

1 **THE LIES OF THE DEPT OF ENERGY - PART THREE**

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3 After working for the U.S. Department of Energy (“DOE”) for a number of years, and
4 receiving assurance from top White House, Congressional and agency leaders that Plaintiff’s next
5 government funding phase was going to move forward; AND; after being featured in the largest
6 newspapers and news broadcasts in the world as the “next solution for America”; AND; after
7 Plaintiff personally took the largest number of customer pre-orders to the U.S. Department of
8 Energy and the U.S. Congress (To prove market interest)(Which were 1000 times more than any
9 other applicant); AND after Plaintiff’s team were surprised by the date listed that the U.S.
10 Department of Energy stated that one of Plaintiff’s funding paperwork submissions was
11 “substantially complete” as Plaintiff was told by DOE staff verbally and in writing that all of the
12 materials required were received at the beginning of the year; ..after all of that; It was leaked to
13 Plaintiff that Lachlan Seward and Steven Chu at the U.S. Department of Energy had “assured White
14 House staff” that Plaintiff’s car and energy project, along with 6 other competing car companies,
15 had been covertly black-listed, in advance, because they would compete with, or obsolete, Tesla
16 Motors, a White House financier, and Fisker, another White House financier. Plaintiff had refused
17 to pay bribes or participate in political Quid Pro Quo and Plaintiff’s products accomplished
18 advantages which Tesla and Fisker were unable to accomplish. Thus, every anti-trust and RICO law
19 was violated by government officials out of greed and a lust for power.
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23 The U.S. Department of Energy has been historically rife with operational errors. Mr.
24 Rusco, the head of the federal GAO, and his team at GAO, have published multiple federal reports
25 about the corruption and mismanagement at DOE. Mainstream domestic top-20 newspapers have
26 published similar findings. In one of thousands of examples: Plaintiff has written notice of being
27 “substantially complete” from DOE dated December 31, of one year and then another letter where
28 DOE lists Nov. of the next year as the date this was determined. This is one of many extensive

1 conflicts of information countered by facts, which Plaintiff and his team have encountered in this
2 process.

3 In communications with the Washington Post, prior to Amazon's Bezo's taking control of it,
4 the following discussion occurred:

5 "Did you not see this email:

6 Want to see how the secret "DOE Time Warp Distortion Processor works"? See attached:

7 See the TWO DIFFERENT dates that Lachlan Seward decides we are SUBSTANTIALLY Complete on.

8 First on Dec. 31, 2008 and Brent and some of the staff start processing the paper to get

9 us money in January, Then Lachlan says "oh Shit" when Doerr sees the list and he shoves

10 our paper in the deepest drawer of his filing cabinet. He "Loses" the thousands of

11 customer letters pleading with DOE to fund us (the likes of which not a SINGLE OTHER

12 APPLICANT PROVIDED). He forgets he told us that and stonewalls until he decides we are

13 substantially complete, on Nov. 10, 2009 because we keep bugging him. I guess he thought

14 the "DOETWDP" would make the first letter disappear but they must have forgotten to plug

15 it in. Then, the next lovely thing is the four-point rejection reasons for our car which

16 uses the same power plant as the Nissan and the

17 Tesla:

18 A. "You can't build your car which has 60% less parts than Nissan or Telsa, as fast as
19 they can".

20 B. "You aren't using enough gasoline in your 100% ELECTRIC FRIGGIN CAR!"

21 C. "Batteries are too weird of a technology, we can't understand batteries.. it seems
22 like science fiction to use batteries in a car"

23 D. " Oh by the way, did we mention that YOU AREN'T USING ENOUGH GASOLINE in that damn
24 car!!!"

25 DOE is still telling us that XP is welcome to reapply, get to the back of the line, and
26 start the entire process from square one! They are just wonderful people!

27 From:

28 XP Vehicles <sd@WH.GOV>

To:

"'XP Vehicles'" <sd@WH.GOV>, "'Carol D Leonnig'" <leonnigc@washpost.com>

Cc:

<sd@WH.GOV>

Date:

10/26/2011 11:02 PM

Subject:

RE: This one

Also.. you know who hates alternative energy cars more than oil companies?

The Steel Industry!

None of us alternative energy companies want to use much, if any steel. See the front

page picture at <http://www.myxpcar.com>

The steel industry hates the fact that they cause most of the bad gas mileage because steel is so heavy and they cause the most deaths and dismemberments because their steel cuts you to shreds in a car accident.. hence the "jaws of life" to pry you out of the steel. You don't need the jaws of life for carbon fiber, Vectran and plastics composites.

