

DUTCHMAN ENTERPRISES
of Newfoundland, New Jersey announces:
TWO,
AUTO GAS MILEAGE BREAKTHROUGHS,
AND
MULTIPLE EARNING OPPORTUNITIES FOR MECHANICS.

Breakthrough No. 1:

The Hydro Assist Fuel Cell (HAFC) kit is installed by a trained mechanic with a guaranteed 50% increase in gas mileage. It's new and available now.

Breakthrough No. 2:

The Pre Ignition Catalytic Converter (PICC) kit is installed by a trained mechanic. We expect a remarkable 3-4 fold increase in mileage. Availability is expected April 2008. The HAFC and PICC employ, unique, proprietary technologies.

The technology:

See two videos. Go to:

1. Scroll down and select the **HAFC** video. Run time is 30 minutes.
2. In the upper left column select the **PICC** video. Run time is 19 minutes.

Thus far well over 100 cars, of various makes and sizes, have been successfully modified with mileage increases ranging between 50% and 100%. The company will soon launch a national advertising campaign to sell HAFC kits. The potential market for the HAFC is huge. It includes modifying almost any car, U.S. or foreign, to get better mileage than a hybrid, pound for pound, and at a cost of only \$1,500 plus tax. Kit production can meet any demand but the **immediate need** is to train many more mechanics to install the kits.

At present, mechanics are being gradually trained and certified to install HAFC kits. Mechanics can qualify to operate at one of the following three levels of expertise:

Level 1 - Installer:

The mechanic is certified to install the HAFC.

Level 2 - Trainer:

Mechanics who qualify as Installers may also qualify as Trainers and teach other mechanics to become Installers (but not Trainers).

Level 3 - Tuner:

After installation the HAFC must be tuned for the best mileage by a certified Tuner who has also qualified as an Installer and as a Trainer. Tuners can also train mechanics to become Trainers as well as Installers. (In 2008 the HAFC mechanics will be trained to install the PICC and thus participate in another income opportunity.)

Four-day training classes for HAFc mechanics are held periodically in Newfoundland, New Jersey. However, correspondence courses are now available for mechanics to qualify and become certified at whichever level is best suited for them.

THE HAFc CORRESPONDENCE COURSE

Most mechanics will be inclined to take the Correspondence Course instead of going to New Jersey for four days. Attending a live, hands-on course has certain appeal but the Correspondence Course also has some important advantages including convenience. The Correspondence Course will include 5 DVD's that were filmed at an actual class in New Jersey and taught by experts. There will also be a Training Manual, a Tuning Manual, class handouts, and a written test at home. The student can decide among the options of becoming an Installer, Trainer or Tuner. All three options are included in the course. Following the written test the student will also have a one hour oral exam over the phone with a Certified Tuner. In addition, all those who take the Correspondence Course will be entitled to two additional hours of phone consultation with a Certified Tuner. A student who successfully installs and tunes a HAFc on three cars will also be certified as a Tuner, the highest level of technical achievement.

Students who successfully complete the course, at any level, will be certified and registered for that level, with Dutchman Enterprises. (Dutchman is the developer of the HAFc.) Additional support is accessible online at www.installersupport.info. That site contains the entire Installation Manual in PDF format for ready downloading. It has an evolving list of frequently asked questions and answers. Certified HAFc mechanics will also be given a password to access the 'back room' to obtain individual assistance with technical questions. The mechanic's telephone hotline for prospective trainees has generally been on Thursday's from 3-4 p.m. EST Call 712-432-1100. The PIN is 126599#. There is another call for Mechanics on Monday nights at 7-9 pm EST call 646-519-5860 pin 5860#.

The Correspondence Course for training mechanics, for all three levels, sells for \$1,000. The mechanic may be allowed to view part of the course before deciding whether or not to buy it. A mechanic who pays \$1,000 and only qualifies as an Installer can try to upgrade later on to level 2 or level 3. Likewise, a Trainer can upgrade later on to become a Tuner. All mechanics who want to become trained must first affiliate with a Dealer and buy the course from the Dealer. There are business agreements to sign between the mechanic and the Dealer. There is no charge to the mechanic to affiliate with a Dealer.

