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1 September 2017 VIA FEDEX AIRBILL 8007 - 9341 - 6112

Mr. Joseph M. Arpaio
12808 North Via Del Sol
Fountain Hills, AZ 85268-8559

Subject 1: **The Horrific Consequences of *OBEYING* Illicit Court Orders**
Subject 2: **The United States Department of Justice (DOJ)**
Reference 1: **My Letter to Sheriff Joe Arpaio of 26 August 2016**
Reference 2: **Pardon of Sheriff Arpaio by President Donald Trump**

Dear Mr. Arpaio:

This letter is a follow-up to Reference 1. Here I specify the similarities of the corruption we are enduring, with a key mutual element of that corruption: **the United States Department of Justice (DOJ).**

Some perspective on Subject 1 . . . In 1995 I had made the servile decision to OBEY an illicit and politicized court order. My lack of fortitude contributed to the death of Brandon Auer:

Brandon was eight-years-old when he was a victim of manslaughter. I was complicit in this crime. Brandon's death was an indirect result of my **groveling before an illicit Michigan court order.**

The Oakland County Court is within viewing distance of my former employer, Chrysler Corporation. The latter had been secretly *"settling and sealing"* litigations wherein horrific injury and/or death was caused by a safety defect. The highest levels of Chrysler executive management, including my immediate bosses, were fully aware of the defect in our minivan vehicles.

The Michigan court order against me was obtained during the Christmas holidays of 1994, a timeframe specifically targeted for my known absence. Therefore the order was obtained *ex parte,* under the routine corporate ruse of *"trade secrets."* Contrary to its diversionary wording, the order demanded, under penalty of arrest, that I remain silent regarding my detailed knowledge of safety defects. The order was issued by a judge who was fully aware (1) that I was out-of-town, (2) that no effort had been made to notify me of the hearing, and (3) she was obviously aware that I was not represented by counsel during her hearing of 27 December 1994.

Subsequently, and relevant to your presidential pardon, every time **a jury** learns the facts, and specifically the actions of the judge pictured below, said jurors are infuriated. Such stems from the consequences of the **judge-only** *"muzzle order,"* which is directly connectable to the criminal manslaughter of Brando Auer.

The original three key legal individuals involved in the death of Brand Auer, via a **judge-only** *"muzzle order"* against my First Amendment rights are shown here:

Internal Chrysler Product Litigation Lawyer

Lewis Goldfarb

Judge Hilda Rosenberg (Gage)

External Chrysler
Employment Lawyer

Thomas Kienbaum

The two attorneys, Goldfarb and Kienbaum, were fully aware of a closed door conspiracy involving the United States Department of Justice. The DOJ conspiracy necessarily followed their *ex parte* "muzzle order" against me. Both the "muzzle order" and the DOJ conspiracy were motivated by the same event.

An upcoming trial was going to involve the same defect that killed Brandon Auer's death. The National Highway Traffic Safety Administration had declared in a **secret** Washington D.C. meeting (ATTACHMENT 1):

" . . . a safety defect that involves children"

Goldfarb attended the secret meeting. It was a secret NHTSA report presented at the meeting that motivated the conspirators to converge: NHTSA, Chrysler and the DOJ. It was the defect declaration quoted above that the Swamp conspired to hide from future victims, such as the parents of Brandon Auer.

Fully known to the conspirators, my internal Chrysler documents and presentations had already declared that very same defect(s) status . . . years earlier. This NHTSA defect report was the true motivation of the prior **judge-only** *"muzzle order"* in Michigan . . . not some convoluted ruse about "trade secrets."

These and many other facts led to the following revisions in my otherwise servile behavior:

- I refused to be complicit to an illicit judge-only "muzzle order." I now made my person openly available for testimony in death and severe injury cases nationwide, and in Canada!
- The co-conspirators were now knowledgeable of my awareness of their secret NHTSA meeting, wherein my internal presentations of a 'safety defect' status had been officially confirmed by the expenditure of taxpayer dollars.
- The co-conspirators were now knowledgeable of my awareness of their NHTSA-Chrysler-DOJ criminal conspiracy, and that I was intending to testify on that issue in-particular.

Reacting to these facts, ex-President of the Michigan Bar Association Thomas Kienbaum (pictured above) then orchestrated **another judge-only action**; he did so in lockstep with an upcoming trial which involved the same defect that killed Brando Auer. In a blatant attempt to intimidate, and to divert from the true issue, Kienbaum made up a fairy tale; that my ABC News 20/20 interview of March 1995, **THREE YEARS earlier**, had caused "$82,000,000.00 in damages." Not merely farcical, an abject fraud.

Thursday, March 19, 1998 The Detroit News
Autos ◀ INDEX ▶

Chrysler sues former employee for $82 million in minivan affair

By Kenneth Cole / Detroit News Washington Bureau

Sheridan

WASHINGTON -- Chrysler Corp. is seeking $82 million from a former safety staffer-turned-whistleblower who's testifying in high-stakes lawsuits involving latch designs on the automaker's older minivans.

The demand, long kept secret, was disclosed in a just-settled rear liftgate latch lawsuit in Los Angeles.

The $82-million figure represents Chrysler's estimate of its losses following an October 1995 interview of Dearborn resident and former Chrysler employee Paul Sheridan on ABC-TV's 20/20 news program.

Legal experts say it may be the largest sum ever sought from a whistleblower by a corporation.

It is only one highlight of Ornelas vs. Chrysler, which was settled for an undisclosed amount this week in Los Angeles Superior Court. The case involved four passengers allegedly ejected from a Chrysler minivan in a low-speed crash in 1995.

"I don't track it, but I'd be surprised if an individual has ever been sued for more by a corporation," said Clarence Ditlow, executive director of the Center for Auto Safety in Washington, D.C. "It is reflective of how much a whistleblower can cost a company -- especially when it's tried to cover up a defect."

Tom Kienbaum, the Birmingham attorney representing Chrysler in its lawsuit against Sheridan, was not available for comment.

Let us put the above headline in perspective with respect to the US Department of Justice:

- No individual person **in global human history** has been sued for more than me.
- The Department of Justice was fully aware of my circumstances leading up to the $82,000.000 lawsuit, and how such was connected to their criminal conspiracy in behalf of NHTSA and Chrysler.
- **Senator Orrin Hatch**, then Chairman of the Senate Judiciary Committee, was ***fully*** aware of the DOJ-NHTSA-Chrysler conspiracy, and of my person in-particular.

The Hatch response to the DOJ-NHTSA-Chrysler criminal conspiracy? Please see ATTACHMENT 2. The Hatch came after receipt of my detailed review of the following Chrysler document, ATTACHMENT 3:

1. Crash Test Video and the Public Record:

- NHTSA has agreed that they will deny all FOIA requests to place their investigative files, including the crash test video, on the public record and that the Department of Justice will defend any lawsuits seeking to compel production under FOIA.

- We would agree with NHTSA that their engineering analysis will remain open while we conduct the service campaign to provide them additional bases to argue that release of the materials would interfere with their investigation.

- The Department of Justice says there is less than a 50/50 chance of keeping the video off the record for the full duration of the investigation, i.e. the campaign, if there is a court ruling. Given the possibility that a lawsuit could be filed at any time, they anticipate that the legal process would take at least four months, regardless of the outcome.

Please direct your attention to the NHTSA quote on Page 3 above. The salient fact is that their investigation had been concluded, and a safety defect had been declared (in the 'CONCLUSIONS' section of their secret report). Combine this with the last paragraph of the Chrysler internal document shown on Page 5 :

- In essence the verbiage of Chrysler's last paragraph declares that there was no ongoing investigation; in truth there was only an ongoing public relations "campaign."
- But the relevant issue is the DOJ ruse, they need only **allege** that an investigation is "ongoing" to justify their denial of Freedom of Information Act (FOIA) requests. This ruse is enforced and endorsed by the Swamp.

In Reference 1 I had gone into great detail, directly connecting this DOJ/FOIA ruse to the manslaughter of Brandon Auer. Specifically I stated:

> *"Without the direct involvement of the DOJ (and emboldening of the co-conspirators resulting from such), the **"denial of FOIA requests"** would not have been possible.*
>
> *It was during the ten-month time period, the time during which this criminal conspiracy was being enforced, that Brandon was murdered . . . at the time of his murder, his parents had no idea that closed-door DOJ criminal activity was its cause.*
>
> *Had the crash test videos been released immediately after the defect status was confirmed, there is **no doubt** that parents nation-wide would have responded to that information with alacrity. Instead, this crucial information was concealed from them by your new adversary . . . the US DOJ."*
>
> *Brandon Auer was not murdered by an "illegal alien." Brandon was murdered as a direct result of a corrupt and corruptible United States Department of Justice . . . but Brandon was merely one of many DOJ conspiracy victims, many of whom were horribly injured.*
>
> *At no time did any "rights" organization, such as the ACLU, or the DOJ Public Integrity Section stand up for Brandon Auer."*

INTERMISSION

My intention is not to embroil you in the specific shenanigans that I endured, and continue to endure, in automotive safety. With your circumstances as context, my purpose is to document that the generalities with respect to the DOJ are not new; that such will characteristically lead to the tragic death and injury of innocent citizens: **Death by a safety defect is no more final than murder by an illegal alien**.

Most importantly, the characteristics of these upcoming illegal alien related tragedies are connectable to the ongoing shenanigans of the DOJ. For example, a very recent report states:

> Jordan Libowitz, spokesman for the government accountability and transparency advocacy group Citizens for Responsibility and Ethics in Washington (CREW) told us the memos have likely come under the purview of an ongoing investigation into Russian interference in the 2016 electionby Special Counsel Robert Mueller. Libowitz told us in an email:
>
> > [T]here's an exemption to the Freedom Of Information Act that says they don't have to turn over information that's part of an ongoing legal investigation. Since the memos will undoubtedly play an important part of Mueller's investigation, it's not surprising that they don't want to turn them over.

