I wrote anything down, much less that it was his license plate.** 231 Locksley Dr. has rented a lot of furniture from Rent-A-Center ( RAC ) and that company keeps calling me asking for some other female; they are giving out my telephone number. 353 Locksley Dr., Peter Miller, 438 Locksley Dr., Matt Snyder and Rog Bogdan and their relative License Plate C566549, 235 Locksley Dr., Gary Hohbein, 203 Locksley Dr., Michael Woznicki, 338 Locksley Dr., Ferdinand Dejesus, 221 Locksley Dr., David Kwasniewski, 421 Locksley Dr., Jennifer Hancher, 211 Locksley Dr., Ryan Oldham and Robert Wilson, 407 Locksley Dr., Rita Barr, 373 Locksley Dr., Jan Idzik and 357 Locksley Dr., Diane Pavey leave for work every day exactly two hours to the minute after I get out of bed every morning, no matter what minute of the hour, and frequently will come home 12 hours to the exact time that I got up in the morning, or they pass me on the street when I am coming home or leave when I am leaving. **David Kwasniewski and Rene Leclerc meet me at the same locations no matter what time I come home or leave. These individuals are heavily involved in this crime.** In fact, many of the neighbors who are active and willing participants do this. 217 Locksley Dr., Bhaskara Gara, 401 Locksley Dr., Phyllis and William Lamack, Owner of ERA Countrywood Realty, South Barrington, IL (who also stalk me), 205 Locksley Dr., Mrs. Gaugamela, 423 Locksley Dr., Rebecca and Shaugn Davenport, 425 Locksley Dr., Andrej Petrykowski and his girlfriend, 371 Locksley Dr., Michael Kubinski, 233 Locksley Dr., Regina and Rene LeClerc, 344

Locksley Dr., Maciej Sokolowski, 412 Locksley Dr., Robert Kiehn and his girlfriend, 235 Locksley Dr., Gary Hohbein, 237 Locksley Dr., Todd Hogan, 367 Locksley Dr., Mrs. Disilvestro, 361 Locksley Dr., Katherine Gruber, 354 Locksley Dr., Irene Ting, 209 Locksley Dr., Mark Padula, 359 Locksley Dr., Vincent Ladisa, 304 Locksley Dr., Marzena Fedorov, 369 Locksley Dr., Jebadiah Ralston and Alicia Neiryndck and 219 Locksley Dr., Joshua Vanveld, his girlfriend Nicole Slota and Joyce Nelson all leave one hour after I have a bowel movement in the morning, and come home the exact hour in the P.M. that I went to the washroom in the A.M. Then, oftentimes, they will do the same thing the following day. The Vanveld's friend, License Plate X198008, will leave or come home 12 hours after I left in the morning. I have heard Pete Miller, 353 Locksley Dr., discuss "the monitor" when I was outside walking. Christopher Vecchio, 201 Locksley Dr., frequently goes outside as soon as go outside, most of the time on the cell phone. 367 Locksley Dr., Michael Disilvestro and 436 Locksley Dr., Samuel Chung frequently, precisely, drives past me just after I pull my car into my driveway, be it morning or afternoon. This is a fact; I installed security cameras with a date/time stamp on the recordings. The daughter of Rose Nelson, 308 Locksley Dr., has done this too, as has Shaugn Davenport, 423 Locksley Dr. 9/19/2006, P.M., Verizon Cellular Number 630/204-6763, left a message on my answering machine, "Hey baby, hey baby, are you there, I know you are, then a male laughs. 115 Canton Lane, Streamwood, William H. Allivato, has given out my unlisted/unpublished telephone number. His Doctor's office called mid-November, 2006, to confirm an appointment, when I went to Lowe's Home Center in November, 2006, to set up a delivery for a kitchen appliance, the Sales Associate typed in my home phone number and William H. Allivato popped up. His DVD Club, Columbia, and his Base Ball Digest subscription renewal called in March, 2007, his Pontiac car dealer called in July, 2007 to talk to his wife, Cynthia, about a car she purchased not even one year prior, in September, 2007, Verizon Wireless called to talk about William's account, and Dr. Kahn's office, 847-952-7181, calls every couple of months and leaves a message to confirm appointments for Cynthia. I'm not receiving any of his mail or any mail from the businesses I listed above, so his bills, statements, applications, renewals, etc. are going to his home address at 115 Canton Lane, Streamwood, IL. This gang is already starting to fraudulently use my personal information.

