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U.S. National Archives & Records Administration

**Current Status Details for
CTRH RECID: 242604
MAIN SUBCODE: SA002**

Current Status	NOT IN FILE
User Name	am
Status Date	05/10/2024
Case Number	
Notes	

Review Status History

<u>Status</u>	<u>Date</u>	<u>User</u>	<u>Case Number</u>	<u>NOTES</u>
Not in file	05/10/2024	am		

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37013
37009
37032

THE WHITE HOUSE
WASHINGTON

July 18, 1984

Dear Paul:

I was really pleased that you could accept our invitation to participate in the Rose Garden signing ceremony for the legislation encouraging a nationwide drinking age of twenty-one. It was very important to us to have you present and I want to thank you for being able to join the President at this very significant event.

As the President said in his remarks prior to the formal signing, this bill "reflects the will of the American people and takes the battle to stop drunk driving one crucial step further." Clearly, "this problem is bigger than the individual states -- it's a grave national problem, and it touches all of our lives."

Again, sincere thanks for joining us in demonstrating the importance of this issue. I have enclosed a copy of the President's remarks.

Warm regards,

lee

Lee L. Verstandig
Assistant to the President
for Intergovernmental Affairs

The Honorable Paul Coverdell
State Senator
2915 Peachtree Street, N.E.
Atlanta, GA 31403

Enclosure

THE WHITE HOUSE

WASHINGTON

July 18, 1984

Dear Don:

I was really pleased that you could accept our invitation to participate in the Rose Garden signing ceremony for the legislation encouraging a nationwide drinking age of twenty-one. It was very important to us to have you present and I want to thank you for being able to join the President at this very significant event.

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Again, sincere thanks for joining us in demonstrating the importance of this issue. I have enclosed a copy of the President's remarks.

Warm regards,



Lee L. Verstandig
Assistant to the President
for Intergovernmental Affairs

The Honorable Donald DiFrancesco
State Senator
1939 West Broad Street
Westfield, NJ 07090

Enclosure

P.S. Prior to the ceremony I brought your recent kind letter regarding the President's visit to Oradell to his attention. He appreciated your thoughtfulness in writing.

THE WHITE HOUSE

WASHINGTON

July 18, 1984

Dear Judy:

I was really pleased that you could accept our invitation to participate in the Rose Garden signing ceremony for the legislation encouraging a nationwide drinking age of twenty-one. It was very important to us to have you present and I want to thank you for being able to join the President at this very significant event.

As the President said in his remarks prior to the formal signing, this bill "reflects the will of the American people and takes the battle to stop drunk driving one crucial step further." Clearly, "this problem is bigger than the individual states -- it's a grave national problem, and it touches all of our lives."

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Warm regards,



Lee L. Verstandig
Assistant to the President
for Intergovernmental Affairs

The Honorable Judith Koehler
State Representative
State Capitol
Springfield, IL 62706

Enclosure

THE WHITE HOUSE

WASHINGTON

July 18, 1984

Dear Chuck:

I was really pleased that you could accept our invitation to participate in the Rose Garden signing ceremony for the legislation encouraging a nationwide drinking age of twenty-one. It was very important to us to have you present and I want to thank you for being able to join the President at this very significant event.

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Again, sincere thanks for joining us in demonstrating the importance of this issue. I have enclosed a copy of the President's remarks.

Warm regards,



Lee L. Verstandig
Assistant to the President
for Intergovernmental Affairs

The Honorable Chuck Hardwick
State Assemblyman
335 Wychwood Road
Westfield, NJ 07090

Enclosure

THE WHITE HOUSE

WASHINGTON

July 18, 1984

Dear Roberto:

I was really pleased that you could accept our invitation to participate in the Rose Garden signing ceremony for the legislation encouraging a nationwide drinking age of twenty-one. It was very important to us to have you present and I want to thank you for being able to join the President at this very significant event.

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Warm regards,



Lee L. Verstandig
Assistant to the President
for Intergovernmental Affairs

The Honorable Roberto Casas
State Representative
State Capitol
Tallahassee, FL 32301

Enclosure

THE WHITE HOUSE

WASHINGTON

July 18, 1984

Dear Toni:

I was really pleased that you could accept our invitation to participate in the Rose Garden signing ceremony for the legislation encouraging a nationwide drinking age of twenty-one. It was very important to us to have you present and I want to thank you for being able to join the President at this very significant event.

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Again, sincere thanks for joining us in demonstrating the importance of this issue. I have enclosed a copy of the President's remarks.

Warm regards,



Lee L. Verstandig
Assistant to the President
for Intergovernmental Affairs

*Sony that I didn't have a chance
to chat further with you, but hope
to do so at NCSL.*

The Honorable Toni Jennings
State Senator
1032 Wilfred Drive
Orlando, FL 32805

Enclosure

THE WHITE HOUSE

WASHINGTON

July 18, 1984

Dear Frank:

I was really pleased that you could accept our invitation to participate in the Rose Garden signing ceremony for the legislation encouraging a nationwide drinking age of twenty-one. It was very important to us to have you present and I want to thank you for being able to join the President at this very significant event.