Sound familiar versus the internal Chrysler document verbiage, which rambled***, "for the full duration of the investigation, i.e. campaign"*** ?

When I was victimized by the US Department of Justice, and later eight-year-old Brandon Auer and others, these following two individuals were in power:

At left President Obama is awarding President William Clinton with a 'Medal of Freedom.' At right is Attorney General Janet Reno, the co-conspirator that assured that my First Amendment freedoms were nullified. **Please again look at the picture on Page 1 above.**

During your victimization by a **judge-only** verdict, the following two individuals were in power and, as we have seen, they are essentially still in power regarding your *"ruled from the chamber"* conviction:

Contrary to the NGO media rhetoric, that the political "Left" protects individual rights and due process, in my hard-won experience, and perhaps yours; that is **BLATANTLY AND DEMONSTRABLY FALSE,** and the documented activities of the DOJ, while under the control of the "Left," prove it:

"Fidelity, Bravery, Integrity" ? Proclaim that at the grave site of the young boy pictured on Page 1 above? Perhaps that DOJ placard should be affixed to the grave site of Mr. Grant Ronnebeck?

Your attorney, Mr. Mark Goldman, recently provided the media with the following, **a ruling that is well-known to current US Attorney General Jefferson Sessions** (ATTACHMENT 4) **:**

> *In United States v. Canady, 126 F.3d 352, 360 (2d Cir. 1997), the Second Circuit specifically found that "the district court's deliberate decision to mail its decision to the parties rather than reconvene the proceedings to announce its verdict in open court violated both his right to be present at all stages of his trial and his right to a public trial." The defendant "first learned that he had been convicted two weeks later by reading a newspaper." . . . . "A leading principle that pervades the entire law of criminal procedure is that, after [an] indictment [is] found, nothing shall be done in the absence of the prisoner." . . . . "The right [to be present] extends to all stages of trial, including the return of the verdict, to the extent that a fair and just hearing would be thwarted by [the defendant's] absence." . . . . The Second Circuit also specifically found that this doesn't just apply to jury verdicts, it applies to bench verdicts, too. It remanded to the district court for it to reconvene with the defendant present and publicly announce the verdict.*

The very dangerous and highly promoted ruse is that the US Department of Justice acts as an independent and non-political agency; that their central guidance is the 'Rule of Law." The non-governmental news media also promotes that courts are disconnected from politics; also devoted to the 'Rule of Law.' *Rubbish!*

- Are we to believe that Judge Susan Bolton was not "enjoined" to proceed in your matter on the basis of her professional knowledge of the above Second Circuit ruling ***of TEN YEARS AGO?!***
- Are we to believe that the basic rights of the accused or convicted, as merely reaffirmed by this ruling, were previously unknown to Judge Susan Bolton?
- Are we to believe that a President Clinton nominee, Judge Bolton, ruled on your issue, **from the confines of her chambers**, in a manner utterly devoid of political considerations?

Preliminary Remarks

1. Had I the courage and wherewithal to disobey the illicit *ex parte* order issued against me during the Christmas holidays, by a Michigan judge that later received Appeals Court campaign funds from the same Chrysler lawyers that rallied around the criminal conspiracy facilitated by the US Department of Justice, eight-year-old Brandon Auer would still be alive. Brandon would have been protected by his family's knowledge of a safety defect that I had presented to Chrysler executives **years earlier**.

2. Conclusion #1 has at least two illicit and illegal parallels to the *"ruled from the chamber"* stunt of Judge Susan Bolton regarding her *ex parte* ruling alleging your guilty verdict of contempt of court:

   a. You were not present or represented by counsel when a verdict of "guilty" was rendered by Judge Bolton.

   b. Slithering in the background were the politically motivated DOJ lawyers. Such are similar in lack-of ethics to those that had previously orchestrated fraudulent denials of FOIA requests involving critical safety defect information. The Intermission of Page 6 suggests a *leit motif* at the DOJ.

3. Proceed with all diligence in your appeal which demands a trial-by-jury wherein, in stark contrast to the *ex parte* stunt of Judge Bolton, the 'finding of facts' can be based on actual **evidence** and actual testimony which can be reliably used to **lawfully** adjudge your guilt or innocence:

   a. The various Michigan judges shuttered at the thought of my case(s) being tried in open court, **in front of a jury**. Owing to small town political corruption, we had confirmed ongoing personal relations and private activities between those judges and the Chrysler lawyers, not limited to weekly tennis! This confrontation ushered in a similar *"ruled from the chamber"* stunt wherein my case was secretly dismissed. **The DOJ was pleased.**

   b. Not only is there direct on-point legal precedent, but the United States Constitution provides for the granting of an open trial-by-jury in your Contempt of Court issue.

4. Relating to Conclusion #3b, and the discussion on Page 8 above, I am of the opinion that not only should **Judge Susan Bolton be removed from the bench**, but her Bar Association membership should be suspended pending a full investigation of events leading to her *ex parte* ruling:

   a. I am confident that Judge Bolton might feign ignorance of the avoidable tragedy surrounding the murdering of 21-year-old Arizona taxpayer Mr. Grant Ronnebeck, by the illegal Mexican alien Apolinar Altamirano:

Preliminary Remarks – con't

b. I am confident that if Arizona law enforcement and the ICE were unhindered by the political condominium between federal judges and the US Department of Justice, unhindered by spurious accusations of profiling, that Mr. Ronnebeck would be alive.

c. I suspect that Judge Bolton was "unavailable for comment" regarding Mr. Ronnebeck's death.

d. I am confident that had your office apprehended Mr. Altamirano prior to his murderous rampage, that Judge Bolton would have accused you of profiling or worse.

e. I suspect that, like US Attorney General Loretta Lynch, Judge Bolton and federal judges of her ilk would be available for various political "tarmac" discussions but would routinely be unavailable to attend funerals for Arizona citizens such as Mr. Grant Ronnebeck.

5. I am providing an open courtesy copy of this correspondence to both President Donald Trump and US Attorney General Jefferson Sessions:

   a. In practice the Mr. Sessions ***should*** be thoroughly involved in this matter, whereas the President should ***not*** have been compelled to issue a pardon. President Trump should instead rely on a **presumed** blind integrity and complete competence of the Federal Courts, and their bastions of the 'Rule of Law' at the US Department of Justice. Recent events confirm he could not do so.

6. It is probable that by obeying the illicit court order against you, American citizens were and are placed in harm's way. Indeed may have already been victims of illegal aliens that otherwise would have been apprehended by your office.

7. Again, **death by a safety defect is no more final than murder by an illegal alien.**

Regarding these Conclusions, we are dealing with, what is lauded as, **the #1 law enforcement agency of the United States government** . . . and time-and-time-again they have confirmed that they, their US Senate pundits, and their courthouse judges, **cannot be trusted**. If there is any portion of the Swamp that needs to be drained, it is the United Stated Department of Justice.

In response to those who would attempt to trifle with these Remarks, I would offer them the current contact information of Brandon Auer's surviving family members.

Paul V. Sheridan versus the US Department of Justice

In 1999, the Cornell University graduate pictured atop Page 7, then US Attorney General Janet Reno, received a brief memo from me regarding the NHTSA-Chrysler-DOJ criminal conspiracy, and the death and injury that criminal conspiracy had caused. That document is available here (48 megabits):

http://pvsheridan.com/DOJ-NHTSA-ChryslerConspiracy-1.pdf

As I said in Reference 1, rather than investigating the merits of my letter, ***Reno instead investigated ME!*** A screenshot of Page 3 of Reference 1 is here:

Paul V. Sheridan versus the US Department of Justice – conclusion

This criminal activity occurred during the Clinton Administration. I wrote to Attorney General Janet Reno about these DOJ activities. Instead of an official response, with a focus on the crux of my concern, safety, the DOJ commenced a multi-faceted background check that even included harassing staff at my alma mater: Cornell University. One concerned friend at Cornell asked: ***"Paul . . . what the heck is going on?!"***

My words above characterize the unofficial and secret DOJ response to my October 27, 1999 letter. The official DOJ response is ATTACHMENT 5 to this letter. At the time of this response of November 22, 2000, which was well-known to DOJ, the Michigan judges had already dismissed my case, simultaneously with dismissal of the Chrysler case against me . . . presumably the latter after conferring with Chrysler's defense lawyers on a tennis court "tarmac." Ex US Attorney General Loretta Lynch would be proud . . .

US Assistant Attorney General David Ogden reported directly to Reno at the time he sent his November 22, 2000 response. In Paragraph 2 he/they declare:

Based on the information provided in your letter, it appears that you are a defendant in a pending lawsuit and, we presume, represented by counsel. As a consequence, we are concerned that the canons of ethics prohibit us from communicating directly with you on the matters raised in your letter, all of which may relate to the subject matter in which you are represented by counsel.

Again, the DOJ was fully aware that I was **not** a defendant, but was now a plaintiff's expert in death cases that resulted from the NHTSA-Chrysler-DOJ conspiracy, intending to testify about the latter. Note that, even in this context, the DOJ is admonishing me on the *'canons of ethics.'* Ogden continues:

Additionally, I can advise you that except in unusual circumstances, none of which appears to be present in your lawsuit, the Attorney General cannot provide legal opinions on matters in private litigation. Consequently, it would not be appropriate for the Attorney General to respond to the questions you have asked.

To be clear, there was nothing "inappropriate" about the questions I asked Reno. But we must read behind this mealy-mouth DOJ diversion. That is, DOJ recognizes my awareness of their criminal conspiracy with NHTSA-Chrysler, and is attempting to declare that in **that** instance, there were *"unusual circumstances"* which permitted them to *"advise"* NHTSA and Chrysler. That in **that** circumstance, and circumstances like it, the DOJ could *"provide legal opinions."* Such is the vileness of the #1 law enforcement agency . . .