Raymond E. Bailey, prior to his move, used to be the President of my Home Owners Association, Sherwood Forest. He may have gotten some of my personal information on me like social security number, birth date, etc. from the management company's records. Bhaskara Gara, 217 Locksley Dr., was a Director, 441 Locksley Dr., Fred Biederstadt was the Treasurer of my Home Owners Association and he was always laughing when he saw me. Fred Biederstadt moved into his townhouse in 1996, and he was driving with Wisconsin State license plates for years. Fred Biederstadt works at AT&T. Robert Michelson, who lives at 410 Locksley Dr., was a Director in 2004 and 2005, and prior to that, he was President. All of these men are very close to each other. Before I became aware of the monitor that Raymond Bailey put on me, the above board members sent me two letters within one year stating I was "mooning" and doing "indecent gestures" in my own home at the front window. (This, from an individual who has on the back window of his SUV, a decal, "Raft bare ass, it adds color to the greenery.") I was stunned to receive these letters, as I don't even wear shorts in the summer. I immediately took the letters to the Police.

Because he was the President of my Homeowners Association, he is able to create and even manipulate events and circumstances to his advantage and my detriment. I tried, in 2005, when I started hearing graphic comments in my own townhouse about what I was doing, to write my Property Manager from the association management company and the "board" told the association attorney to write me a Cease and Desist letter to stop writing the association and to contact the police. He has, on several occasions, tried to use intimidation tactics with me; as examples, Deanne Olson, 55 Cambridge, walked past me and stopped and said to me "Stop following me in your car. If you don't, I will go to the Police." Vincent Barber, 355 Locksley Dr., called the Police on me for "being on his property." I had never been on his property. One time when I was down by the cul-de-sac where he lives, he said "Stop harassing my wife. If you come down this way again, I will take it as a threat (he is 6'3" and 40 years old and I am 5'1" 60 years old,) and call the Police." One day he saw I had a piece of paper in my hand that had his wife's license plate and work addresses on it. He told me that was proof that I was following his wife and he would call the Police, stop me from driving down the



street (not sure what he meant by this,) and get an injunction against me. I have never followed his wife and had no intention. The paper I had in my hand, I had taken off his wife's own "Alicia's Room" Internet site; 1 year after I knew he was stalking me and talking Voice to Skull transmissions on me every night and telling the paid criminal gang what murder attempt they should use on me during the night. Also, once again, how did he know what I had in my hand? Because the 24/7/365 paid criminal staff told him. Raymond Edward Bailey is associated and participates in a criminal gang and has for years had a 24/7/365 deadly criminal technology stalk on me with Voice to Skull transmissions.

I have a strong feeling that most, if not all, of the people listed above are able to see me on their computer screens, as time permits for them, during the day and night, on a 24 hour basis. However this device is set up, Raymond Bailey and his associated gang's equipment captures my 24 hour activities and he is able to send that reception out to others. Maybe it is an Internet site, maybe it is P2P, maybe he is selling it to a porn Internet site or maybe he sells porn videos. **(One night in the spring of 2005, after I finished taking a bath at around 9:30 P.M., the paid staff criminal female asked one of her gang members, while she was doing Voice to Skull transmissions on me so that I would be sure to hear it, "Is it too late to get it on the Bulletin Board?")** This definitely is a Porn Ring, at the very least, in which Raymond E. and Alicia A. Bailey are heavily involved. **Many people in my neighborhood know about my body, and all the private and personal things I am doing in my house. About mid-November, 2005, I heard Raymond Bailey say "I have a contract on her.", when he was talking about me to his gang.** I don't know what this "Contract" is for, but it doesn't sound good for me. **I know it is extremely dangerous having Raymond and Alicia Bailey, their gang, and their leader/owner, which I feel Kerry Jon Ganofsky is tied to this operation, in some way, on the streets; not only because what he is doing to me, but also all of the other women he must have this (electronic, electro-field, laser and/or satellite type) surveillance system on who aren't even aware of it. It is extremely dangerous for this gang to be able to hunt, stalk and Remote View anyone they choose, plus know every detail of their life.**