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Warm regards,



Lee L. Verstandig
Assistant to the President
for Intergovernmental Affairs

The Honorable Frank Padavan
State Senator
State Capitol
Albany, NY 12224

Enclosure

THE WHITE HOUSE

WASHINGTON

July 18, 1984

Dear Joe:

I was really pleased that you could accept our invitation to participate in the Rose Garden signing ceremony for the legislation encouraging a nationwide drinking age of twenty-one. It was very important to us to have you present and I want to thank you for being able to join the President at this very significant event.

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Again, sincere thanks for joining us in demonstrating the importance of this issue. I have enclosed a copy of the President's remarks.

Warm regards,



Lee L. Verstandig
Assistant to the President
for Intergovernmental Affairs

The Honorable Joe W. Chinnici
State Assemblyman
State Capitol
Trenton, NJ 08625

Enclosure

THE WHITE HOUSE

WASHINGTON

July 18, 1984

Dear Tom:

I was really pleased that you could accept our invitation to participate in the Rose Garden signing ceremony for the legislation encouraging a nationwide drinking age of twenty-one. It was very important to us to have you present and I want to thank you for being able to join the President at this very significant event.

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Again, sincere thanks for joining us in demonstrating the importance of this issue. I have enclosed a copy of the President's remarks.

Warm regards,



Lee L. Verstandig
Assistant to the President
for Intergovernmental Affairs

Great job with the press!

The Honorable Thomas H. Kean
Governor
State House
Trenton, NJ 08625

Enclosure

THE WHITE HOUSE

WASHINGTON

July 18, 1984

Dear Jim:

I was really pleased that you could accept our invitation to participate in the Rose Garden signing ceremony for the legislation encouraging a nationwide drinking age of twenty-one. It was very important to us to have you present and I want to thank you for being able to join the President at this very significant event.

As the President said in his remarks prior to the formal signing, this bill "reflects the will of the American people and takes the battle to stop drunk driving one crucial step further." Clearly, "this problem is bigger than the individual states -- it's a grave national problem, and it touches all of our lives."

Again, sincere thanks for joining us in demonstrating the importance of this issue. I have enclosed a copy of the President's remarks.

Warm regards,



Lee L. Verstandig
Assistant to the President
for Intergovernmental Affairs

I spoke with Big Jim today & he was really pleased that you attended.

The Honorable James Edgar
Secretary of State
Springfield, IL 62706

Enclosure

242709

4200
SAC

PL
STOR

PH

SPIN OUR ROULETTE FOR \$1 MILLION

—Page 6

**4 STAR
FINAL**

DAILY NEWS

NEW YORK'S PICTURE NEWSPAPER

Thursday, July 12, 1984

Partly sunny, upper 80s. Details p. 1

SEAT BELT SAVES GUOMO IN CRASH

Story on page 3

Gov escapes car injury

Saved by seat belt in upstate crash

By ADAM NAGOURNEY
and MARCIA KRAMER

Gov. Cuomo escaped serious injury yesterday when his limousine was struck from behind in a five-car, chain-reaction collision during a visit to Buffalo.

Cuomo, who is scheduled to announce in Manhattan today a decision on the state's landmark seat-belt legislation, was buckled up when

the accident occurred, state police reported. He suffered a sore neck and back, according to aides.

Other members of the governor's party, including counsellor Timothy Russert, suffered whiplash and one aide, Gary Eisenman, was taken to a local hospital for treatment of a head injury.

"THANK GOD I was," said Cuomo, referring to his having been strapped in.

"If I hadn't been wearing a seat belt, no doubt I would

have been hurt," said the governor, who was seen walking stiffly as he got off his plane last night in Albany.

"Our car was stopped; like dominoes, we got hit, we got jolted," Cuomo said, adding that the accident "wasn't a big deal."

Asked if the accident would influence his decision on whether to sign the seat-belt law, Cuomo joked: "It will make me stand a lot straighter when I have to make the final decision."

Russert said the accident would not affect Cuomo's keynote speech before the Democratic National Convention in San Francisco Monday night.

ACCORDING TO Russert, the accident occurred at 4:45 p.m. on the Kensington Expressway in Buffalo as Cuomo's four-car motorcade was en route from a local town meeting to a fund-raiser in suburban Cheektowaga.

He said a car crashed into

the rear of the last car in the motorcade, setting off the chain reaction. Cuomo was in the second car from the front of the motorcade.

The state's seat-belt law would require drivers and all front-seat passengers to buckle up while traveling on New York roads. In addition, the bill would require children under the age of 10—in either front or back seat—to wear seat belts or be strapped into safety seats.