Please once again take a look at the picture on the first page of this letter . . . and the left-hand picture of page 9 above.

Personal Remark

The *'canons of ethics'* ?! Long before I endured the inveracity and outright **criminality** of the DOJ, NHTSA and my former employer Chrysler, I had warned of its effects (ATTACHMENT 6).

All the way back in 1987, I was corresponding with my alma mater on the issue of ethics. In fact, when I re-read my words of December 15, 1987, especially regarding the "bureaucratic ethic," I am compelled to assert that such is a decades-old characterization of what President Trump now coins as **the Swamp**.

Conclusions

You will note that at no time in this or my previous letter have I asserted your guilt or innocence. The essence of this letter, in stark contrast to the *"ruled from the chamber"* shenanigans of Judge Susan Bolton, is to announce my hard-won support regarding your efforts to be tried by an open jury of your peers.

You note that at no time in this or my previous letter have I broached the esoteric subjects of immigration reform, the details of immigration enforcement, or the truth regarding issues such as DACA, that street vernacular labels and various university presidents refer to as "dreamers.". My opinion on such matters is not relevant to the injustice inflicted upon you, by the hidden hand of a corrupt US Department of Justice, and their cohort in the U.S. District Court for Arizona (ATTACHMENT 7).

What I am asserting, from hard won experience, is that when illicit orders are issued *ex parte*, and overt judicial efforts are expended by avoid an open trial-by-jury, **and . . . the US Department of Justice is slithering in the background** . . . this combination places the innocent American citizen in harm's way, ultimately leading to their injury or death. The latter is not a matter of opinion; it is a torrid fact of history.

One example of the effect my NHTSA-Chrysler-DOJ criminal conspiracy testimony has had on product defect death cases is shown on ATTACHMENT 9 (please note last page).

Please do not hesitate to contact me at any time.

Respectfully,

Paul V. Sheridan

P.S. Admittedly there are well-founded concerns regarding the Ninth Circuit District Court of Appeals.

Attachments

Subject 1: **The Horrific Consequences of *OBEYING* Illicit Court Orders**
Subject 2: **The United States Department of Justice (DOJ)**

Reference 1: **My Letter to Sheriff Joe Arpaio of 26 August 2016**
Reference 2: **Pardon of Sheriff Arpaio by President Donald Trump**

Courtesy Copy List

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Reference 1 available here: http://pvsheridan.com/Sheridan2Arpaio-1-31August2016.pdf

Letter of October 27, 1999 to AG Janet Reno, and forwarded to Senator Orin Hatch, available here:

http://pvsheridan.com/Chrysler-DOJ-NHTSA-plus-response.pdf

Instant letter available here: http://pvsheridan.com/Sheridan2Arpaio-2-1September2017.pdf

ATTACHMENT 1

Mr. Joseph M. Arpaio
12808 North Via Del Sol
Fountain Hills, AZ 85268-8559

1 September 2017

Subject 1: **The Horrific Consequences of *OBEYING* Illicit Court Orders**
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Seven Pages

U.S. Department of Transportation

National Highway Traffic Safety Administration

Memorandum

Subject: Engineering Analysis: EA94-005

Date: DEC 28 1994

From: Julie Abraham
Safety Defect Engineer

Reply to Attn of:

To: File

A meeting between NHTSA and Chrysler Corporation officials was held on November 17, 1994. The purpose of the meeting was for the Office of Defects Investigation to brief Chrysler about the results of its analysis and testing in relation to the minivan liftgate latch investigation. The following people were present at the meeting:

Coleman Sachs, NHTSA Chief Counsel Staff
Bill Boehly, NHTSA Enforcement
Lou Brown, NHTSA Office of Defects Investigation (ODI)
John Hinch, NHTSA (ODI)
Tom Cooper, NHTSA (ODI)
Julie Abraham, NHTSA (ODI)
Dale Dawkins, Chrysler
Lou Goldfarb, Chrysler
Ron Boltz, Chrysler
Jim Tracy, Chrysler

See Page 2 of cover letter

#

EA94-005 CHRYSLER MINIVAN LIFTGATE LATCH FAILURE

INVESTIGATION REVIEW

COPY OF MATERIALS
SHOWN TO CHRYSLER OFFICIALS,
NOVEMBER 17, 1994

EA94-005 CHRYSLER MINIVAN LIFTGATE LATCH FAILURE

DOOR LATCH SPECIFICATIONS

- **FMVSS No. 206 (SIDE DOORS) REQUIRES: (1) PRIMARY AND SECONDARY LATCH POSITIONS (2) NON-SEPARATION UNDER TRANSVERSE LOAD OF 2000 LBS. ON PRIMARY AND 1000 LBS. ON SECONDARY (3) NON-SEPARATION UNDER LONGITUDINAL LOAD OF 2500 LBS. ON PRIMARY AND 1000 LBS. ON SECONDARY. NO REQUIREMENT FOR LIFTGATE LATCH.**

- **CHRYSLER SPECIFICATION FOR REAR HATCH: (1) ONLY ONE LATCH POSITION (2) TRANSVERSE DIRECTION- 750 LBS. (3) NO REQUIREMENTS FOR THE LONGITUDINAL DIRECTION.**

- **FORD AEROSTAR AND GM APV SPECIFICATIONS: (1) PRIMARY AND SECONDARY LATCH POSITIONS (2) NON-SEPARATION UNDER LOADS THAT EQUAL OR EXCEED STANDARD 206 REQUIREMENTS FOR BOTH THE LATERAL AND LONGITUDINAL DIRECTIONS. THE FORD LATCH IS ENCLOSED IN A METAL CASE, AND THE APV INCORPORATES TWO LATCHES ONE ON EACH SIDE OF THE LIFTGATE.**

- **MOST OTHER PEER MINIVANS AS WELL AS STATION WAGONS INCORPORATE PRIMARY AND SECONDARY LATCH POSITIONS.**

EA94-005 CHRYSLER MINIVAN LIFTGATE LATCH FAILURE

TESTING (STATIC)

- **ODI STATIC TESTING OF CHRYSLER AND PEER MINIVANS (FMVSS 206)**
  - **CHRYSLER MINIVANS, FORD AEROSTAR, CHEVROLET LUMINA APV, TOYOTA PREVIA MITSUBISHI EXPO, VOLKSWAGEN EURO VAN, MAZDA MPV, NISSAN QUEST, AND MERCURY VILLAGER WERE ALL TESTED AGAINST FMVSS No. 206.**
  - **PRE 1989 CHRYSLER MINIVANS HAVE NO LONGITUDINAL RETENTION CAPABILITY (NO UPSET HEAD ON STRIKER).**
  - **ONLY CHRYSLER MINIVAN LATCHES HAD FAILURE LOADS BELOW THE FMVSS 206 REQUIREMENT FOR THE TRANSVERSE DIRECTION (A MEAN OF 1300 LBS., 700 LBS BELOW THE 206 REQUIREMENT). THE MODIFIED LATCH FOR 1995 MODELS PASSED THE REQUIREMENT IN THE TRANSVERSE DIRECTION (2202 LBS).**
  - **MAZDA MPV LATCHES HAD FAILURE LOADS BELOW THE FMVSS 206 REQUIREMENT FOR THE LONGITUDINAL DIRECTION (A MEAN OF 1885 LBS., 615 LBS. BELOW THE 206 REQUIREMENT). TOYOTA PREVIA MARGINALLY FAILED AT 2437 LBS.**

EA94-005 CHRYSLER MINIVAN LIFTGATE LATCH FAILURE

TESTING (STATIC)

- **STATIC TESTING (MODIFIED LATERAL FMVSS 206)**
  - **GOAL WAS TO DUPLICATE THE FORK BOLT-DETENT LEVER BYPASS FAILURE SEEN IN THE FIELD**
  - **LATCH WAS TESTED AT ANGLES BETWEEN +90 AND -90 DEGREES.**
  - **THE 1991-1993 CHRYSLER MINIVAN WAS THE WORST PERFORMER IN ALL BUT THE -90 DEGREES DIRECTION AMONG ALL THE LATCHES TESTED. THIS DIRECTION IS SIMILAR TO A RIGHT-SIDE IMPACT TO THE VEHICLE.**
  - **THE DAMAGE PATTERN SEEN IN THE REAL WORLD WAS DUPLICATED IN +90 DEGREES DIRECTION. THE FORK BOLT AND DETENT LEVER BYPASSED EACH OTHER AND THE RESTRICTOR SLIPPED BEFORE ANY SIGNIFICANT BENDING HAD OCCURRED.**
  - **CHRYSLER'S TEST RESULTS COINCIDE WITH ODI'S TEST RESULTS.**

EA94-005 CHRYSLER MINIVAN LIFTGATE LATCH FAILURE

TESTING (DYNAMIC, LEFT REAR QUARTER PANEL, MOVING DEFORMABLE BARRIER, MDB)

TEST NO.	MODEL	IMPACT SPEED	IMPACT DIRECTION	IMPACTING OBJECT	HATCH OPENED	EJECTION	REAR SEAT
1	'87 CARAVAN	33.6 MPH	26.4 DEG. FORWARD	3600 lb MDB	YES	2 DUMMIES	BENT
2	'91 CARAVAN	30.2 MPH	26.4 DEG. FORWARD	3600 lb MDB	NO	NO EJECTIONS	BENT
3	'91 CARAVAN	31.1 MPH	15 DEG. REARWARD	3600 lb MDB	YES	1 DUMMY	BENT
4	'91 AEROSTAR	31.1 MPH	15 DEG. REARWARD	3600 lb MDB	NO	NO EJECTIONS	OK
5	'91 MAZDA MPV	31.2 MPH	15 DEG. REARWARD	3600 lb MDB	NO	NO EJECTIONS	OK
6	'95 LATCH	31.1 MPH	15 DEG. REARWARD	3600 lb MDB	NO	NO EJECTIONS	BENT

EA94-005 CHRYSLER MINIVAN LIFTGATE LATCH FAILURE

CONCLUSIONS

- ANNECTODAL CASES
  - AT LOW AND MODERATE IMPACT SPEEDS, LIFTGATE OPENS AND OCCUPANTS ARE EJECTED.
  - LIFTGATE LATCHES EXHIBIT A COMMON FAILURE MODE (FORK BOLT-DETENT LEVER BYPASS).