Sometimes, I feel like my life has already been taken from me. I have absolutely no freedom, every single aspect of my life is revealed, at all times, to them. I do not have one private moment, ever, within a 24 hour period, 365 days per year. **I am not safe, anywhere, not even in my own home.** **The paid staff criminal female verbally intracranially, Voice to Skull transmissions stalks me everywhere I go in my own home and every movement I make. I have no privacy of my own body, or even of one minute during the day; the high-tech surveillance monitor that Raymond E. and Alicia A. Bailey and their gang have on me is so precise, able to detail every function of my body, every second.**

**They are able to see everything I see, hear everything I hear, all my telephone and person-to-person conversations and activities, and read everything I read, all the mail that comes to me, all my bank statements, all my checking statements, when I write out a check (even when I write out my checks, or go through my checkbook to make entries, the paid staff female will say "Ray" for each entry) and make deposits, and my yearly Federal and State Income Tax filings, every account number I have, like my credit cards, and they even know my code number to my Brinks home Security**

**Alarm System, along with knowing my Social Security Number. The paid staff female on the morning shift said one day when I was going to my Safety Deposit Box, "I know her signature."**

They know every time I make an appointment with a doctor or dentist, and everything that is discussed. **In addition to talking in my ears and head, (they have the ability to control the volume, which ear they talk into, and also which direction the sound is coming from) and intracranially/in my head, without any way for me to escape, at any time.** Anytime I attempt a project, in my house or at the library, they constantly talk in my ears or head in an attempt to keep me from doing absolutely anything constructive. **Every time I do something, even the smallest of things or a task, it becomes a struggle because of their constant harassment in my head.** I need to go back to work, but I can't do that with Raymond Bailey and his associates knowing my every minute plus distracting me with their talking in my ears or head all the time. **They will not let me rest, watch television or listen to music without Raymond Bailey and his associates either talking in my ears or head.** Most of the time, they think it is funny and laugh. **The gang keeps saying "Do you believe she knows all this stuff and can't get help from the police."** **They are stalking me not only outside, but when I am in my own house.** I do not even have the freedom to go to the toilet without this gang detailing to me, in my ears or head, what I am doing and then either the female or **male saying "Ray" in my ears or head every minute, no matter if I am at home or out some place during the day.** **This gang is constantly keeping the anxiety level up with threats of what they will be doing either that day or night to me, or the following day.** They also keep telling me, because they can see I am writing for help, **"We are not going to let anything happen to Ray."**

**I am not schizophrenic or paranoid.** I have never been to a doctor for mental health problems and there is no history of mental illness in my family. I come from a two parent, loving family. I have hardly ever taken any medication in my life, and I only have a few alcoholic drinks per year. A few individuals I have made contact with felt since I was hearing voices, I should have it checked out through the medical profession. **I know my situation is not medical, but some type of new or yet to be detected, public knowledge of, technology.**

I have been trying for five (5) years to have someone figure out what type of sophisticated surveillance/set-up Raymond E. and Alicia A. Bailey and their associated criminal gang have on me that allows them access to my body to accomplish all the different types of surveillance/stalking 24/7/365 they are able to accomplish. **I need to have Raymond E. and Alicia A. Bailey, the criminal gang and all parties participating and responsible arrested and prosecuted. My local police department is Streamwood, Illinois. I have been working with Commander Michael Zeigler. His telephone number is (630) 736-3718. I have written letters to F.B.I. Special Agent-in-Charge, Robert D. Grant, in the Chicago office, telephone number (312) 829-1199.**

