

Dear HAFC Buyers,

Please let us explain something to you about the Hydro-Assist Fuel Cell kit that you purchased. It works! It works pretty much all of the time! The technology makes sense when applied to an internal combustion engine concept. If you burn fuel more thoroughly and release more energy in a shorter interval of time, then more of the potential energy will be applied to the pistons. That, in turn, will be converted to power on the wheels and less of the fuel will hit the exhaust (unburned) to be burned in the catalytic converter. There is no question that the concept will work. It has to work. The problem is that the auto manufacturer has programmed the computer to restrict the efficiency so the fuel will not be burned, because unburned fuel causes carbon and sludge to build up and that will wear out the engine faster and encourage you to buy another car. It is called "planned obsolescence." The real challenge is to overcome the computer system that was designed as the gatekeeper. That is why your car will get an increase in efficiency until the computer learns our system and then it will no longer get the increase. Why else would the efficiency fall off?

If this explanation makes sense to you, then we need to discuss what can be done about this after we explain why this has caused us to, collectively, be where we are. We have discovered (the hard way) that very few of the mechanics today can get past the computer. Most mechanics can easily install the HAFC kit, but getting past the road blocks the manufacturer put in the way is another story. It takes an unusual skill that only those technicians who have had a lot of training on the computer system are able to achieve. The interesting thing is that the car dealers of every major brand of vehicle are required, by contract with the manufacturers, to employ at least one technician who has been to all the training programs to more fully understand the computer. These technicians are much more sought after and usually not looking for a job. Dutchman Enterprises has trained over a thousand mechanics and had planned to train ten thousand of them. Less than 5% of those trained have the skills to get past the computer and properly tune the system for the HAFC. The ones we needed are working for the car dealers already for good pay and benefits and are not looking for a job.

We tried to get our devices that addressed the computer problem to be sophisticated enough to allow that percentage of mechanics who can do it to be much higher, but we were not successful in our efforts. When we started, for a long time we did not realize there was a problem due to the initial success we had. When we realized that the savings was being achieved and then stolen, we discovered it was not as easy to do as we had thought; we tried to do all sorts of things to change our training and recruitment programs to improve the odds. We developed upgraded training programs. We hired experts in this area to not only develop better training, but also to more fully develop our devices. We went from a 1X Optimizer to the ultimate 4X Optimizer we have been on the cusp of perfecting for over a year. We also discovered that just as we figured out how to do one model or up to a particular year of vehicles, we had to overcome a whole new generation of thinking on their part for newer vehicles. In other words, the newer the make and model of vehicle, the more complex it is. Each new breakthrough, we thought was the breakthrough we needed to only discover that there was a new AFR sensor, that we had

not figured out, that had taken the place of the O2 sensors that we had figured out. This simple modification kit turned into a major research project. Since we began this in earnest in 2007, the car makers have even modified this computer system to be able to reprogram it by satellite. In the case of the cars that are only a couple of years old, if we do install the kit and then have the right expert tune it, the car maker can un-tune it by just sending a signal by satellite through the GPS system even if the customer does not take that option. The customer would have to disconnect the GPS fuse.

I do not know how this makes you feel, but it is pretty upsetting. I am, personally, in the process of initiating a suit against every carmaker that sells cars in the USA in a class action suit on behalf of all the car owners. It would be very easy for them to correct this. All they have to do is reprogram the computers and flash the chips at the car dealer's location. All they have to do is NOT restrict the performance. I would love the opportunity to prove in a court of law that what I am saying is true. Did they tell you BEFORE YOU BOUGHT THE CAR that they deliberately restricted the ultimate mileage of your vehicle so that it could never get better than a maximum level of fuel efficiency predetermined by them? No? That is fraud, deception, misrepresentation, and some other things. One thing that can be done is that you can join my class action in the event I am right. Just send the dealer who sold you the kit a letter or an e-mail letting me know you want to join in. The dealer will pass it on. It will cost you nothing. I believe you will recover the cost of your kit and any money you spent installing it plus any loss in the form of, direct costs, inconvenience, lost fuel economy, lost interest on the money you spent, any suffering, and whatever else the lawyers can think of.