- FARS DATA
  - CHRYSLER EJECTION RATE FOR KNOWN EJECTION PATHS IS TWICE THAT OF ALL OTHER MINIVANS.
  - 75% OF EJECTIONS ARE CODED UNDER UNKNOWN EJECTION PATHS. ANALYSIS OF THESE UNKNOWN CASES INDICATES THAT MANY MAY BE LIFTGATE FATAL EJECTIONS.

- NASS DATA
  - LIFTGATES OPEN DURING LOW AND MODERATE IMPACT SEVERITY.
  - LIFTGATE LATCH FAILURE ACCOUNTS FOR THE MAJORITY OF THE FAILURE MODES IN CHRYSLER MINIVANS.
  - CRASH SEVERITY IS LESS ON CHRYSLER VEHICLES.

EA94-005 CHRYSLER MINIVAN LIFTGATE LATCH FAILURE

CONCLUSIONS (CONT.)

- **STATIC COMPONENT TESTS**
  - **CHRYSLER'S DESIGN CRITERIA FOR THE LIFTGATE LATCH ARE LOWER THAN PEER AND FMVSS 206 STANDARDS**
  - **ONLY CHRYSLER MINIVAN LATCHES FAILED THE FMVSS 206 REQUIREMENT IN THE TRANSVERSE DIRECTION.**

- **DYNAMIC TESTS**
  - **AT A MODERATE SPEED IMPACT (30 MPH), CHRYSLER MINIVANS RESULT IN LIFTGATE LATCH FAILURE AND OCCUPANT EJECTIONS.**
  - **UNDER THE SAME TEST CONDITIONS, PEER VEHICLES' LIFTGATES REMAIMED CLOSED.**

- **LATCH DESIGN**
  - **CHRYSLER HAS BEEN MODIFYING THE LATCH/STIKER MECHANISM SINCE JANUARY OF 1988.**
  - **THE LATEST MODIFICATION IMPROVES THE STRENGTH OF THE LATCH BY 50% AND IS CURRENTLY BEING USED IS 1995 MODEL YEAR VEHICLES. IT COULD ALSO BE USED IN 1991 THROUGH 1994 MODEL YEAR VEHICLES.**
  - **THE INCREASED STRENGTH IN THE 1995 LATCH WAS DEMONSTRATED IN BOTH COMPONENT AND CRASH TESTS.**

- **THE LATCH FAILURE IS A SAFETY DEFECT THAT INVOLVES CHILDREN.**

ATTACHMENT 2

Mr. Joseph M. Arpaio
12808 North Via Del Sol
Fountain Hills, AZ 85268-8559

1 September 2017

Subject 1: **The Horrific Consequences of *OBEYING* Illicit Court Orders**
Subject 2: **The United States Department of Justice (DOJ)**

Reference 1: **My Letter to Sheriff Joe Arpaio of 26 August 2016**
Reference 2: **Pardon of Sheriff Arpaio by President Donald Trump**

One Page

ORRIN G. HATCH
UTAH

PATRICIA KNIGHT
CHIEF OF STAFF

131 Russell Senate Office Building

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United States Senate

WASHINGTON, DC 20510-4402

COMMITTEES:

JUDICIARY
CHAIRMAN

FINANCE
CHAIRMAN, SUBCOMMITTEE ON TAXATION AND IRS OVERSIGHT

INTELLIGENCE

INDIAN AFFAIRS

May 4, 2000

Mr. Paul Sheridan
22357 Columbia
Dearborn, Michigan 48124

Dear Mr. Sheridan:

Thank you very much for taking the time to let me know about your personal experiences in dealing with public authorities.

Although I am extremely sympathetic to your difficulties, please appreciate that I am not in a position to offer you the kind of assistance of which you are in need. My office is primarily directed to legislative activities and simply does not have the resources necessary to assist with the kind of legal problems which you describe. I would respectfully suggest that you contact a lawyer or your local legal aid society. I am confident that they will be able to offer you superior assistance in this regard.

Again, I appreciate you sharing your experience with me. This knowledge is helpful in examining the consequences of current law and in demonstrating the necessity of possible changes. Since you went to some trouble and expense to send these materials to me, I am returning them to you. I wish you well and invite you to contact me whenever you are concerned about a matter pending before Congress.

Sincerely,

Orrin Hatch

Orrin G. Hatch
United States Senator

OGH:mtt
Enclosure

ATTACHMENT 3

Mr. Joseph M. Arpaio
12808 North Via Del Sol
Fountain Hills, AZ 85268-8559

1 September 2017

Subject 1: **The Horrific Consequences of *OBEYING* Illicit Court Orders**
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Two Pages

MINIVAN LATCH ISSUE

Proposed Agreement with NHTSA

1. **Crash Test Video and the Public Record:**

   - NHTSA has agreed that they will deny all FOIA requests to place their investigative files, including the crash test video, on the public record and that the Department of Justice will defend any lawsuits seeking to compel production under FOIA.

   - We would agree with NHTSA that their engineering analysis will remain open while we conduct the service campaign to provide them additional bases to argue that release of the materials would interfere with their investigation.

   - The Department of Justice says there is less than a 50/50 chance of keeping the video off the record for the full duration of the investigation, i.e. the campaign, if there is a court ruling. Given the possibility that a lawsuit could be filed at any time, they anticipate that the legal process would take at least four months, regardless of the outcome.

2. **Service Action Only - No Recall:** NHTSA has agreed that a Chrysler service campaign would fully satisfy all of their concerns and they would give full public support to such an effort. The critical elements that differentiate the service campaign from a recall (mostly reflected in the two attached letters) are as follows:

   - no admission of defect or safety problem;

   - stated purpose of the campaign - to ensure peace of mind in light of media coverage;

   - campaign does not count as a NHTSA action - not included in NHTSA recall numbers, no Part 573 or Part 577 letters;

   - statements to owners, the public and NHTSA assert that no defect has been found; and

   - NHTSA acknowledges that replacement latch is not a 100% solution.

3. Chrysler Announcement: Chrysler controls publication of its action with the following provisions:

   - Chrysler goes first with its own statement and reads approved NHTSA statement supporting Chrysler's action;
   - Chrysler characterizes campaign as done solely to ensure the peace of mind of its owners, i.e. "your concern is our concern";
   - Letter from Martinez to Chrysler and NHTSA press statement praise Chrysler action as fully satisfying all of NHTSA's concerns and state that Chrysler is a safety leader;
   - NHTSA officials acknowledge publicly that there has been no finding of defect and that there will be none; and
   - NHTSA officials acknowledge that owners should not be concerned over the delayed implementation of the action and that they can best protect themselves by keeping seat belts buckled at all times.

4. Additional Provisions: The following points have been requested by NHTSA and appear to be reasonable:

   - The letter to owners makes reference to the NHTSA hot line phone number;
   - Latch replacement will be offered as part of any routine minivan servicing (once replacement latches are available);
   - Chrysler will submit six quarterly reports on the progress of the campaign (helps to support defense of FOIA requests); and
   - NHTSA can make reference to the service campaign in response to owner inquiries.

ATTACHMENT 4

Mr. Joseph M. Arpaio
12808 North Via Del Sol
Fountain Hills, AZ 85268-8559

1 September 2017

Subject 1: **The Horrific Consequences of *OBEYING* Illicit Court Orders**
Subject 2: **The United States Department of Justice (DOJ)**

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Three Pages

Sheriff Arpaio Announced Guilty of Criminal Contempt in Unprecedented Move by Judge

The non-jury trial of former Maricopa County "Sheriff Joe" Arpaio concluded with the judge announcing her guilty decision via electronic communication, rather than by reading the verdict aloud during a hearing with the defendant in attendance, and omitted significant portions of evidence in reaching her conclusion. One defense attorney says this unprecedented and unconstitutional action is grounds for an appeal.

By Mark Anderson

PHOENIX, Ariz.—Former Maricopa County, Arizona Sheriff Joe Arpaio on July 31 was found guilty of misdemeanor criminal contempt—for what the government claims was his willful decision to disregard a 2011 federal injunction, issued to bar him from rounding up illegal aliens during his time as sheriff of a border county. And that county is often nearly overrun by the mass migration of illegal aliens.

This federal district court verdict came down sooner than defense attorneys expected, amid other twists and turns in this case. However, there's a story behind the story that few media outlets are discussing: According to the defense, the verdict was announced in a manner that's unconstitutional and against important legal precedent.

Accordingly, Arpaio plans to appeal this decision of Judge Susan Bolton, who issued her verdict after a brief non-jury trial that ran four days in late June and concluded July 6. Arpaio had unsuccessfully sought a jury trial.

When this AFP writer asked one of the defense attorneys, Mark Goldman, if "ruled from the chamber" would be a better description of Judge Bolton's decision-making process, Goldman agreed that was a perfect way to define such a back-room manner of carrying out "justice."

A July 31 press release from the defense clarified: "Judge . . . Bolton violated the U.S. Constitution by issuing her verdict without reading it to the defendant in public court. Her verdict is contrary to what every single witness said in the case. Arpaio believes that a jury would have found in his favor, and that it will."

Goldman, who's been an attorney for 29 years, also told AFP: "We expected more time because it's improper for her to just send it [her decision] out [via Internet] without a court hearing. I've never seen anything like it before. There's a [previous] court of appeals case where the defendant has the right to be present during sentencing."