**If this constant torture, all day and night long isn't stopped, my health and life will be in jeopardy, and they may even end up killing me through this constant, deliberate torture and the level of cruelty.** They don't want me to smile or laugh, they don't want me to watch television or listen to music or to talk to and be with my friends. **They don't want me to have one minute of pleasure; the gang will start talking in my head, or start saying "Ray."** When I do go out and try to enjoy an event, some of the male voices will say, as I am looking at the event, "Thank you Ray." **Not only are they able to find out absolutely everything about an individual, have a 24 hour paid staff to document the information and use it as they see fit for the purposes of their crime, they are able to kill the victim, silently, without ever being suspected. Every time I reach for something or make any type of body movement or put anything to my mouth to take a drink, every time I bring food up to my mouth to eat and even frequently even the precise moment I swallow, the paid staff female will say "Ray" in my ear or head, and, most of the time, she says it jokingly. This even happens when I am driving, when I make any type of movement with my hands.** Every time I am on the telephone, or have a face-to-face conversation, they talk in my ear to try to distract me. **If Raymond E. and Alicia A. Bailey, and their affiliated criminal gang aren't caught and arrested, they will continue to stalk me and everyone else they have this hard to define, unbelievable 24/7/365 surveillance on the rest of their life; and, they will continue to add victims that fit their criteria, as I am sure I was one that was added, not an original one and only. Alicia Bailey actually has the audacity to laugh when she sees me. There has to be a lot of money involved with and coming from their criminal activities to be able to support a 24 hour paid staff.** Raymond E. and Alicia A. Bailey and their gang are perverts, this goes way beyond pornography. **They are sexual predators.** My entire life is being violated and intruded. **This is premeditated attempted murder; murder for hire. They are in the process of killing me and will kill me if they aren't stopped and arrested;** and, then, if they do, they just might be able to get away with murder. **This is a deadly weapon.** Can we, as a free society, let this criminal gang get away with this. They have no conscience; they are ruthless, savage and act like wild animals. What these criminals do on a nano basis, 24/7/365, is insane. I can only imagine what they do to other people they are stalking with the same type of equipment or through whatever method they are using. It is difficult to conceive how these human beings could have such a brutal disregard for life.

Respectfully,

Dorothy Szczepkowski

(\*) I feel this could be Eric Nofsinger's abilities and capabilities since he oversees the "sound guys" in his capacity as Vice President of Creative Content and also has full responsibility for the recording and editing.

Attachment: Picture – Raymond Bailey

**RAYMOND E. BAILEY**

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**October 30, 2008 - Picture from the Internet.**



Los Angeles Billboard: Began displaying on Monday, January 24, 2011, in 10 locations around Los Angeles.



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## Stand Up for the Smart Way to Grow our Economy! - Please Sign the Science & Engineering Community's Petition to Congress Today

**From:** "Dr. Mary L. Good, ASTRA Chairman"  
<astranews@jangomail.com>  
**Date:** Wed, June 29, 2011 4:29 pm  
**To:** pcast@ostp.gov  
**Priority:** Normal  
**Mailing List:** [Unsubscribe](#)  
**Options:** [View Full Header](#) | [View Printable Version](#) | [Download this as a file](#) | [Add to Address Book](#) | [View Message details](#) | [View as HTML](#)

ACTION  
ALERT

Dear Friend of ASTRA:

Please consider immediately signing the petition contained on the link below: [www.aboutastra.org/petition/petition.asp](http://www.aboutastra.org/petition/petition.asp)  
If by chance your hyperlink does not work, just paste this link into your Web browser to visit the Petition Sign-on Site.

WHY SIGN THE PETITION &#8212;  
WHAT HAS HAPPENED?:

Congress is at an impasse in raising the national debt ceiling. Sustainable funding for most science & engineering R&D and STEM education programs is in imminent jeopardy because the government must slash spending. And we are an easy "target of opportunity" because we are not as effectively organized as other interests.

Just about everybody wants the government to live within its means. One has only to look at the situation in Greece to see the predicament our own country could be in within the near future... but that is where the U.S. differs from Greece. We know how to grow our way out of economic adversity because we are the world's leader in innovation, research, scientific R&D, talent development, and entrepreneurial culture. Our population is growing, our economy is reviving, and our spirit is strong. And we have the strategic resources and ideas that will help us to grow and look forward, not

stagnate.

But the current stalemate underscores how important it is to use scarce public monies effectively &#8212; particularly in areas where the private sector cannot fulfill market needs &#8212; such as basic scientific R&D and STEM Education research.

We are in a fiscal crisis. Everybody has to tighten his or her belts. There are many positive things that can be done about taxes, overregulation, capital formation, and creating growth incentives in other areas. We may not agree on how to get there, but most of us agree upon the goals.

That's why Congress needs to remember that funding for scientific & engineering R&D and STEM Education is the SMART WAY to help America grow its way out of our current predicament.

Smart "spending" means supporting adequate and sustainable R&D and STEM Ed programs. These efforts in turn will help create high-paying new jobs in the U.S., foster new industries and services, enhance innovation and competitiveness, and maintain our national defense. This is not just our opinion, it is a fact, based upon history and repeated economic analyses. Scientific R&D and STEM education result in scientific discovery, technology progress and innovation. See ASTRA's quick chart that describes how technological progress is the primary driver of economic growth at [www.usinnovation.org/sites/default/files/ASTRATechnologyFuelsGrowth6222011.pdf](http://www.usinnovation.org/sites/default/files/ASTRATechnologyFuelsGrowth6222011.pdf)

WHAT TO DO:

ASTRA has been asked by a coalition of groups to facilitate a nonpartisan Petition drive supporting science R&D and STEM Education. This Petition will remind our elected officials of who we are, what we do, where we live, and why bipartisan support for R&D and STEM Education is essential to America's future.

