

PRESS RELEASE

To: The News Department

From: Dutchman Enterprises, LLC

Dutchman Enterprises has developed a very unique engine modification technology to make hybrid vehicles out of stock vehicles in a two-step process. The first step of the engine modification alone is much less expensive for the consumer and it is already proving to be more efficient than any hybrid vehicle on the road today. We call the first step the Hydro-Assist Fuel Cell (HAFC.) The definition of the word “hybrid” according to The Random House Dictionary is “anything derived by mixing sources”. According to Webster’s, it means: “something heterogeneous in origin or composition” and it further states: “something (as a power plant, vehicle, or electronic circuit) that has two different types of components performing essentially the same function.” Thus, a hybrid has an electric motor, which is charged by the loss of momentum in stopping, and runs the car some of the time using energy that is normally thrown away. Both the electric motor and the car’s engine are used to propel the car. In our case, the HAFC system uses a process to produce a second source of fuel (water gas) that is mixed with the original fuel to enhance the fuel that is usually used to power the engine and make the process more powerful in propelling the car. Of course the most important aspect of using a hybrid system for a car is to increase power or fuel economy, and both of these hybrid processes have been proven to do that.

In keeping with the quest for energy independence, enhanced fuel economy for consumers, and to lessen the impact of fossil fuels on the environment, the government has extended tax advantages for those who are willing to further the production of hybrids and fuel cells. The goal is to encourage the manufacturing and sales of technologies that further these goals. That is why we, at Dutchman Enterprises, would like to elicit whatever help we can in presenting our case to the law-makers of the United States. We seek participation in a tax credit program that we are currently excluded from (that we not only qualify for according to common definitions.) We even exceed the performance level of all those manufacturers who are currently accepted. Is it reasonable that the purchaser of a hybrid vehicle is awarded tax assistance for a vehicle that only gets a mileage increase of 10 miles per gallon on the hybrid version of a certain make and model car, yet we supply a kit to modify the non hybrid version of the same make and model car that causes it to get more than twice as much fuel economy, but the purchaser of our modification kit is not allowed even the same percentage in tax incentives? We do not believe that denying our customers the same incentive furthers the stated intent of this tax credit program.

The greatest motivation we have had for advancing our engine modification technologies is our desire to contribute to the reduction of greenhouse gases. We have actually modified engines to run “closed loop” with no exhaust, and we have run other engines so clean we can breath the exhaust from the engine. Yet we have been ignored by the EPA and other officials who have not been willing to even consider the impact we could have in reducing these emissions. Right now, we are convinced that our second step technology, called the Pre-Ignition Catalytic Converter, can dramatically reduce the emissions in automobiles (far below the amount consumers are currently experiencing) while getting them an incredible increase in economy. Our experiences in our research lab on a state of the art stationary dynamometer indicate that we should be able to get any personal

vehicle on the road to a level of over 100 miles per gallon while putting out breathable exhaust. Right now we cannot legally even test this technology on a public highway, because it is illegal in most states of the USA to install according to the anti-tampering laws. We MUST get it approved by the EPA as an acceptable replacement for the current catalytic converter. We are introducing the PICC at the WIREC conference for the very first time anywhere publicly. That does not mean we have not discussed it with government officials who have broken promise after promise to help us.

How long will it take for us to get the EPA to test our new device and approve it if it can be proven to be at least as effective as any other catalytic converter? The definition of catalyst is a substance that enables a chemical reaction to proceed at a faster rate or under different conditions than otherwise possible. The process of catalysis is defined as “an increase in the rate of a chemical reaction induced by a material unchanged chemically at the end of the reaction.” Our PICC can chemically change the fuel BEFORE it is burned to make it far better fuel prior to injection into the engine through our reactor rod, which is, itself unchanged chemically after the reaction. There is no reason why our PICC should not be approved as a Catalytic Converter that chemically alters the fuel BEFORE it is burned (so it can become power for the vehicle rather than exhaust out the other end of it.) The standard converter treats it AFTER it has already gone through the engine and not been burned. Treating it before or after, if our process is at least as effective at reducing the overall contaminants from the engine as the conventional Catalytic Converter, then why should we be denied (or delayed in) this approval? Since there is every reason to believe our technology can do this, should not the procedure for approving it become a priority for those responsible for looking out for the needs of the American people?

These are the two burning questions that need answering. We are calling upon the media as well as congresspersons and any other concerned citizens to make sure they are asked and answered. We are ready to set up a time to meet with the appropriate agencies to get testing underway and we hope that can be done soon. Right now we cannot even legally take our vehicle that has our PICC installed on the public highways. We can, and are willing to demonstrate our HAFC modification now. We GUARANTEE a 50% improvement in mileage on any vehicle this universal kit is installed on. An increase in mileage means more of the fuel is being burned and that means less unburned fuel is being expelled from the vehicle. If our PICC, as we have tested in the lab, is as much as 9 times as efficient in fuel economy, then it stands to reason that it will be that much less polluting as well. Can America afford to play politics with something this important?

If you are interested in sending a reporter (or coming yourself) to a public demonstration of our first step technology, please rsvp to dutchmaninc@gmail.com. Of course you can stop by the WIREC event in Washington DC (March 4-6) sponsored by ACORE. www.acore.com. We are booth 411 Dutchman Enterprises, LLC. To witness the second step (our PICC) we need permission from the EPA to drive our currently modified V-8 on the public highways. We will be happy to demonstrate it when we have permission. To sell the PICC we need it to be approved as a replacement catalytic converter.