What's especially interesting is that the first indication to the defense that the judge had ruled at all—since her decision was expected to come later—came when reporters called the defense seeking comment, before the team had even learned of the verdict. Goldman explained that a July 31 court-issued "internal electronic communication" addressed to the defense, time-stamped 11:08 a.m. Mountain Standard Time, arrived after those media calls.

"The media was tipped off," he said, adding that the ruling establishment that excuses the virtually unrestrained entry of illegal aliens into the U.S., many of whom commit additional crimes some of which are serious, has "won the battle but not the war."

So, in summary, verdicts are to be conveyed at a hearing, with the defendant present, during which the judge reads the verdict aloud. Citing legal precedent, Goldman shared the following excerpt from legal sources:

> *In United States v. Canady, 126 F.3d 352, 360 (2d Cir. 1997), the Second Circuit specifically found that "the district court's deliberate decision to mail its decision to the parties rather than reconvene the proceedings to announce its verdict in open court violated both his right to be present at all stages of his trial and his right to a public trial." The defendant "first learned that he had been convicted two weeks later by reading a newspaper." . . . . "A leading principle that pervades the entire law of criminal procedure is that, after [an] indictment [is] found, nothing shall be done in the absence of the prisoner." . . . . "The right [to be present] extends to all stages of trial, including the return of the verdict, to the extent that a fair and just hearing would be thwarted by [the defendant's] absence." . . . . The Second Circuit also specifically found that this doesn't just apply to jury verdicts, it applies to bench verdicts, too. It remanded to the district court for it to reconvene with the defendant present and publicly announce the verdict.*

Also, the official record of Judge Bolton's ruling is larded with remarks that the fact Mexican nationals, Central Americans, and others were entering the U.S. illegally, by itself, does not meet the threshold at which Maricopa Sheriff's deputies under Arpaio should've been allowed to arrest illegal aliens and turn them over to federal authorities, as was done.

Judge Bolton thus basically scolded the Sheriff's Department for not limiting its roundups to those who entered the country illegally.

Asked why the Department of Justice (DOJ) under Attorney General Jeff Sessions did not intervene in *The United States of America v. Joseph M. Arpaio*, where the defendant is well-respected by President Trump but was targeted under the Obama White House, Goldman said the DOJ lawyers who initiated this case are the same ones who continued to prosecute it, even after the new attorney general had taken office.

"It's hard to walk into the DOJ and reverse the course of public prosecutions," he said, adding that he had written to Sessions to inform him that Arpaio was being sued under "the wrong statute," even while Sessions, on the one hand, disagrees with sanctuary cities and believes local police should aid in apprehending illegal aliens and hold them for federal custody. Yet Sessions didn't help Arpaio in return for having been a good lawman and carrying out apprehensions in the same manner.

Moreover, while Judge Bolton's written ruling, at face value, makes it sound like Arpaio willfully defied the 2011 injunction, including snippets of his comments quoted in various news reports, Goldman said the judge's "findings of fact are not supported by the record, including trial testimony and documentary evidence."

Furthermore, the judge is seen as having omitted most or all testimony that mitigated against her narrative that Arpaio defied the injunction, including the testimony of Tim Casey, an outside lawyer retained by Arpaio's Sheriff's Department who received free reign from the department to communicate with all its employees on injunction compliance. And the Human Smuggling Unit within the department had unfettered access to Casey. Arpaio, from this vantage point, simply entrusted injunction compliance to others and carried out his duties as he saw fit, not having been advised to do otherwise.

However, Casey allegedly had reasons in court to protect himself more than he did Arpaio. But still, when called to the stand by the prosecution, he admitted during cross-examination by the defense that the injunction was ambiguous and not clear and definitive, as the prosecution argued and Bolton ruled. The catch, however, is that Judge Bolton, defense attorneys say, omitted Casey's testimony and that of just about everyone else who countered the "defiant Joe" meme.

and definitive, as the prosecution argued and Bolton ruled. The catch, however, is that Judge Bolton, defense attorneys say, omitted Casey's testimony and that of just about everyone else who countered the "defiant Joe" meme.

Notably, while Arpaio is generally expected to get six months behind bars—if sentencing proceedings take place Oct. 5 as planned—the defense, while appealing the verdict, is asking for the sentencing date to be held later.

Mark Anderson is a longtime newsman now working as the roving editor for AFP. Email him at truthhound2@yahoo.com.

ATTACHMENT 5

Mr. Joseph M. Arpaio
12808 North Via Del Sol
Fountain Hills, AZ 85268-8559

1 September 2017

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One Page

U. S. Department of Justice

Civil Division

Office of the Assistant Attorney General *Washington, D.C. 20530*

November 22, 2000

Mr. Paul V. Sheridan
22357 Columbia Street
Dearborn, Michigan 48124-3431

Dear Mr. Sheridan:

Thank you for your letter to the Attorney General, in which you request information about the role of the Department of Justice in an action brought under the Freedom of Information Act (FOIA), and pose a series of questions seeking the Attorney General's opinion on various far-ranging legal and political issues. Your letter was forwarded to me for response. I apologize for the delay in responding to your letter.

Based on the information provided in your letter, it appears that you are a defendant in a pending lawsuit and, we presume, represented by counsel. As a consequence, we are concerned that the canons of ethics prohibit us from communicating directly with you on the matters raised in your letter, all of which may relate to the subject matter in which you are represented by counsel.

Additionally, I can advise you that except in unusual circumstances, none of which appears to be present in your lawsuit, the Attorney General cannot provide legal opinions on matters in private litigation. Consequently, it would not be appropriate for the Attorney General to respond to the questions you have asked.

Thank you for your inquiry.

Sincerely,

David W. Ogden
Assistant Attorney General

cc: Hon. Bob Barr
Hon. James A. Traficant, Jr.

ATTACHMENT 6

Mr. Joseph M. Arpaio
12808 North Via Del Sol
Fountain Hills, AZ 85268-8559

1 September 2017

Subject 1: **The Horrific Consequences of *OBEYING* Illicit Court Orders**
Subject 2: **The United States Department of Justice (DOJ)**

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Four Pages

Cornell University
Johnson Graduate School of Management

Curtis W. Tarr, Dean
Malott Hall Ithaca NY 14853-4201 (607) 255-6418

July 28, 1989

Dear Paul,

On my last day as dean, I am thinking about those who have helped to make this such a splendid experience for me and a promising one for this fine School. You certainly are one of those people. I owe you my gratitude.

I look forward to my new life, and I have too many things set aside to accomplish too soon. I will be here in my new office on the fifth floor most of the time. Please call me if ever I can help you; my number will be 607-255-1122.

You have my thanks and warm wishes.

Sincerely,

Curtis W. Tarr

CWT:lw

Mr. Paul V. Sheridan '80
22357 Columbia
Dearborn, MI 48124-3431

Cornell University
Malott Hall
Ithaca NY 14853-4201

607.255.6418

Johnson Graduate School of Management

Curtis W. Tarr
Dean

December 22, 1987

Dear Paul,

Thank you very much for your good letter about business ethics. You can be sure I will be reading all the details in this again with great care as I prepare for the course. You certainly are kind to share it with me.

I am grateful for your continuing loyalty to the School. I hope the new year treats you very well indeed.

Sincerely,

Curtis W. Tarr

CWT:tal

Mr. Paul V. Sheridan
Program Manager
Jeep and Truck Engineering
Chrysler Motors Corporation
14250 Plymouth Road
CIMS 514-00-00
Detroit, MI 48232

22357 Columbia
Dearborn, MI 48124
(O) 313/493-2404
(H) 313/277-5095

December 15, 1987

Curtis W. Tarr, Dean
Johnson Graduate School of Management
Cornell University
Malott Hall
Ithaca, NY 14853-4201

SUBJECT: Your input request for the spring semester course on Business Ethics

Dear Curtis:

It has been said that in the "modern" business world the employee with a motivational mix that is 75% political and 25% substance will always outclimb the reverse: the employee who is 25% political and 75% substance. When I first heard that remark I thought it was incredulous. However, many of my experiences have given it more credence.

As you know, I began contributing to the greying of my parents' hair at a very early age via my infatuation with the automobile. From greasy fingerprints to ruined clothes to noisy driveways ... Twenty-five years later my situation has advanced itself and may be characterized by saying, "The only difference between men and boys is the price of their toys." The point being that "Motor City" and its workings represent a long-standing object of my attention both vocationally and, in recent years, professionally. I know something about Detroit ... especially its problems. It is in this context that I am able to offer the enclosed as a response to the subject.

In the mid to late seventies, when the proverbial apple cart was upset in Motor City, there were many superficialities cited as being the cause. The Arab oil embargos and rapid rise in fuel prices did, in fact, devastate Detroit's "rich", fuel inefficient product mix. The incredible public sector incompetence with respect to the administration of regulations that affected vehicle fuel economy, emissions and safety continues to be a focus of attention. The foreign competition, especially from Japan, was also cited as being the reason for woe in Detroit. Many, in this finger-pointing frenzy, even cited the UAW as the prime culprit for Detroit's ongoing economic demise. In fact, these "causes" are convenient scapegoats. They're obvious in nature and easily presented by the media. They represent items that "you can get your arms around" and then feel comfortable in the conviction that you have arrived at satisfactory conclusions. In reality, the impact of these overt events merely serve to verify that the cause is more fundamental.

Mismanagement is not new but it has changed in form, if not concealment. On the other hand, to claim that mismanagement is the fundamental cause of Detroit's commercial demise without providing a practical insight into the source and character of the mismanagement would be only slightly more valuable than erroneously qualifying the aformentioned effects as causes.

Published in the September 1983 edition of the Harvard Business Review, "Moral Mazes: Bureaucracy and Managerial Work" approximates the source and character of the mismanagement that runs all too rampant in Detroit, if not the nation. By using the Protestant Ethic as a historical point of departure, Jackall then provides a very accurate "interpretive sociological analysis of the moral dimensions of managers' work" in the context of the "new" business ethic: the Bureaucratic Ethic.