Please consider using our latest 2011 State R&D Sheets (released for the successful Congressional Visits Day 2011 Event in April) and our State STEM Ed Report Cards to get the facts about where the money goes, and the economic and social benefits of such investments at [www.usinnovation.org/index.php?q=state-sheets](http://www.usinnovation.org/index.php?q=state-sheets)

Share these with elected officials if you can.

**ACTIONS REQUESTED IMMEDIATELY:**

Again, please sign the petition (see link above) immediately. We hope to deliver this to Congress later in July. The petition is nonpartisan, in keeping with ASTRA's goal of not politicizing science and technology policy &#8212; just emphasizing the facts and discovering the relationships that explain "how science works" to policy makers.



We also want to "put a human face" on our community. A novel way of reminding our elected officials of who we are &#8212; in all of our diversity and walks of life &#8212; is to send your photo along with our petition signature. So, if you would like, please send us your photo when you sign the petition (see the options button on the "sign petition" page). A provisional list of initial signatories is provided as an example for you to review.

Our [www.usinnovation.org](http://www.usinnovation.org) and [www.aboutastra.org](http://www.aboutastra.org) Web Sites keep current on many developments across our community on a daily basis. Please take advantage of them and use our Twitter and Facebook feeds as well.

PLEASE SEND THIS MESSAGE ON TO OTHERS:

UPDATE: As of June 28, more than 600 organizations and individuals have signed the petition and more than 300 people have sent us their photos to attach to the petition to "Show the faces of Science & Engineering and STEM Education" to our elected officials.

This message has been sent to approximately 48,000 scientists, engineers, researchers, university employees, teachers, students, technology workers, policy makers, small business owners, researchers, individuals, and others on our "Friends" list. An estimated 175,000 people will be contacted by this message, and we urge you to send it on to any friends, associates and family who may share our interest in signing the Petition.

Thank you, and may you have the Happiest Fourth of July Holiday!

Cordially,

Dr. Mary L.  
Good  
Chairman  
ASTRA

This e-mail was sent by ASTRA, located at 1155 16th Street, N.W., Washington, D.C. 20036 (USA). To receive no further e-mails, please click here or reply to this e-mail with "unlist" in the Subject line.

## Contemporary Art Music by Mehmet Okonsar, pianist-composer-cond. and musicologist

**From:** "Mehmet Okonsar" <mehmet@okonsar.com>  
**Date:** Fri, July 1, 2011 2:55 am  
**To:** pcast@ostp.gov  
**Priority:** Normal  
**Mailing List:** [Unsubscribe](#)  
**Options:** [View Full Header](#) | [View Printable Version](#) | [Download this as a file](#) | [Add to Address Book](#) | [View Message details](#) | [View as HTML](#)

### NEWSLETTER

Mehmet Okonsar, pianist, composer, conductor and musicologist  
pianist, composer, conductor and musicologist

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<http://www.okonsar.com>  
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[http://www.okonsar.com/Newsletters\\_2011-12/01-July\\_11EN.html](http://www.okonsar.com/Newsletters_2011-12/01-July_11EN.html) to view an online version.

=====  
Season 2. July 2011 - June 2012. Number: 1, July 2011

Please share (forward) if you like it!

Follow Mehmet\_Okonsar on Twitter

=====  
\*Contemporary Art Music\*

Sometimes called "modern-classical" the "new" music is facing serious challenges. Did it find its "niche"? Why it is banned from most concert programs? Who's to blame: composers, concert presenters, the public or the performers? Read #maintopic some search results on the topic...

\*Why the composers keep on composing "un-melodious" music?\*

Start a discussion on that topic in my Facebook page... Click here

<http://facebook.com/mehmetokonsar> to connect with me on my personal space, or here <http://www.facebook.com/okonsar> to visit my Fan page...

\*Did you know that copyright societies exercise harsh budgetary constraints on the (few) presenters who have the guts to present contemporary music?\*

Start a discussion on that topic in my Facebook page... Click here

<http://facebook.com/mehmetokonsar> to connect with me on my personal space, or here <http://www.facebook.com/okonsar> to visit my Fan page...