FROM
JAMES D. JOHNSTON
VICE PRESIDENT
INDUSTRY-GOVERNMENT RELATIONS

7/12/84

TO *Craig Fuller*
The White House

*As I said, the
good Lord moves
in strange and
wonderous ways.*

*Gov. Cuomo signed
the bill today.*

SUITE 801
(202) 775-5090
ROOM 13-136
(313) 556-4671

1660 I STREET, N.W.
WASHINGTON, D.C. 20036
GENERAL MOTORS BLDG.
DETROIT, MICHIGAN 48202

**WHITE HOUSE
CORRESPONDENCE TRACKING WORKSHEET**

5A002

- O - OUTGOING
- H - INTERNAL
- I - INCOMING

Date Correspondence Received (YY/MM/DD) 1 1

Name of Correspondent: B. J. Norman

Deck - direct

MI Mail Report User Codes: (A) _____ (B) _____ (C) _____

Subject: Anti - Collision Car

ROUTE TO: Office/Agency (Staff Name)	ACTION		DISPOSITION		
	Action Code	Tracking Date YY/MM/DD	Type of Response	Code	Completion Date YY/MM/DD
<u>CU Holland</u>	ORIGINATOR	<u>84/07/23</u>		C	<u>84/07/26</u>
<u>CUATO4</u>	S	<u>84/07/24</u>	RAH	A	<u>84/07/26</u>
	Referral Note:	<u>RAH memo also to Jim Marquay</u>			
		<u>1 1</u>			<u>1 1</u>
	Referral Note:				
		<u>1 1</u>			<u>1 1</u>
	Referral Note:				
		<u>1 1</u>			<u>1 1</u>
	Referral Note:				

ACTION CODES:

- A - Appropriate Action
- C - Comment/Recommendation
- D - Draft Response
- F - Furnish Fact Sheet to be used as Enclosure
- I - Info Copy Only/No Action Necessary
- R - Direct Reply w/Copy
- S - For Signature
- X - Interim Reply

DISPOSITION CODES:

- A - Answered
- B - Non-Special Referral
- C - Completed
- S - Suspended

FOR OUTGOING CORRESPONDENCE:

- Type of Response = Initials of Signer
- Code = "A"
- Completion Date = Date of Outgoing

Comments: Bobby Don Norman
See ID 167328 - FYI

Keep this worksheet attached to the original incoming letter.
Send all routing updates to Central Reference (Room 75, OEOB).
Always return completed correspondence record to Central Files.
Refer questions about the correspondence tracking system to Central Reference, ext. 2590.

RECORDS MANAGEMENT ONLY

CLASSIFICATION SECTION

No. of Additional Correspondents: _____ Media: X Individual Codes: 7690 _____

Prime Subject Code: SA002 Secondary Subject Codes: CM016 FA007
B4003.15 EB024
B4005 B4006

PRESIDENTIAL REPLY

Code	Date	Comment	Form
C	_____	Time: _____	P- _____
DSP	_____	Time: _____	Media: _____

SIGNATURE CODES:

- CPn - Presidential Correspondence
 - n - 0 - Unknown
 - n - 1 - Ronald Wilson Reagan
 - n - 2 - Ronald Reagan
 - n - 3 - Ron
 - n - 4 - Dutch
 - n - 5 - Ron Reagan
 - n - 6 - Ronald
 - n - 7 - Ronnie

- CLn - First Lady's Correspondence
 - n - 0 - Unknown
 - n - 1 - Nancy Reagan
 - n - 2 - Nancy
 - n - 3 - Mrs. Ronald Reagan

- CBn - Presidential & First Lady's Correspondence
 - n - 1 - Ronald Reagan - Nancy Reagan
 - n - 2 - Ron - Nancy

MEDIA CODES:

- B - Box/package
- C - Copy
- D - Official document
- G - Message
- H - Handcarried
- L - Letter
- M - Mailgram
- O - Memo
- P - Photo
- R - Report
- S - Sealed
- T - Telegram
- V - Telephone
- X - Miscellaneous
- Y - Study



THE WHITE HOUSE

WASHINGTON

July 26, 1984

MEMORANDUM FOR JIM MARQUEZ
GENERAL COUNSEL
DEPARTMENT OF TRANSPORTATION

FROM: RICHARD A. HAUSER *RH*
DEPUTY COUNSEL TO THE PRESIDENT

SUBJECT: Bobby Don Norman - "Anti-Collision Car"

Attached is a copy of a proposal entitled "Anti-Collision Car" forwarded to this office by Mr. Norman.

We express no opinion on this matter, and Mr. Norman's proposal is transmitted to you for whatever response DOT deems appropriate. This office has no continuing interest in this matter.

Attachment



THE WHITE HOUSE

WASHINGTON

July 27, 1984

Dear Mr. Norman:

This will acknowledge receipt of a copy of your proposal to the Department of Transportation entitled "Anti-Collision Car".