1From: XP Vehicles [mailto:sd@WH.GOV]

17 Sent: Wednesday, October 26, 2011 7:45 PM

18 To: 'Operations SFO'; 'Carol D Leonnig'

19 Subject: RE: This one

20 YEP:

21 <http://af.reuters.com/article/metalsNews/idAFLDE7660CL20110707>

22 From: Operations SFO [mailto:sd@WH.GOV]

23 Sent: Wednesday, October 26, 2011 7:41 PM

24 To: 'Carol D Leonnig'

25 Cc: sd@WH.GOV

26 Subject: RE: This one

1 If you are going to either factor your receivables at 15% interest with a factoring
2 company or get a manufacturing loan from Wells Fargo at 10% interest or a DOE loan for
3 1.4% interest and you were a wicked Russian 1%-er, you would pay the deciders to swing it
4 to you because the cumulative interest of that DOE money is a pretty massive \$ amount in
5 savings. I would be amazed of the Goldman Sachs guys aren't in that mix somewhere.

6 From: Operations SFO [mailto:sd@WH.GOV]

7 Sent: Wednesday, October 26, 2011 7:32 PM

8 To: 'Carol D Leonnig'

9 Cc: sd@WH.GOV

10 Subject: RE: This one

11 Hey.. You never listened to Dire Straits?... "Money for Nuthin'" 1% to 2% interest for 35
12 years.. He get's off on getting as much money as he can get from wherever he can get it.
13 How does he pay off a U.S. Politician? Hot Russian Chicks, Vodka and campaign
14 contributions, probably.

15 Plus it looks like he has holdings in Lithium and rare Earth Metals mining too..

16 From: Carol D Leonnig [mailto:leonnigc@washpost.com]

17 Sent: Wednesday, October 26, 2011 7:27 PM

18 To: Operations SFO

19 Subject: RE: This one

20 Why pay?

21 How does a Russian oligarch pay off a us politician? (ED: Note- See all of the ways we
22 see that China paid off Biden kids and Trump got pulled into Russian Collusion, etc.)

23 Carol D. Leonnig

24 National Staff Writer

25 The Washington Post

26 (202) 334-7987 office

27 (202) 441-3983 mobile

28 <http://projects.washingtonpost.com/staff/articles/carol+d.+leonnig/>

From:

To:

"Operations SFO" <sd@WH.GOV>

"'Carol D Leonnig'" <leonnigc@washpost.com>

Date:

10/26/2011 07:59 PM

RE: This one

Subject:

Pay to play:

<http://www.detnews.com/article/20111026/AUTO01/110260436/1361/House-leader-questions->

Energy-Department-loan-for-

Russian-steelmaker

This one irks me more than most of the loans

From: Carol D Leonnig [mailto:leonnigc@washpost.com]

Sent: Wednesday, October 26,"

Mr. Peterson. Mr. Bergsman and other Dept of Energy staff informed Plaintiff that competing companies were personally coached in their applications and “hand-walked” through the DOE process, (especially Tesla) and completions of those applications. We are informed that those companies applied at later dates than Plaintiff did. Elon Musk promoted himself as the “technology god and financier of the Democrats” at that time. Of course, we now see him promoting himself as the “technology god and financier of the Republican’s”. It is obvious, to all, that Musk will side with any entity that can shovel more insider-based taxpayer cash into his pig trough.

Plaintiff received no coaching or support resources such as Ford, Nissan, Tesla, Fisker, GM and others who had paid over \$200,000.00 in fees and many millions of dollars in disclosed, AND COVERT, lobby expenditures for their ATVM and TARP funds sourcing attempts had received.

DOE says they conducted “extensive review” yet no communication or discussion occurred with any of Plaintiff's technical staff, engineers, contractors, partners, founder or anyone who had designed and developed the car. Plaintiffs therefore questions the qualification of the term

1 “extensive review” as the “interactive review” which DOE staff stated would take place, never took
2 place with Plaintiff. Low level DOE workers may have conducted reviews and typed up lots of
3 paper but top-level DOE staff and White House staff ordered it shredded if it said anything positive.
4 Plaintiff has copies of some of those shredded documents in which the highest level DOE scientists,
5 (the few that weren’t promised bribes or revolving door jobs with Tesla, Fisker and Kleiner) stated
6 that Plaintiff’s technology beat all of the others (See Sandia Labs Docs).

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8 Additionally, regarding the itemized points:

9 The DOE statement that the proposed vehicle was at a “development stage” that was not
10 ready for commercialization is contradicted by the applications and funding approvals for the
11 competing companies, who on the same date that our company applied, had less plans or hard
12 development data, than our company had, yet they were awarded funds. When Tesla received DOE
13 funds Tesla had no car and no factory and no factory ready design. Every single thing that Tesla has
14 today was designed, engineered and created AFTER Tesla got the DOE money.

15
16 The other awardees had the same 3 year timeframe in their proposals, less developed plans
17 and many had less resources than our partner groups supplied. Some even had no building selected,
18 Yet Plaintiff did have a primary, secondary and back-up building selected, yet the others were
19 handheld through the process and accelerated ahead of Plaintiff because they paid political
20 campaign bribes and expenses.

21 The DOE reference to the US Light Duty fleet was never discussed with Plaintiff’s team by
22 DOE at any point. It is not possible to see how a vehicle that is lighter than any other applicant by
23 half, safer than any other applicant by many times and beats the metrics of every other applicant
24 could not have exceeded every applicant on any sane comparison to Light Duty fleet metrics, a
25 market that was core to Plaintiff’s business plan. Plaintiff’s fleet sales were targeted directly at the
26 Light Duty Fleet so this DOE points seems to make no sense unless DOE was, again, making up
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28

1 issues that never existed in order to cut Plaintiff out of consideration. Other car companies were
2 awarded funds for cars that weighed far more, went far less range on electric only power.