\*When all around us is so radically changing and evolving why shall we composing as centuries before?\*

Our sensibilities and our perception of the world outside us changed radically and they are continually changing as we live on. That is the life itself. A composer who sees the universe and thus is reflecting on it as did others composers centuries before is simply "useless"!What

is "melody"? What is "consonance"? Are those things set once for all. Don't they evolve in time? Mozart's Piano Concerto N.27 has been received as "very dissonant" and disconcerting on its time. Now how "melodious" and consonant it sounds to us. Our perception and composers "reflexions" evolve and change through the ages. We should not listen the music of the XXth. century as we do for music 300 years old.

\*Authors and composers copyright societies... Who are they "protecting"? The composers or themselves?\*

I put all my work under Creative Commons license.

This enables me to allow everyone to freely copy and share everything, my CD's, my mp3's, my writings so the information can move freely. Is it not the point of the Internet-Age? Information moving freely across the world at light-speed is the true essence and meaning of the Internet. Those companies claim to "protect" the authors and composers... Actually are they protecting the authors or themselves? Do they protect the composers by requesting large sums of money and thus discouraging future presenters to program their works "under" the copyright rule? The concept is outrageously outdated in our epoch. There are many forms of licensing available to the so called "intellectual-property-owners" so they can freely select what amount of exposure they want

\*If conventional musical education "stops" with the early XIX.th century composers, how can you expect performers attempting to perform any contemporary music?\*

We are in a deadly circle here. Teachers do not teach modern music to their students because they do not want the extra burden. Students do not attempt to learn them for the same reason. Those students will then mature and anything without a clearly set tonality (key-signature) will appear dreary to them for all their life. And they will eventually start teaching and the thing re-starts...

Some interesting search results:

Crisis in Contemporary Music | Music Articles

To be fair the BBC has had considerable experience and a proven track record but in todays musical environment there are many more factors and unknown social variables. I believe that they do need to keep in touch with public taste and interest and not always consider it can dictate the evolution of the language of music. By the nature of both reputation and cultural heritage, it has to walk a tightrope of academic and artistic validity. Sometimes I feel in the last forty years it has stumbled, and as we all know it is the stumble that provokes the gasp that the crowd remember.

<http://www.emusicguides.com/info/Music/-Crisis--in-Contemporary-Music--What-Crisis.html>

Classical music: Its place in life | The Economist

The gulf separating audiences and modern music is the subject of Ivan Hewett's ambitious and passionate book. Each chapter examines an aspect of the crisis which arose when a sense of musical taste shared by listeners and composers was replaced by more romantic notions of personal inspiration and ever more extreme forms of expression. Mozart and Wagner represent quite different attitudes towards subjectivity and musical experience, but they are both part of the Austro-German tradition.

<http://www.economist.com/node/2189083>

Acclaimed Oberlin Contemporary Music Ensemble to perform with Violinist Jennifer Koh at New York City's Miller Theatre

One of the world's best-known living composers, György Ligeti is widely acknowledged as a musical pioneer of the late-20th century, forging his own musical alternative to a general stylistic crisis in the mid-century avant-garde. That alternative, based on texture and sound density, has become one of the major influences on contemporary music. The Oberlin and New York programs will include *Ramifications*; *Mysteries of the Macabre* from the opera *Le Grand Macabre*, with Evans as trumpet soloist; *Sippal, Dobbal, Nádihegedűvel*, with the Oberlin Percussion Group and Manz as soloist; and *Violin Concerto* with Koh as soloist.  
<http://www.oberlin.edu/newserv/05sep/cmeMillerTheaterRelease.html>

#### Western classical music - Definition

Classical composition often aspires to a very complex relationship between the affective (emotional) content of the music, and the idea content. There is, in the most esteemed works of Classical music, an intensive use of Musical development, the process by which a musical germ idea or motif is repeated in different contexts, or in altered form, so that the mind of the listener consciously or unconsciously compares the different versions. The classical genres of sonata form and fugue employ particularly rigorous forms of musical development.  
[http://www.wordiq.com/definition/Western\\_classical\\_music](http://www.wordiq.com/definition/Western_classical_music)