As a matter of long-standing policy, members of the White House staff must refrain from becoming involved in grant or procurement matters. Accordingly, I have forwarded your correspondence to the General Counsel of the Department of Transportation.

Thank you for bringing this matter to our attention.

Sincerely,



Richard A. Hauser
Deputy Counsel to the President

Mr. Bobby D. Norman
914 62nd Street
Oakland, California 94608

Counsel to the President:

Urgent - Read pages 6 + 13

APPENDIX A

U.S. DEPARTMENT OF TRANSPORTATION
SMALL BUSINESS INNOVATION RESEARCH PROGRAM
SOLICITATION NO. 84-1

PROPOSAL COVER SHEET

243131

Project Title: ANTI-COLLISION CAR

Topic No. A Subtopic 1 Topic Title: Safety and Security
(if appropriate)

Submitted By: Firm B. D. Norman - Creative Design

Mailing Address 914 62nd St.
Oakland State Cal. Zip 94608

Amount Requested (Phase I) \$ 15,312.00 Proposed Duration: 3 Months
(in montns, Phase I)

- 1. The above concern certifies it is a small business firm and meets the definition stated in section IIB. Yes No
- 2. The above concern certifies it does does not qualify as a minority and disadvantaged small business as defined in IIC.
- 3. The above concern certifies it does does not qualify as a women-owned small business as defined in IID.
- 4. Will you permit the Government to disclose the title and technical abstract of your project, plus the name, address, and telephone number of the corporate official of your firm, if your proposal does not result in an award, to firms that may be interested in contacting you for further information or possible investment? Yes No

Principal Investigator
Name Bobby Don Norman
Title Inventor
Signature B.D. Norman Date 23 Apr 84
Telephone No. 415-654-7438

Corporate/Business Official
Name Bobby Don Norman
Title Project Manager
Signature B.D. Norman Date 23 Apr 84
Telephone No. 415-654-7438

PROPRIETARY NOTICE (IF APPLICABLE, SEE SECTION V)

Does Not contain Proprietary Data, as relates to Page 8 of Considerations.



1984 JUL 23 AM 9:24

NAME

ROOM

DATE

TIME

BY

INITIALS

13131

A 110

Rank and file Civil Service employees have decided to delay this project until after the presidential elections in November; whereas, the discovery will be a credit to the next president should he be a Democrat, but it was President Reagan who signed the Small Business Innovation Development Act into law on 22/Jul/82.

The President should be appraised of this suppression of new technology that will mean millions of votes related to the auto industry, steel, coal, rubber and electronics un-employed.

U.S. DEPARTMENT OF TRANSPORTATION
 SMALL BUSINESS INNOVATION RESEARCH PROGRAM
 PHASE I - FY 1984
 PROJECT SUMMARY

FOR DOT USE ONLY

DOT SBIR Solicitation 84-1	Topic No.	Proposal No 84 060
----------------------------	-----------	---------------------------

TO BE COMPLETED BY PROPOSER

Name and Address of Proposer

B. D. Norman
 914 62nd St.
 Oakland, Cal. 94608

Name and Title of Principal Investigator

B. D. Norman, Inventor

Title of Project

ANTI-COLLISION CAR

Technical Abstract (Limit to two hundred words)

The action of anti-collision is the phenomenon of plane geometry using standard mathematical equations and physical properties to produce an end result of two objects of speed and direction making contact without it resulting in a dynamic collision or catastrophic crash; thus, speed and direction is converted into minimal contact. Crash deformation avoidance is the purpose of these tests.

Functional engineering of the car itself is the key to anti-collision and it can come about, only by allowing revolutionary change of the opposing factors of geometric principles in front-to-rear, front-to-front and front-to-side. Tablemodels will be used to test the basic principles.

Anticipated Results/Potential Commercial Applications of the Research

Save the lives of the consumers; reduce accidents; produce a superior product; resolve the Auto Industry Crisis through a new standard of automobile product; re-employ the several million un-employed Auto Industry workers and their many suppliers; improve the National Economy through revitalizing a major national industry with new technology.

Provide key words (8 maximum) description of the project useful in identifying the technology, research thrust and/or potential commercial application

Safer, superior, economical, revolutionary, un-challenged, futuristic and new.