He poses the central question early:

> "What if ... men and women in the big corporation no longer see success as necessarily connected to hard work? What becomes of the social morality of the corporation - I mean the everyday rules in use that people play by - when there is thought to be no standard of excellence to explain how and why winners are separted from also-rans, how and why some people succeed and others fail?

Subtitles include, "Who Gets Credit?", "Fealty to the King," "Capriciousness of Success," "Blame Time," "Playing the Game," etc.

The current irony for me is our (Chrysler) investigations into the inner workings of competitive automotive organizations, specifically the Japanese firms. When I read these reports, I come to the perplexing conclusion that the ethical behavior of, say, Honda is more "American" than the American firms! It is as though the Japanese firms have become the "Americans" of the international business world and the Americans have become ... something else.

I commend your efforts to introduce the ethical issues of the professional business world to the future MBA's of JGSM. Although not as glamorous as high-powered finance or computer-aided operations management, and therefore not as immediate in terms of gratification, <u>business ethics represent the axiomatic basis of all other business disciplines</u>. The subtlety here is that the ethical status of a firm (or a nation) is never fully tested during easy times (such as the post WW II era in Detroit). Only when adversity arises can one fully ascertain the character and competence of management ... without a strong ethical foundation there can be neither. There can only be or become what the ancient Hopi called "Koyaanisqatsi" or "crazy life." 'People scurrying to find the rules of the game, when in fact, "there's nothing new under the sun." As Merlin once said, "... it is the doom of men that they should forget."

Sincerely and respectfully,

Paul V. Sheridan

Paul V. Sheridan

Enclosures

ATTACHMENT 7

Mr. Joseph M. Arpaio
12808 North Via Del Sol
Fountain Hills, AZ 85268-8559

1 September 2017

Subject 1: **The Horrific Consequences of *OBEYING* Illicit Court Orders**
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Nine Pages

The Vileness and Inveracity of Politicized Labelling

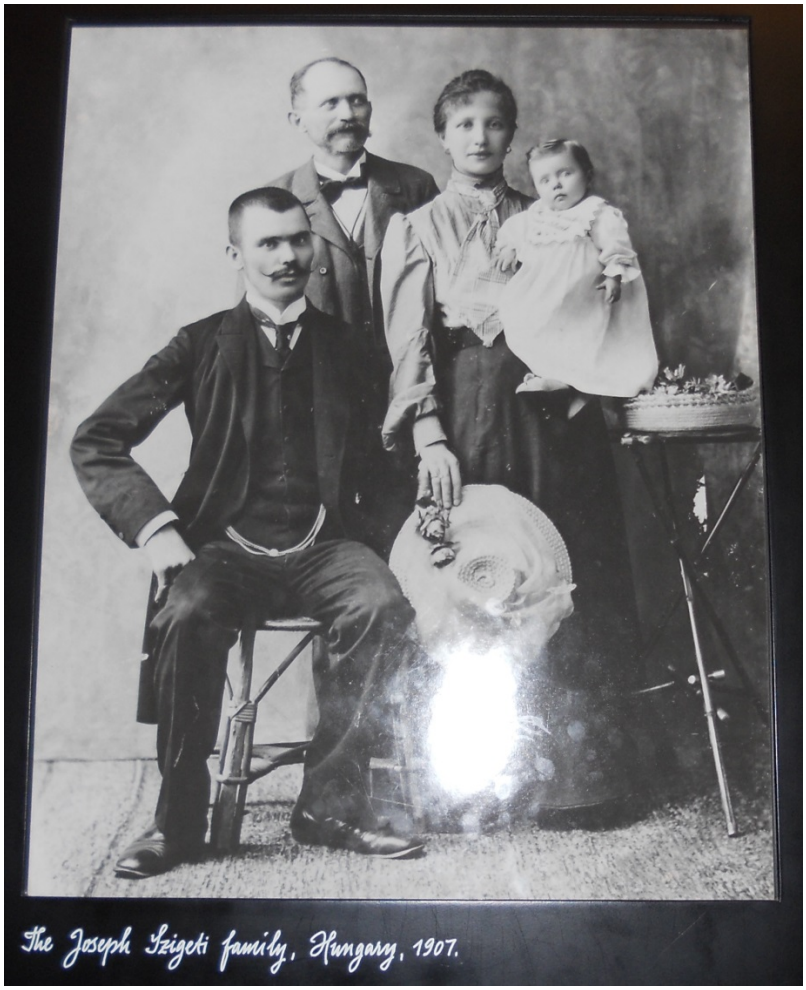
The first two added pages of this attachment are from the Cornell Daily Sun (CDS), written by Rachel Whelan, concerning the letter sent to President Trump by Cornell University President Martha Pollack, entitled, *"Pollack Tells Trump to 'Preserve and Defend' DACA Program."*

Even before the reader is allowed to judge for-themselves the possible merit of the Pollack position, the reader is ostensibly labeled and slandered as a xenophobe. The vile tactic of accusing and labeling and slandering people prior to a revelation of mere facts is not new, and probably dates to Golgotha; a tragedy that continues to characterize and dominate the current epoch . . . it is all about money.

At the very beginning of the CDS article, Whelan declares, with virtually no evidence of such:

> In the throes of an increasingly xenophobic national climate, President Martha Pollack once again furthered her support for international students by issuing a letter to President Trump on Friday urging him not to terminate the Deferred Action for Childhood Arrivals program.

A "xenophobic national climate"? This vile, not-so-tacit accusation was no doubt endorsed by Pollack. That is, the tactic here is to preempt any thought or discussion that will factually disagree with any aspect of the DACA program. To exact that inveracity upon us, Whelan and Pollack must accuse and label and slander the would-be "denier" as xenophobic. With this in mind, please observe the following photograph:



You will note that the above photograph depicts a family from the great central European nation of Hungary:

> My ancestors fought bravely and died valiantly while defending European culture and civilization against the mindless soulless onslaught of that Marxist-Leninist-Stalinist **stench** called the "Soviet Union." While growing up in Brooklyn, New York, I can recall as if it happened yesterday, my Hungarian father and uncles and aunts discussing **the vile betrayal of our relatives at the hands of the Swamp in 1956.**

The above photograph hangs at the Immigrant Family Memorial Wall at the great site of Ellis Island. The handsome gentleman seated, with that magnificent handlebar mustache, is my grandfather Joseph Szigety. To his left is my grandmother; the hat she is holding was made by my grandfather, he was a hat maker, a talent of immediate demand upon arrival in the United States in 1907. The infant in my grandmother's arms is my father's oldest sister, my Aunt Tillie. I was born Paul Victor Szigety in 1952. My father, Victor Szigety, was 'first born' natural citizen.

- My paternal family entered the USA, already speaking English, able to support themselves, and doing so while fulfilling all of the legal requirements of immigration during the early 1900s.

- My maternal family entered the USA, already speaking English, able to support themselves, and doing so while fulfilling all of the legal requirements of immigration during the early 1900s. My mother's maiden name was Bennett, she was a first-born, a natural citizen; my maternal family members were from **the great nation of Ireland**.

I deeply resent the tacit notion implied in the Cornell Daily Sun (CDS) article (or any of its ilk) and therefore by Whelan and Pollack, that I or any reader of that piece are presumably xenophobic. I am anything but. The definition of that term, originally coined in 1905, from the online FreeDictionary:

> xe·no·pho·bi·a (zē'nə-fō'bēə, zĕn'ə-)
>
> *n.*
>
> Fear, hatred, or mistrust of that which is foreign, especially strangers or people from different countries or cultures.

That is, if I disagree with some esoteric detail of DACA, Whelan and Pollack have ostensibly declared that I *"fear, hate and mistrust that which is foreign, or people from different countries"* ?!

I fear my family? And even if I were xenophobic, that psychological state is not connectable to the enactment details and current issues surrounding the Obama-era DACA program, and/or the arguments for or against. Their diversion is insulting to any thinking person. Whelan uses classic weasel-wording here:

> DACA — a five-year, Obama-era initiative that began in 2012 — allows immigrants who came to the U.S. when they were younger than 16 or who were under the age of 31 at the program's conception to defer their deportation and apply for working permits, according to U.S. Citizenship and Immigration Services.

Whelan and Pollack think they have fooled someone . . . the issue is **not** *"who came to the US when they were younger than 16."* My Aunt Tillie was "younger than 16," but she was not illegally smuggled into the USA by parents who chose to break and degrade US laws; any US laws!

The CDS reports the Pollack letter to President Trump:

> "They were brought to our country before they had a choice in the matter, have grown up in our culture, and are succeeding here, despite challenges and obstacles that you and I can only imagine," the letter read.

I can imagine quite a lot Ms. Pollack. But is Pollack trying to convince us that illegal immigrants *"under the age of 31"* had no choice in the matter? And are the DACA people enduring anything substantially more challenging than my turn-of-the-century legal immigrant ancestors? Spare me.

> I realize as university president she is acting in-behalf of the moneyed-interests of my alma mater, but I hope she avoids such a claim relating to the "challenges" endured by my maternal family, especially relating to my mother's older brother, my Uncle James Bennett (ATTACHMENT 8).

Again, as I said on cover latter Page 12:

> "You will note that at no time in this or my previous letter have I broached the esoteric subjects of immigration reform, the details of immigration enforcement, or the truth regarding issues such as DACA, that street vernacular labels and various university presidents refer to as 'dreamers.' "

The issue that I am re-emphasizing, when I read opinions of immigration reform pundits (or federal court judges) which are preemptively laced with diversions, accusations, labels, and outright slanders, all my alarms go off; I no longer believe a word they are saying. For them, given a near-psychotic behavioral mix of emotion and related vernacular, their issue is apparently not defensible on mere facts alone. The emphasis/tact of the pundit therefore must be political, not factual, not evidentiary.

This infamous picture depicts the fate chosen by German women in 1945. Rather than endure the well-documented ravaging, and rape, and murder performed by the "liberating" Soviet horde, the German women chose suicide.