3 Relative to DOE’s point about “advanced fuels , At no point did anyone discuss Plaintiff’s
4 fuel plans with Plaintiff’s technical staff. In fact DOE’s Carol Battershal, refused to discuss
5 anything with Plaintiff’s team and she is seen winking and smirking at a competitor in the DOE-
6 provided surveillance video. Hydrogen is non-essential to Plaintiff’s vehicle yet a DOE letter states
7 that the discussion of its use is one of the reasons our vehicle was rejected. Toyota, Honda and
8 Hyundai hydrogen vehicles use the exact same technology, have none of the problems of lithium
9 ion and are working perfectly today around the world. DOE must prove that Toyota, Honda and
10 Hyundai hydrogen vehicles which were developed in the same time-frame as Plaintiff’s vehicle,
11 have failed when in fact they have beat lithium ion on every front.

12
13 Plaintiff submitted a variety of technical documents, some produced by the competing
14 companies. Thus, DOE awarded funds to companies who were using the same exact advanced fuels
15 solutions based on the same documents yet they denied Plaintiff application. Plaintiff fails to see
16 how a tank of hydrogen, as a stand-by power system for an electric vehicle, should be considered an
17 “impractical and unproven energy source” by the DOE in light of the fact that Honda and BMW
18 ships such cars today and that all of the Japanese automakers sell hydrogen cars.

19
20 The DOE comment about petroleum reductions seems to have no merit as the Plaintiff
21 vehicle is an electric car which uses no gasoline based on petroleum. Competing interests were
22 funded that provided the same metrics via entirely electric vehicles. In Plaintiff’s case, Plaintiff’s
23 car weighs less, goes further and is safer so it is not possible to comprehend how Plaintiff’s vehicle
24 would not have exceeded the petroleum fuel reduction of every other applicant.

25
26 In summation, none of the points listed as rejection merits by DOE were ever discussed with
27 any authorized, qualified, technical member of Plaintiff’s team at any time. The listed points appear
28 to have no foundation in facts relative to Plaintiff’s design, no foundation in technical comparison

1 to the competing applicants and were not even generated from any viable communications with the
2 Plaintiff's developers.

3 It continues to appear that others who were less developed but spent more money on lobby efforts
4 received support and guidance whereas the smaller start-ups were ignored and pre-negated from the
5 first day.

6 ***The United States Department of Energy, Since 2007, has been operated as a scam to***
7 ***reimburse political campaign financiers and put the competitors of those political campaign***
8 ***financiers out of business. It is one of the most corrupt and mismanaged departments of the***
9 ***government. Dept of energy IT experts can verify that hackers have broken into the United States***
10 ***Department of Energy over 400 times!!!(The place where the weapons that can destroy the world***
11 ***are documented). If the United States Department of Energy can't keep the biggest secrets on the***
12 ***entire planet safe from 14 year old British script kiddies and Iranian spies (who got all of the***
13 ***instructions on how to build the bombs to blow up Israel from hacking DOE servers) safe. DOE***
14 ***staff will lie until they are blue in the face to try to cover-up all of their misdeeds. No honest facts***
15 ***can be expected to come from DOE officials in a discussion of this matter.***

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18 ***As a side note to the paragraph above, hackers have acquired almost every record from***
19 ***the Department of Energy, email and communication since 2005. It is impossible for DOE***
20 ***officials to deny the fact that DOE has been operated as a political inside job for White House***
21 ***and California Senate political figures because the emails and documents prove that DOE is a***
22 ***political scam operation and hundreds of Congressional investigation testimony records also***
23 ***verify that fact.***

24
25 The world now knows that the 2008+ Department of Energy schemes were based on lithium
26 ion rare earth mining schemes. An idea aggressively promoted by CIA Director Woolsey, who
27 believed that his stock market investments in, and market promotions of, rare earth lithium ion
28 mining could make he and his peers "trillionaires". It now can be seen that all of those mines are in

1 regions that hate the U.S. and that must be invaded in order to control them; account for the largest
2 causes of child labor and black slavery; create genocide and rape cultures in the undeveloped
3 regions they exist in; have put over 30,000 people in the Congo in Blood Mineral “cotton
4 plantation-like conditions; create massively toxic waste; create products that spontaneously
5 explode; have hundreds of other downsides, but, most of all WILL NEVER EXIST IN ENOUGH
6 VOLUME to serve more than a tiny percentage of the cars in the world. Only the rich will ever be
7 able to afford lithium ion cars. On the other hand, Plaintiff’s car technology has none of these
8 national security issues and the energy source of water and organic waste will last forever!

9 These are 20 TRILLION DOLLAR issues! TRILLIONS of dollars of market manapulations
10 are the kinds of reasons that White House “Plumbers” are sent after citizens like Plaintiff.

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