SMALL BUSINESS INNOVATION RESEARCH PROGRAM CONTRACT PRICING PROPOSAL

CONTRACT PRICING PROPOSAL (RESEARCH AND DEVELOPMENT)		Office of Management and Budget Approval No. 29-RO184	
This form is for use when (1) submission of cost or pricing data (see FPR 1-3.807-3) is required and (2) substitution for the Optional Form 59 is authorized by the contracting officer.		PAGE NO 3	NO OF PAGES 13
NAME OF OFFEROR Bobby D. Norman		SUPPLIES AND/OR SERVICES TO BE FURNISHED Administrative Services Technical Drawings Facilities for Project	
HOME OFFICE ADDRESS 914 62nd St. Oakland, Cal. 94608			
DIVISIONS AND LOCATIONS WHERE WORK IS TO BE PERFORMED 914 62nd St. Oakland, Cal. 94608		TOTAL AMOUNT OF PROPOSAL 15,312.00	GOVT SOLICITATION NO
DETAIL DESCRIPTION OF COST ELEMENTS			
1. DIRECT MATERIAL (Items on Exhibit A)		EST COST (\$)	TOTAL EST COST
2. PURCHASED PARTS		100.00	shp. est. v.q. v.q.
7. SUBCONTRACTED ITEMS		87.80	
1. OTHER - (1) RAW MATERIAL		3884.00	
(2) YOUR STANDARD COMMERCIAL ITEMS			
(3) INTERDIVISIONAL TRANSFERS (At other than cost)			
TOTAL DIRECT MATERIAL			4072
2. MATERIAL OVERHEAD (Rate % of cost element No.)			
3. DIRECT LABOR (Specify)		ESTIMATED HOURS	RATE / HOUR
Project Manager/Inventor		480	15.625
TOTAL DIRECT LABOR			7500
4. LABOR OVERHEAD (Specify Distribution of Cost Center)			
		O - RATE	X BASE = EST COST (\$)
TOTAL LABOR OVERHEAD			
5. SPECIAL TESTING (Indicate kind work at Government laboratories)			
		EST COST (\$)	
TOTAL SPECIAL TESTING			
6. SPECIAL EQUIPMENT (If direct charge, items on Exhibit A)			
7. TRAVEL (If direct charge, give details on attached Schedule)			
		EST COST (\$)	
TOTAL TRAVEL			
8. CONSULTANTS (Specify type and rates)			
Oliveria Engineering		35.00 per Hour x 100	3500.00
Mathematize summary of tests.			shp. est.
TOTAL CONSULTANTS			3500
9. OTHER DIRECT COSTS (Items on Exhibit A)			
			240 shp. est.
TOTAL DIRECT COST AND OVERHEAD			
10. GENERAL AND ADMINISTRATIVE EXPENSE (Rate % of cost element No.)			
11. ROYALTIES			
TOTAL ESTIMATED COST			15,312
12. PROFIT			
TOTAL ESTIMATED COST AND PROFIT			

3

INSTRUCTIONS TO OFFERORS

1. The purpose of this form is to provide a standard format by which the offeror submits to the Government a summary of incurred and estimated costs (and attached supporting information) suitable for detailed review and analysis. Prior to the award of a contract resulting from this proposal the offeror shall, under the conditions stated in FPR 1-3.807-3 be required to submit a Certificate of Current Cost or Pricing Data (See FPR 1-3.807-3(h) and 1-3.807-4)

2. In addition to the specific information required by this form, the offeror is expected, in good faith, to incorporate in and submit with this form any additional data, supporting schedules, or substantiation which are reasonably required for the conduct of an appropriate review and analysis in the light of the specific facts of this procurement. For effective negotiations, it is essential that there be a clear understanding of:

- a. The existing, verifiable data
- b. The judgmental factors applied in projecting from known data to the estimate, and
- c. The contingencies used by the offeror in his proposed price

In short, the offeror's estimating process itself needs to be disclosed

3. When attachment of supporting cost or pricing data to this form is impracticable, the data will be described (with schedule, as appropriate), and made available to the contracting officer or his representative upon request

4. The formats for the "Cost Elements" and the "Proposed Contract Estimate" are not intended as rigid requirements. These may be presented in different format with the prior approval of the Contracting Officer if required for more effective and efficient presentation. In all other respects this form will be completed and submitted without change

5. By submission of this proposal the offeror grants to the Contracting Officer, or his authorized representative, the right to examine, for the purpose of verifying the cost or pricing data submitted, those books, records, documents and other supporting data which will permit adequate evaluation of such cost or pricing data, along with the computations and projections used therein. This right may be exercised in connection with any negotiations prior to contract award

FOOTNOTES

1. Enter in this column those necessary and reasonable costs which in the judgment of the offeror will properly be incurred in the efficient performance of the contract. When any of the cost in this column have already been incurred (e.g. on a letter contract or change order), describe them on an attached supporting schedule. Identify all sales and transfers between your plants, divisions or organization, under a common control which are included at other than the lower of cost to the original transferee or current market price.