#### Atonality - Wikipedia, the free encyclopedia (1)

The twelve-tone technique was also preceded by nondodecaphonic serial composition used independently in the works of Alexander Scriabin, Igor Stravinsky, Béla Bartók, Carl Ruggles, and others (Perle 1977, 37). "Essentially, Schoenberg and Hauer systematized and defined for their own dodecaphonic purposes a pervasive technical feature of 'modern' musical practice, the *ostinato*" (Perle 1977, 37).  
<http://en.wikipedia.org/wiki/Atonality>

#### Atonality - Wikipedia, the free encyclopedia (2)

Swiss conductor, composer, and musical philosopher Ernest Ansermet, a critic of atonal music, wrote extensively on this in the book *Les fondements de la musique dans la conscience humaine* (Ansermet 1961), where he argued that the classical musical language was a precondition for musical expression with its clear, harmonious structures. Ansermet argued that a tone system can only lead to a uniform perception of music if it is deduced from just a single interval. For Ansermet this interval is the fifth (Mosch 2004, 96). Modern atonal music, incomprehensible to Ansermet, chooses interval relations seemingly at random and cannot achieve such an impact, ethos, or catharsis for an audience.  
<http://en.wikipedia.org/wiki/Atonality>

Apart from these broader cultural influences which contribute to the shaping of our contemporary musical psyche, we also have to take into account the rather bewildering legacy of the earlier twentieth-century composers in the matter of compositional technique and procedure. Although we must be impressed by the enormous accretion of new elements of vocabulary in the areas of pitch, rhythm, timbre, and so forth, I sense at the same time the loss of a majestic unifying principle in much of our recent music. Not only is the question of tonality still

unresolved but we have not yet evolved anything comparable to the sure instinct for form which occurs routinely in the best traditional music. Instead, each new work seems to require a special solution, valid only in terms of itself.

<http://www.georgecrumb.net/future.html>

Opera Today : Return to the Origins &mdash; Chamber Opera in Crisis Times

Much current popular culture assumes that its audience is knowledgeable of the American musical. References to, and parodies of, specific musicals are frequently a part of episodes of The Simpsons and South Park, and ads for companies as diverse as The Gap and the World Wrestling Entertainment promotion recently have restaged numbers from West Side Story to plug their products or events. Rarely, if ever, are the sources acknowledged; it is simply taken for granted that a general audience will understand the quotations and parodies.

[http://www.operatoday.com/content/2009/09/return\\_to\\_the\\_o.php](http://www.operatoday.com/content/2009/09/return_to_the_o.php)

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\*CD\*

My recording of the 48 Preludes and Fugues (The Well-Tempered Clavier) by Johann Sebastian Bach is entirely available for listening here...

<http://www.okonsar.com/WellTempered.html>

\*Articles\*

I recently published August Wilhelm Ambros (1816-1876) Enlightenment in Musicology you can read it here...

<http://mehmetokonsar.wordpress.com/2011/03/14/august-wilhelm-ambros-1816-1876-enlightenment-in-musicology/>

\*Links\*

I recently created inventor-musicae.com

<http://inventor-musicae.com> which is a blog dedicated to music and musicology, please connect, publish, comment and share if you like.

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Mehmet Okonsar is a pianist-composer-conductor and musicologist. Besides his international concert career he is a prolific writer. He is the founder of the first classical music-musicology dedicated blog site: "inventor-musicae <http://www.inventor-musicae.com>" as well as the first classical-music video portal : <http://www.classicalvideos.net>. Mehmet Okonsar's official site: <http://www.okonsar.com>

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Inspiration by Tzvi Freeman...

A philosopher cannot pray--unless he loses his mind.

A pragmatist does not pray until he loses control. Prayer, like love, is more about losing yourself than it is about finding any great truth. [read more...]

[http://www.chabad.org/library/article\\_cdo/aid/427397/jewish/Prayer-as-Madness.htm](http://www.chabad.org/library/article_cdo/aid/427397/jewish/Prayer-as-Madness.htm)]

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Fortune: A musician of more ambition than talent composed an elegy at the death of composer Edward MacDowell. She played the elegy for the pianist Josef Hoffman, then asked his opinion. "Well, it's quite nice," he replied, but don't you think it would be better if..."

"If what?" asked the composer.

"If ... if you had died and MacDowell had written the elegy?"

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This email is sent by me, Mehmet Okonsar ([mehmet@okonsar.com](mailto:mehmet@okonsar.com))

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