

<http://www.pnas.org/content/early/2009/01/28/0812721106.abstract>), we cannot afford to overlook a device such as the Hydristor which shows promise of such magnitude for effecting **major changes in both energy conservation and reduction in carbon emission**. The consequences of unnecessary delays, including changes in sea levels, deaths of forests with their wildlife habitats and other changes are simply too alarming to take unnecessary chances.

In addition, I still firmly believe the comments I made in my 2006 letter to Vice President Gore (copy attached), in which I noted the unique American gift by which in many cases ...“our people have seen the possibilities for practical new technologies, and have used their ingenuity and inventiveness to develop and implement them in the real world to the benefit of the entire nation and the world.” And, in fact, that: “I firmly believe that the Hydristor represents a case of an inventive application of existing principles, which provides an especially apt example of this American gift”. In fact, as our situation has grown more dire since 2006, I believe even more strongly at this point that the Hydristor holds even more important potential for the United States than it did at that time. As I also said in that letter, “We **MUST** [develop and] sell the energy technologies of the future to others, not continue paying ever rising costs to buy the last of the world’s fossil fuels.” I still believe that fossil fuels, as we are using them today, with such profligacy, represent a “dead-end” road.

For the reasons above, and as I outline below, for the potential that the Hydristor holds for the revitalization of the auto industry of the United States, I am requesting that your office consider the Hydristor and its potential to tackle the many problems besetting us. You can “Google” the word “Hydristor” on the internet. As a first introduction to the Hydristor I find the Wikipedia site, which outlines its construction and its potential value, to be the most useful. Mr. Kasmer would be glad to talk with anyone you might suggest, or to host a visit from anyone to examine the models and prototypes, which we will be glad to show and discuss with anyone. Mr. Kasmer has always been completely open with his contact information and identity and has interacted with numerous internet, mail and telephone contacts to provide information about the Hydristor as widely as possible. Mr. Kasmer may be reached at:

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If anyone wishes to talk to me about this letter, or my thoughts, please encourage them to contact me. I may be reached at:

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It may be helpful to discuss in this letter a few of the relevant features of the Hydristor and to outline some of the potential impact that I believe it can have on the United States, its problems and its future:

The Hydristor is not an energy source, but is a hydraulic system which serves to transmit energy with unparalleled efficiencies of over 95%, combined with an exceptionally efficient energy storage system whereby the **braking system can capture the kinetic energy of the car’s motion as it brings it to a stop and at some arbitrary later time restore approximately 93% to 95% of it back into energy of motion of the car without additional energy input**. As mentioned above, the hydristor uses a simple, long accepted hydraulic pump mechanism. However, it introduces a new twist – it uses a deformable steel band to modify and control the shapes and volumes of the fluid chambers, **providing infinitesimal controllability, and even reversibility of pumping direction of the hydraulic fluid, which is the factor that enables energy capture**