



**ASmartCar.com**



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To Whom It May Concern:

This letter is about Ultraseal, but first you need some background on why I embrace this product.

My name is Ron Gaus and I'm the President of aSmartCar.com in St. Louis. We are a distributor of the original Mercedes engine, European smart cars. Our rare cars (only 1026) were brought into the US in 2005 and 2006, prior to Mercedes deciding to bring their Americanized version over. For those that don't know about the smart car, it was designed by Nicholas Hayek, the creator of Swatch Watches, in 1994. He wanted this car to be the answer to what he felt was a growing need for safe smaller cars around the world. Mercedes agreed to be the manufacturer, but they also felt the SUV culture in America would prevent acceptance of the car. In June 2006, however, they conservatively committed to bring 16,000 smarts to America in 2008. On the first day of delivery, January 16<sup>th</sup>, 2008, there was a year backlog. By the end of the year, almost 25,000 smarts had been sold. Today, in the middle of the worst automobile market in our history, the smart car continues to hold that 12 month backlog of orders.

One of the curiosities of this little smart car is that the front tires are different sized than the rear to assist in road handling. The car's size, around 8 feet in total, doesn't leave a lot of room for excess storage. Those two facts mean that even if the smart had room for a spare, it would require TWO spares. There just isn't room for even one.

Obviously, this is not a good scenario for potential flats on the roadways of America. To better protect our customers, we began to research different products to meet this need. Ultraseal, as a highly tested water based product, seemed to be the best of category. In fact, the top smart car site in the world ([www.evolution.co.uk](http://www.evolution.co.uk)), endorsed Ultraseal for all smart cars. We have since provided Ultraseal to all customers who purchased their vehicles through our distributorship. We were so impressed with the product, we made a suggestion to the distributor of the 2008 smart cars (Penske Automotive Group). We advised they either pre-install Ultraseal in all smart car tires or provide this wonderful product as an option. They did not accept our recommendation, though we may know the reason. The new smart cars have tire pressure sensors in each wheel. Those sensor manufacturers advise against using any pre-sealant additive to tires with their sensors to prevent possible malfunctions.

The Penske group therefore, as directed by Mercedes, suggests using a "fix a flat" type of sealant and inflating device after a problem occurs. Unfortunately, that requires getting out of the car, checking the severity of the damage, an attempt at repairing the damage with the sealant (if not beyond repair) and then going to a service station to check the extent of damage. Ultraseal seals immediately upon puncture of up to 1/4" nail or screw.

As we viewed the problem, it was worth the risk to try the Ultraseal instead, even if it did cause a malfunction. We purchased a new 2008 smart car with Tire Pressure Sensors, added Ultraseal to each tire and began a nine month study continuing today. Over 10,000 miles have now been logged on our 2008 smart. In those 10,000 miles, there has not been one low pressure warning or default in the system. Ultraseal has performed perfectly with no adverse affect on the Tire Pressure Sensors. We highly recommend this product for all tire applications.

Ronald Gaus, President- ASmartCar.com