2. When, in addition to that available in Exhibit A is required attach separate page, as necessary and identify in this "Reference" column the attachment in which the information supporting the specific cost element may be found. No standard format is prescribed, however, the cost or pricing data must be accurate, complete and current, and the judgment factors used in projecting from the data to the estimate, must be stated in sufficient detail to enable the Contracting Officer to evaluate the proposal. For example, provide the basis used for pricing materials, such as, by vendor quotations, shop estimates, or invoice prices; the reason for use of overhead rates which depart significantly from experienced rates (reduced volume or planned major re-arrangement, etc.); or justification for an increase in labor rates (anticipated wage and salary increase, etc.). Identify and explain any contingencies which are included in the proposed price, such as, anticipated costs of rejects and defective work, or anticipated technical difficulties.

3. Indicate the rates used and provide an appropriate explanation. Where agreement has been reached with Government representatives on the use of forward pricing rates, describe the nature of the agreement. Provide the method of computation, and application of your overhead expense, including cost breakdown and showing trend, and budgetary data as necessary to provide a basis for evaluation of the reasonableness of proposed rates.

4. If the total cost entered here is in excess of \$250, provide on a separate page the following information on each separate item of royalty or license fee: name and address of licensor, date of license agreement, patent number, patent application serial number, or other basis on which the royalty is payable, brief description, including any part or model numbers of each contract item or component on which the royalty is payable, percentage or dollar rate of royalty per unit, unit price of contract item, number of units, and total dollar amount of royalties. In addition, if specifically requested by the contracting officer, a copy of the current license agreement and identification of applicable claims of specific patents shall be provided.

5. Provide a list of principal items, within each category indicating known or anticipated source, quantity, unit price, competition obtained and basis of establishing source and reasonableness of cost.

CONTINUATION OF EXHIBIT A—SUPPORTING SCHEDULE AND REPLIES TO QUESTIONS II AND V

— None —

Paragraph D - Technical Content

(1) Identification and Significance of the Problem or Opportunity.

- a. Anti-collision Technology has a high safety priority in saving lives that are presently being lost at an average of over 50,000 lives per year.
- b. The American Auto product becomes less competitive as the cost of the Air Bag safety device is added to the product as a requirement of law or regulations; thus, industry is reluctant to add these additional costs, even though it is a safety feature. An anti-collision car needs no air-bag.
- c. An anti-collision car needs no Air Bag, though the seatbelt may continue to act as a body stabilizer.
- d. This one unique action makes all present-day autos obsolete; thereby, it has no competition and can capture the National Market, if not the World Market.
- e. Should the U.S. Government own the patent of such a vehicle, Usage Permits could be issued to American Automakers to regain our own market potential and improve our economy prior to any new Trade Negotiations.
- f. There are several million un-employed industry workers who are waiting for a breakthrough in advanced automotive technology; whereas, they can return back to work.
- g. The various municipalities that depended on a thriving auto industry and many of whom are nearly ghost-towns, they too are in dire need of a superior product to manufacture.
- h. This one product effects the revitalization of the industries of steel, coal, rubber, electronics and various suppliers to these industries, as well as the auto industry itself.
- i. Opportunity for this innovative research comes after 4 years of being ignored by both private industry (Chrysler, GM, Ford and AMC) and the Federal Government Offices in Washington. It is a credit to the Regional Representative of the Secretary of Transportation - Don Shelton and his knowledge of the SBIR Program of the Department of Transportation. There are over 10 Senators and 15 Congressmen who have been appraised of the existence of my claim of discovery since April 1980. The opportunity to gather scientific data, is the proof needed for immediate use of this technology.

Paragraph D - Technical Content

(2) Phase I Technical Objectives

- a. Upon completing the table models, the testing of the scientific principle will begin with a series of specific impact angles of various degrees to produce the necessary engagements. The exact exercise of this principle is to determine that impacts of collision forces can be converted into non-collision engagements.
- b. The mathematized summary of each test will be recorded in written mathematics and by filmed record.
- c. Highspeed Photography (1000 fpm) of each test will provide a detailed examination of the contact area between opposing vehicles and will aid in the mathematized summary.
- d. Internal Examination of each vehicle structure will be done and film recorded for any initial points of stress and any deformation. It is not the primary objective to examine the stress, but there should be an effort to gain any additional knowledge of the design's weakness and/or any resilient qualities after forces of contact have taken place.
- e. Engineering Analysis will be maintained throughout the test period for an accurate mathematical approach to the physics involved in the design and the testing.
- f. The technical questions to be answered are those related to whether or not front-to-front, front-to-rear and front-to-side collision forces can be converted into non-collision engagements without catastrophic results with a minimum of any deformation, if any.
- g. The usual engineering conceptual error is that the components must far out-weight each other to produce the effect, but the tests will be done with vehicles of the same weight and size.