But, what else can be done? One thing you need to know and that is that the ones hardest hit by this are the Dutchman kit sales dealers. These independent business persons thought they were selling something worthwhile and they were. It should have been easy to achieve the results. They honestly sold you the kit that they believed would help you, and, in fact, it does work. If they just had the right expert working on it there is a huge likelihood it would be working right now. That is why Dutchman Enterprises negotiated with some very deep pocket investors to invest 23 million dollars into the technology and take it to the car dealers across America through a program they called Genesis. While a test pilot for the project was underway, and only a number of days from completion, a terrible thing happened. Absent any actual complaints, the FTC attacked Dutchman Enterprises. It tried to put the company out of business by claiming that it was impossible for the technology to work. Funds were frozen for months, and all progress was halted by a temporary injunction. Of course the deal with the deep pocket investors was off. There was a legal contest and Dutchman won when it proved in court that it was, indeed, possible for the technology to work. While Dutchman won that battle, it lost the ability to continue with its project. Dutchman also lost the contract for a big company to take over the technology. But, Dutchman did prove that it could recruit the car dealers who are in the position to make everyone's dreams (including their own) come true. The answer is for the Genesis project to go forward through car dealers across America and let the top expert mechanics of Dutchman be the yeast that can raise all the car dealers of this country to the project that can save them and our consumers and dealers. If that makes sense to you then we need your support. As a matter of practicality, the dealer who sold

you the kit may be incapable of buying it back. Dutchman Enterprises is out of business thanks to the FTC. Their actions killed the company at its highest potential and moment of its most vulnerability. Although Dutchman lost the original deal, there is a group of independent business persons nationwide who was on line as a back up to that situation. They are not nearly as well funded as the original group, but they have agreed to take over the Genesis project and recruit all the car dealers to install a modified kit they call the Genesis Combustion Enhancement system. We believe they are capable of pulling it off, and are prepared to open as many as 50 major cities in the USA prior to the end of July this year. That means that there should be a car dealership who specializes in your vehicle recruited somewhere near your location in the near future who will have a trained and certified mechanic that can determine whether or not the computer system on your car can be overcome to tune your car to the HAFC kit you bought. If the genesis mechanic is unable to tune your car, they may take your car in trade in on a car they have already modified in their used car lot. These car dealers will also be qualified to authorize you a refund in the event they are unable to do it and you do not wish to trade in your car for one they have successfully modified. In that event, Dutchman Enterprises will use their royalty income from selling the technology to Genesis to pay for your refund in the event your Dutchman dealer is unable to provide the funds to do so. As I wrote at the beginning of this paragraph, the dealers were the hardest hit by all this. If anyone has been hurt by these events, they are the hardest hit by a situation that was none of their doing.

So, there is a plan to make this turn out right for everyone. We were NOT the ones who programmed the computers to reject the savings. If there is someone at fault it is the car manufacturers. We discovered that reality innocent enough. We were NOT able to find or train enough of the technicians we need to overcome this. We were not able to make that magic box that can be adjusted by guys who are not skilled in the on board computers, but we should not have had to. We tried to get the deep pocket help to get this to the guys who could do it (the car dealers) when we discovered we were over the heads of most mechanics out there. Our test pilot ultimately proved we could recruit the car dealers, but we lost the deep pocket investors. There is lots of inventory available through the Genesis project. They have almost twice as much inventory on hand now than the total number of kits Dutchman ever sold. They are going for the car dealers in 50 major cities right now. Your dealer who sold you your HAFC kit, through special arrangement between Dutchman seller and Genesis buyer, will eventually be able to set up an appointment to have your HAFC kit installed with one of the car dealerships nearest you **This HAS to be done by appointment ONLY!** It should be ready to happen sometime after the month of July. Your dealer will let you know when. As I have said. The dealers, the mechanics, and the company that developed the technology have worked hard to make this happen for all the customers involved. Too bad the carmakers were so deceptive. We may someday be able to force them to cooperate with reprogramming their computers, but in the meantime, we want to do all in our power to make this right for everyone involved. We hope you accept the spirit of this offer. The only thing the FTC wanted to do was put us out of business. They did not appear to be concerned for the losses of our customers, all the mechanics that were trained, or the innocent dealers. To WIN the legal contest for them is everything. We are not that way.

You can see the new Genesis project web site that is not owned at all by the owners of Dutchman or Dennis Lee, at [www.picctv.com](http://www.picctv.com) It is pretty incredible that they were willing to make this gesture toward those who have participated in the spirit that that has built this technology. It certainly will be goodwill for the industry when this works out well for everyone and we can help bail out the innocent car dealers who are also victims of the deception of the car makers.

All our best in a difficult situation,

Dennis Lee (Dutchman Enterprises. LLC.)