Openly stated by that Marxist-Leninist-Stalinist **stench**, the goal was world domination and the related condition of a borderless world. To enact that goal their practices included the mass murdering of more human beings of more varied origins than any in history. Their ***"fear, hate and mistrust of that which is foreign, or people from different countries"*** was more thorough than any other in human history.

Why then, in the general sense, have we never heard the Whelan/Pollack types label the Soviet brethren as xenophobic? After all, if there is any single self-identified filled with ***"hate of … people from different countries"*** it was the Jacob Schiff funded Bolsheviks. If there is any doubt, ask those who suffered horribly behind the Iron Curtain, such as the people of "East Germany," or Ukraine

Katie Sims / Sun Staff Photographer

Martha Pollack addresses the SA in April 2017. Pollack issued a letter to President Trump on Friday urging him not to end the DACA program.

DACA

September 2, 2017

Pollack Tells Trump to 'Preserve and Defend' DACA Program

By **Rachel Whalen**

In the throes of an increasingly xenophobic national climate, President Martha Pollack once again furthered her support for international students by issuing a letter (http://news.cornell.edu/stories/2017/09/pollack-urges-trump-support-daca-program) to President Trump on Friday urging him not to terminate the Deferred Action for Childhood Arrivals program.

"On behalf of Cornell University, I write to share my deepest concern with news reports indicating that you intend to end the Deferred Action for Childhood Arrivals (DACA) program," Pollack wrote, citing Trump's intention to announce his final DACA decision on Tuesday.

Her letter comes a day after she reversed a decision (http://cornellsun.com/2017/09/01/pollack-reverses-cornell-decision-reinstates-international-student-work-program/) that would have eliminated the Foreign Student Employment Program. Many international students who are employed under this program expressed concern that the program was going to be eliminated.

DACA — a five-year, Obama-era initiative that began in 2012 — allows immigrants who came to the U.S. when they were younger than 16 or who were under the age of 31 at the program's conception to defer their deportation (https://www.uscis.gov/humanitarian/consideration-deferred-action-childhood-arrivals-daca#guidelines) and apply for working permits, according to U.S. Citizenship and Immigration Services.

Trump is under pressure to rescind the program from 11 Republican state officials, who claimed in a letter (https://www.texasattorneygeneral.gov/files/epress/DACA_letter_6_29_2017.pdf?cachebuster:5) in June that the memorandum that instated DACA in 2012 is "unlawful," protecting "otherwise unlawfully present aliens."

The Republican politicians set a hard date of September 5, 2017 for Trump's decision on whether or not to rescind or renew the program. In the letter they said that if the president renews the program, they will follow up with a lawsuit that is currently in progress in southern Texas.

It is unclear whether or not Trump, who has waited until the last minute to make the call, plans on cutting the program. But citizens who rely on DACA – sometimes referred to as "Dreamers" – are holding their breath, as The New York Times reports that they will likely know of DACA's fate (https://www.nytimes.com/2017/09/01/us/politics/trump-daca-dreamers-immigration.html?mcubz=1&_r=0) on Tuesday.

In her defense of DACA, Pollack cited Cornell's post-Civil War origins and its motto of "any person, any study," adding that students who rely on DACA are an "integral part of our university community."

"They were brought to our country before they had a choice in the matter, have grown up in our culture, and are succeeding here, despite challenges and obstacles that you and I can only imagine," the letter read.

The Cornell DREAM Team, a Cornell organization for undocumented students whose mission is to "empower undocumented students through advising and providing a support network," commended Pollack for her gesture of support.

"We applaud President Pollack for showing her strong commitment to undocumented students on campus," they said in a Facebook post (https://www.facebook.com/CornellDreaming/) on Friday. "Dreamers need support from administrators in stressful times like these. We look forward to working alongside president Pollack on making Cornell a more accessible and supportive university for all its students regardless of status."

Tarannum Sahar '19, president of Cornell Welcomes Refugees (https://www.facebook.com/pg/cornellwelcomesrefugees/about/?ref=page_internal) , also expressed contentment with President Pollack's letter to Trump.

"I'm glad to see that President Pollack has expressed her concern through this letter sent to Trump and I hope that the University will continue to stand by all the students who will be affected by the termination of the DACA program," she told The Sun.

Pollack stands in company with her contemporaries; Harvard, Yale, Princeton and Duke presidents all issued similar letters (https://www.theatlantic.com/education/archive/2017/09/how-higher-education-leaders-are-fighting-for-daca/538740/) earlier in the week, according to The Atlantic.

The battle for the preservation of DACA is also nothing new to Cornell. Last November, President Rawlings joined over 600 (https://blogs.cornell.edu/deanoffaculty/files/2016/12/Statement-by-college-presidents-1l45ab1.pdf) university and college presidents in signing a statement to support DACA in the same month that he affirmed Cornell's support (http://cornellsun.com/2016/11/22/rawlings-promises-cornell-will-support-and-defend-undocumented-students/) for DACA students after 2,000 students, faculty and alumni petitioned for Cornell to become a "sanctuary campus."

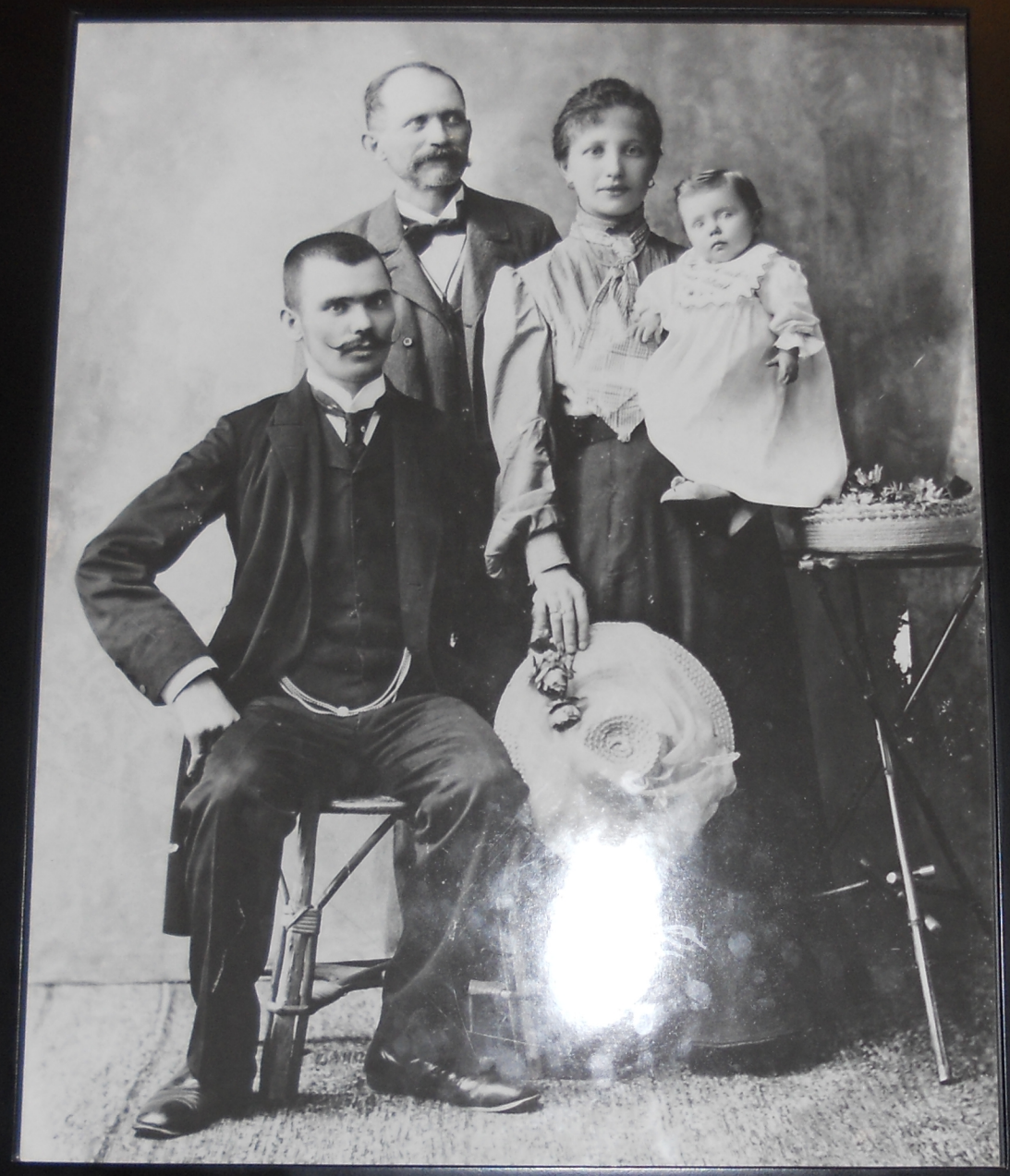
But Cornell has been aware of the possible end of DACA for months. The Sun reported in April (http://cornellsun.com/2017/04/11/cornell-highlights-contingency-plans-for-potential-daca-repeal/) that Cornell administrators issued a statement that DACA graduate students would "continue to receive funding for the complete length of time offered in their admissions letters," and that fellowships would be provided for these students if DACA was indeed abolished. The statement also added that Cornell would attempt to use "DACA-like" criteria for admissions and financial aid policies for undergraduate students.

As Cornell DACA students await Trump's announcement this week, Pollack, following in her predecessor's footsteps, maintained that students who rely on DACA are "incredible kids" whom she has "watched blossom" under the program.

"It would be more than a shame if you act to extinguish so many bright and productive futures just as they are getting started," she wrote to Trump. "Instead, I encourage you to work with Congress to pass legislation to allow DACA students to remain in our country, at home, where they belong."