HOW CERTIFIED MECHANICS CAN EARN INCOME

INSTALLER MECHANICS:

An Installer mechanic will be paid \$400 to install the HAFc. After gaining proficiency the mechanic should be able to install an HAFc within about four hours. (Every HAFc must still be Tuned by a Certified Tuner to achieve maximum mileage and to validate

the guarantee. The customer will pay the Tuner \$100 and the time required should be about an hour.) (Note that \$1,000 of the \$1,500 price is for the kit and the remaining \$500 is to pay mechanics to install and to tune the HAFC,)

An Installer who installs just one HAFC per day, at \$400 each, will gross \$2,000 per 5-day week. One of the agreements between the Installer and the Dealer enables the Installer to also sell HAFC's. The mechanic will earn a commission of \$150 for each HAFC he sells to a customer. A mechanic who sells and installs one HAFC per day during a 5-day week now earns $\$400 + \$150 = \$550$ per day or \$2,750 per week.

As mechanics install more units they will require less time per installation enabling them to install up to 10 per week if they wish. Also, as more customers install HAFC's, word will spread and sales should increase. The market is vast and reaching saturation will take years. The potential exists for one Installer mechanic to both sell and install 10 units per week and gross \$5,500 per week. The market should be expanding and the mechanic can work at his own pace. Mechanics can also set their own hours, including evenings or weekends if they wish and, if zoning allows, also work out of their home garage.

TRAINER MECHANICS:

A Trainer mechanic can do everything that an Installer can do plus conduct classes to teach mechanics to become Installers. The Trainer mechanic will charge \$500 per student for a class to run about 16 hours. Mechanics who only want to be Installers will not require the full course at \$1,000 and could take an Installer course for \$500. A class would typically have 6-10 students and the Trainer would gross \$3,000 to \$5,000 for a two day class. If the Trainer taught two classes per week the gross could be \$6,000 to \$10,000. A fee of \$75 per student, deducted from the \$500 tuition, is paid to Dutchman Enterprises which developed the technology, created the courses, provides support and monitors the performance of all mechanics that are certified. The Trainer would then net \$425 from each student. When not engaged in training, as his first priority, the Trainer is free to install HAFC's and is always free to sell HAFC's.

TUNER MECHANICS:

The prime function for a Tuner is to tune the HAFC to get maximum mileage after it has been installed. The Tuner will buy a special tool called an Ammo Box for about \$75. This will enable the Tuner to accurately tune the HAFC in a relatively short time. The customer will pay the Tuner \$100 to tune the HAFC and it should take about an hour. A Tuner mechanic can also do everything that an Installer and a Trainer can do plus teach classes for Trainers and certify Tuners. A Tuner can:

- a) Teach a class of new mechanics to become Installers at \$500 per student.
- b) Teach a class of new mechanics to become Trainers at \$1,000 per student.
- c) Teach a class of Installer mechanics to become Trainers at \$500 per student.
- d) Certify mechanics they taught to be Trainers to become Tuners, provided they qualify.

The number of students in a class would depend on how many could be given sufficient attention by the instructor who will set the class limit. When not engaged in tuning, as his first priority, the Tuner is free to teach classes, to install kits and to sell HAFC's.

A MAJOR ENERGY CONFERENCE

Visit www.ACORE.org and read, "The U.S. Department of State will host the Washington International Renewable Energy Conference (WIREC 2008) at the Washington Convention Center in Washington, DC on March 4-6, 2008, assisted by the American Council On Renewable Energy". See also: www.americanrenewables.org "Anticipated To Be The Largest Business Conference and Exposition Ever Held On Renewable Energy in the U.S."

The company reserved a booth to display its two technologies installed on two cars.

Car #1 with the HAFC

Will be a 2007 Mazda that is modified to get over 100 mpg. The company is also applying to have the technology tested by CARB, the California Air Resources Board, to confirm that it produces exceptionally low emissions.

Car #2 with the PICC

Will be a large SUV that has been modified to get about 100 mpg, which translates to an amazing mileage increase of about four fold. This technology will be first introduced at the energy conference.

This energy conference should provide a big sales boost for both the HAFC and the PICC and an increased need for mechanics trained to install both. In January, the company is planning full page ads in Newsweek, Popular Science, Popular Mechanics, Sierra, Motor Magazine, Mother Jones, Environment... We will also be featured on the "America On The Road" national auto repair talk show on 300 radio channels and Sirius. To learn more see our internet site below.

THE FUTURE

The company has additional automotive energy technologies that are even more advanced, and all of them will use no petroleum at all. In addition to modifying cars there are also future markets for trucks, buses and diesel vehicles to be modified. Mechanics who become trained to install the HAFC will be in a favorable position to be trained for future technologies as they become available.

UCSA Dealer* _____

Dealer's e-mail _____

Dealer's phone number _____

INTERNET SITE: _____