Paragraph D - Technical Content

(3) Phase I Management Plan

- a. Project Manager/Inventor will implement each test and will supervise various personnel involved with each test.
- b. Office of the Project Manager will contain all records, films and materials of data related to these tests and will be secure under lock and key. All data will be proprietary and all persons working on this project will be required to sign a Confidential Disclosure Agreement prior to any working on this project. (Administration Time - 17%)
- c. Payments and Financing will be done through an established bank and all payments will be done through checks under my signature.
- f. Construction of the tablemodels will be done with the services of a carpenter, since the simplified version of the auto body will be made of wood for initial shape and function. At least 33% of the time will be spent with the models.
- g. Project Mgr/Inventor will construct the needed requirements and adaptive elements for exercising the principle; thereby, the consultants will be available for input and advice. It is at this point that the design must be mathematized.
- h. Testing Surface will require graphic identification in degrees; whereas, the disengagement and stopping position can be film-recorded for further study.
- i. Overhead Highspeed Photography will be used to capture the factors of each test. Slow-motion Review will be the purpose of this process. Review of testing data is about 50% of the time of this project.
- j. A propelling device will be used to reach eccelerated speeds.
- k. General Outline:
 - 1 - Test program layout
 - 2 - Vehicle Preparation
 - 3 - Instrumentation
 - 4 - Data Recording
 - 5 - Data Interpretation and Mathematizing
 - 6 - Final Report

Paragraph D - Technical Content

(4) Related Research or R&D

- a. The technology was developed and applied to physical evidence in the privacy of the project manager/principle investigator's personal work area at his home. Under the circumstances of a lack of security, the physical evidence was destroyed after the initial tests were made; however, the components are easy to find in their commercial state for a basic presentation.
- b. The proposed effort is to re-construct the physical evidence with the supporting data to confirm the engineering dynamics.
- c. There is no planned coordination with any outside sources when the data is compiled to prove this invention. The technology has been ignored by Chrysler, GM, Ford and AMC. The various Congressional Committees and Subcommittees have ignored my attempts to gain a hearing to present the technology for the same 4 years; yet, they would pursue an Air Bag that this vehicle does not need.
- d. The various safety organizations will not give their support without the engineering specifics and the specifics are of a proprietary information status at this point.
- e. Computer Search of Related Research or R&D has been requested from the University of Southern California - Western Research Applications Center (WESRAC) on any Anti-Collision Automobile, Car or Vehicle. (Fee Paid 29/Mar/84 - \$125)
- f. The WESRAC report concludes that there are no references to a mechanical design concept of an Anti-Collision Car, as it relates to any prior Research or R&D. The search covered NASA, NTIS, Patents, Compendex, Inspec., Prout, Defense Markets, DOE, Engineering Mtgs., F&S Indexes and an overview of other files of any anti-collision articles.

(Letter dated 29/Mar/84 - H.O. Asbury, Dir., SBA SBIR
Technology Assistance Program) (WESRAC)

* Initial discovery and development was done in Dallas, Tx 7/Apr/80.

Paragraph D - Technical Content

(5) Key Personnel and Bibliography of Directly Related Work

Bobby Don Norman Male Born: 5/Jun/33 Dallas, Tx.

Education:

Graduate: Ground Radio Electronics Technician
U.S.A.F. 1951-1955

Graduate: Business Administration
Southwest Sch. Bus. Admin., Dallas, Tx. 1956-1959

Studied Art & Perspective Drawing
San Francisco City College, S.F., Cal. 1950-1951

Work Experience: 1955-1984

Creative Artist and Designer, Exhibits Planner and Organizer, Corp.Exec. V.P. and Gen.Mgr., Office Mgr. and Program Dir., Training Manual Author and Technical Writer, U.S.P.O. Clerk and Author of one game book.

There is only one factor of the work experience that is relative and that is the mental creativity and the ability to perceive knowledge through the senses towards expression.

The invention comes not as a work experience, but as a creative idea; the basis of which is found in geometry.

(Published References: Who's Who Among Black Americans - Library of Congress)

Paragraph D - Technical Content

(6) Relationship with Future Research and Development

- a. Should the results of this project prove successful, it will verify my claim through a presentable report of statistics and engineering data that will support it. The data gathered under Phase I will certainly prove to Government that new technology is available to meet the needs of a failing industry.

Once proven, the Federal Government has the power and the means to hold hearings and obtain the members of the industry to examine the effects of new technology for the industry; thereby, the executives of the industry have an option of obtaining the new technology or allowing the Government to implement change through regulations and requirements of this new technology.

In the case of this technology, the American Automobile Product will be obsolete as a result of the proof.

- b. It will be evident by the Feasibility Study of Phase I that the invention works and that the present-day car must be phased out. The phasing-out process can only come after the product has been developed into a workable machine and that can only come through a Phase II Award for the development of the finished product for continued research and development.

The Phase I effort is of utmost significance in providing a foundation for Phase II and bringing about the technological awareness of Government to the needs of industry and the new ideas of small businesses.

Though the technology can be sold as a study under Phase I, it would be more significant to present a working model under the Phase II R&D. There is no substitute for a working proto-type.

Once the proto-type is developed, private industry will have the opportunity to make use of the technology by direct ownership or Government Permit Usage.



Paragraph D - Technical Content

(7) Facilities

The tests will be conducted in the workshop area of the Project Manager/Inventor's home at 914 62nd St. Oakland, Cal.

The workshop is a converted garage building that is 11ft. x 36ft. with electrical power and locked doors. Floor space is un-obstructed for these tests which will require 1 surface area the size of two 4 feet x 8 feet panel boards joined together.

There are 2 entrances. One is the overhead door and the other is a side door entrance. There is one window and the building itself is independent of any other building.

The building rests on the corner of the lot and is contained within the lot by surrounding 4ft. Cox fence at the front and adjoining 6ft. fences on the remaining areas. The front entrance is approx. 60ft. from the street and borders the back fence.

(8) Consultants

Usage of consultants has been recommended by the Regional Representative of the Secretary of Transportation - Don Shelton in Ft. Worth, Tx., since the inventor is not an engineer. The advice was given in regards to serving the best effort in presenting the statistics of the concept.

Therefore, the consultant (s) will assist in mathematizing the physical evidence and add mathematical summary to the recording of each test of the principle.

The consultant (s) is Oliveria Engineering

Glenn Oliveria 732 Channing Way Berkeley, Cal.

Paragraph D - Technical Content

(9) Potential Applications

- a. Commercial Application of this technology rests with how it is applied to the industry. To recognize that the technology will collapse the industry, if not used by the American Auto Industry, is the first factor to understand should the technology be sold to a foreign automaker.

On the other hand, there is no competition to the market should the American Auto Industry decide to produce the new product of an anti-collision car.

- b. The Federal Government can develop the technology and allow Usage permits to be issued to the American Automakers under a World Patent Right; whereas, it will be difficult to engage the American Market without new Trade Negotiations and the same usage permit on the technology.

The demand for the anti-collision technology will be world-wide and the Federal Government is best suited for these new negotiations. The technology cannot be given to foreign automakers until the American Auto Industry has developed its own product.

The Federal Government must regulate the entry of the new product into the American Market, because the vehicle is functional with its own kind, and the present-day vehicle must be Phased-Out from the road. The obsolete auto may be adapted with temporary gear, but it must be removed from streets and highways completely.

(10) Similar Proposals or Awards: There are NONE.

V. CONSIDERATIONS

It is estimated that during fiscal 1984, the Department of Transportation will award up to 12 Phase I contracts valued at up to \$50,000 each. Both Phase I and Phase II proposals will be solicited during fiscal 1984 and subsequent periods. The type of funding agreement for Phase I awards will be firm-fixed-price contracts. In Phase II, the funding agreement will be cost reimbursement type contracts.

A. Innovations, Inventions and Patents

1. **Proprietary Information.** Information contained in unsuccessful proposals will remain the property of the proposer. The Government may, however, retain copies of all proposals. Public release of information in any proposal submitted will be subject to existing statutory and regulatory requirements.

If proprietary information is provided by a proposer in a proposal which constitutes a trade secret, proprietary commercial or financial information, confidential personal information or data affecting the national security, it will be treated in confidence, to the extent permitted by law, provided this information is clearly marked by the proposer with the term "confidential proprietary information" and provided the following legend appears on the title page of the proposal:

"For any purpose other than to evaluate the proposal, these data shall not be disclosed outside the Government and shall not be duplicated, used, or disclosed in whole or in part, provided that if a contract is awarded to this proposer as a result of or in connection with the submission of these data, the Government shall have the right to duplicate, use, or disclose the data to the extent provided in the contract. This restriction does not limit the Government's right to use information contained in the data if it is obtained from another source without restriction.

The data subject to this restriction is contained in pages _____ of this proposal."

Any other legend may be unacceptable to the Government and may constitute grounds for return of the proposal without further consideration and without assuming any liability for inadvertent disclosure. The Government will limit dissemination of such information to within official channels.

The Department of Transportation prefers that proposers avoid inclusion of proprietary data in their proposals. If the inclusion of proprietary data is considered essential for meaningful evaluation of a proposal submission, then such data should be provided on a separate page with a numbering system to key it to the appropriate place in the proposal.

2. **Rights in Data Developed Under SBIR Funding Agreements.** Rights in technical data including software developed under any contract resulting from this solicitation shall remain with the contractor except that the government shall have the limited right to use such data for government purposes and shall not release such data outside the government without permission of the contractor for a period of two years from completion of the project from which the data were generated. However, effective at the conclusion of the two-year period, the government shall retain a royalty free license for Federal Government use of any technical data delivered under an SBIR contract whether patented or not.
3. **Copyrights.** With prior written permission of the contracting officer, the contractor normally may copyright and publish (consistent with appropriate national security considerations, if any) material developed with Department of Transportation support. The Department of Transportation receives a royalty-free license for the Federal Government and