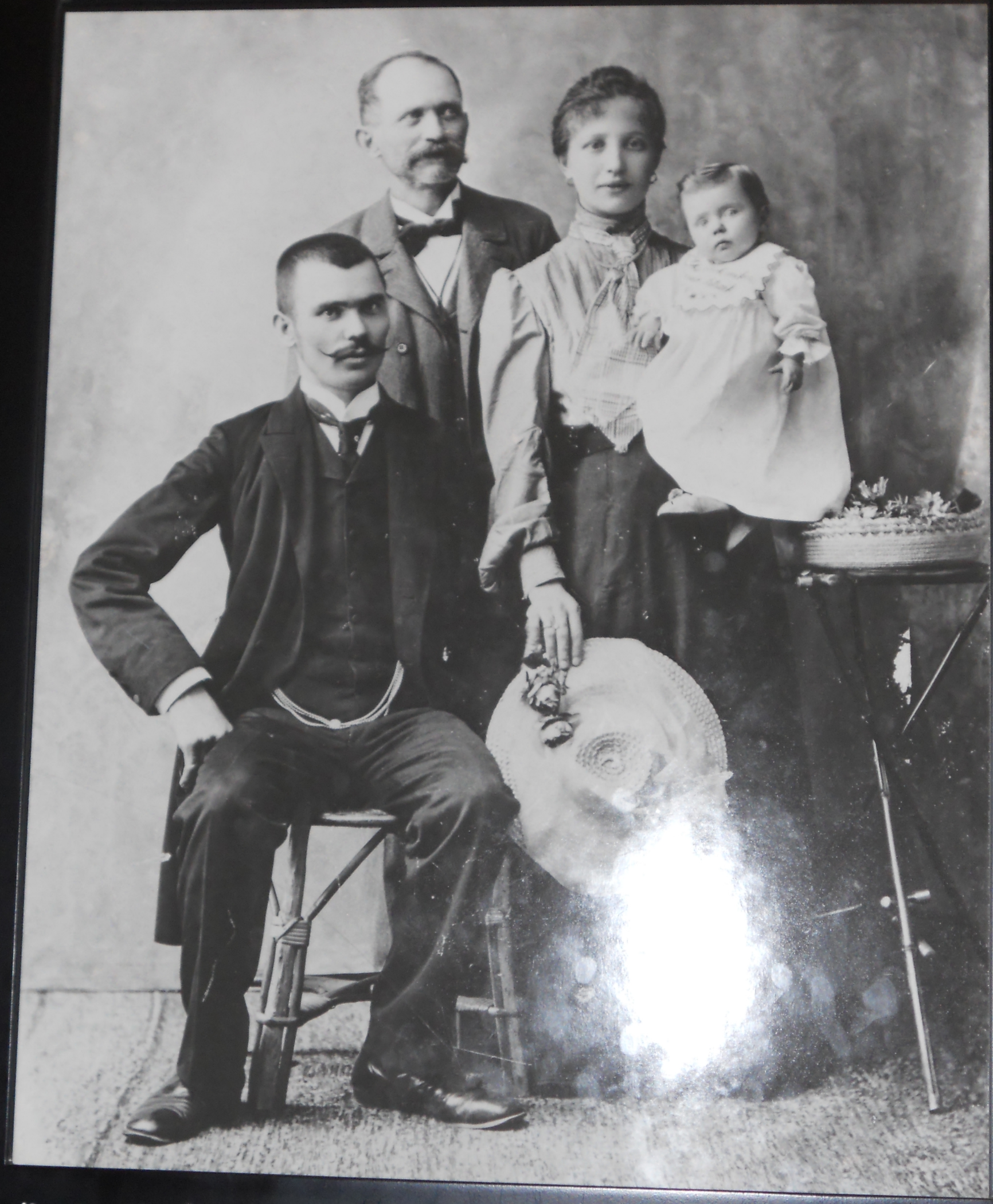
ed her husband, Antonin, in Minnesota, where he had established
them.

to join her parents in A



The Joseph Szigeti family, Hungary, 1907.

Inez Gwendoline Espin came from
B.W.I., in 1923.



The Joseph Szigeti family, Hungary, 1907.

ATTACHMENT 8

Mr. Joseph M. Arpaio
12808 North Via Del Sol
Fountain Hills, AZ 85268-8559

1 September 2017

Subject 1: **The Horrific Consequences of *OBEYING* Illicit Court Orders**
Subject 2: **The United States Department of Justice (DOJ)**

Reference 1: **My Letter to Sheriff Joe Arpaio of 26 August 2016**
Reference 2: **Pardon of Sheriff Arpaio by President Donald Trump**

Two Pages

IN GRATEFUL MEMORY OF

Private First Class James P. Bennett, A.S.No. 32897800,

WHO DIED IN THE SERVICE OF HIS COUNTRY ~~AT~~

in the European Area, January 9, 1945.

HE STANDS IN THE UNBROKEN LINE OF PATRIOTS WHO HAVE DARED TO DIE

THAT FREEDOM MIGHT LIVE, AND GROW, AND INCREASE ITS BLESSINGS.

FREEDOM LIVES, AND THROUGH IT, HE LIVES–

IN A WAY THAT HUMBLES THE UNDERTAKINGS OF MOST MEN

Franklin D. Roosevelt

PRESIDENT OF THE UNITED STATES OF AMERICA


2357

ATTACHMENT 9

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Three Pages

LAW.COM

Tenn. Jury Returns $105M Verdict Against DaimlerChrysler Over Minivan Seats

R. Robin McDonald
12-01-2004

A Tennessee jury has socked DaimlerChrysler Corp. for $105.5 million after finding that a baby's 2001 death was caused by a faulty minivan seat.

The Nov. 23 verdict in the Tennessee case, *Flax v. DaimlerChrysler*, No. 02C1288, (Tenn. 1st Cir., Nov. 23, 2004), is one of four product liability cases that Columbus, Ga., attorney James E. Butler Jr. has brought against DaimlerChrysler targeting minivan seat backs that collapsed during collisions, injuring or killing passengers.

Butler said DaimlerChrysler previously settled two of those cases confidentially with his clients. Another one is awaiting trial in Orlando, Fla.

The three-week trial in Nashville, Tenn., featured the testimony of a former DaimlerChrysler manager, who testified that the automaker knew the seats in its minivans were unsafe and colluded with a federal regulatory agency to cover up the information, according to Butler and co-counsel George W. Fryhofer III, both partners at Butler, Wooten, Fryhofer, Daughtery & Crawford in Columbus and Atlanta.

Last week's verdict is one of at least a half-dozen big jury verdicts that Butler and his firm have secured in the past decade, many of them in vehicle product-liability cases. In two actions against General Motors Corp., Butler's firm won $150 million in a 1996 SUV rollover case, and $105 million in a 1993 case where a pickup's side fuel tanks caused it to burst into flame after a collision.

In 1998, the firm won a $454 million verdict against Time Warner -- the largest civil verdict affirmed by the state appellate courts in Georgia's history -- on behalf of investors in Six Flags Over Georgia. In the suit, Six Flags investors accused Time Warner of skimping on capital investments, thereby lowering the park's market value and total worth.

DaimlerChrysler has vowed to appeal the Tennessee verdict, which includes $98 million in punitive damages, claiming that the crash that led to 8-month-old Joshua Flax's death was caused by a reckless driver, not a flaw in the design of the automaker's Dodge Grand Caravan. In a news release distributed in response to calls for comment about the case, DaimlerChrysler labeled the verdict "grossly excessive, unconstitutional, and a miscarriage of justice."

Cleveland, Ohio, attorney Lawrence A. Sutter of Sutter, O'Connell, Mannion & Farchione defended DaimlerChrysler. Sutter's office referred questions about the verdict to DaimlerChrysler's American headquarters in Auburn Hills, Mich.

CHRYSLER: DRIVER ALSO RESPONSIBLE

DaimlerChrysler spokesman Michael Aberlich said that during the compensatory damages portion of the trial, jurors found that the speeding driver of the car that rear-ended the minivan, Louis A. Stockell Jr., shared equal responsibility for the baby's death. "But when it came to punitives, the company bore the brunt of it," Aberlich said.

The Tennessee case went to trial because the baby's parents, Jeremy Flax and Rachel Sparkman, "were people of very strong convictions," explained Fryhofer.

"Even though they had an opportunity to settle the case, they wanted to get the word out about this defect and realized the only way to do that was through a jury verdict," Fryhofer said. "They wanted to be sure no more parents had to watch their own kids killed or brain-damaged by these defects." Fryhofer said he could not disclose the settlement offers Daimler-Chrysler made.

At the end of the trial's first phase, the jury awarded $5 million in compensatory damages for the baby's wrongful death and $2.5 million to the child's mother for negligent infliction of emotion distress caused by witnessing the infant's fatal injury and death.

During the punitive damages portion of the trial, the jury deliberated just two hours before awarding $98 million to the infant's parents. Butler said he had asked for $100 million in punitives.

CARMAKER ACCUSED OF COVER-UP

Throughout the trial, the plaintiffs' attorneys accused DaimlerChrysler of a cover-up of "hundreds of other similar incidents" of seat back collapses resulting in passenger injury or death while it continued to market its Chrysler Town and Country minivan, Plymouth Voyager, and Dodge Caravan as safe, family friendly vehicles. The automaker has sold more than seven million minivans.

The backward collapse of front seat backs in the minivans during rear-end collisions would propel the drivers and front-seat passengers backward in a rear-end collision, often causing their heads to collide with children riding in the middle seats, Butler said. That is what happened to 8-month-old Joshua Flax when a driver slammed into the back of the baby's grandparents' minivan at 70 mph in 2001 in Nashville, he said.

Five other passengers walked away from the accident with only minor injuries. But the front-seat passenger's seat back collapsed, throwing a family friend backward. He was not injured, but his head collided with the baby's skull, fracturing it, said Fryhofer. Joshua Flax died the following day. The baby was injured "only because the seat back collapsed on him," Fryhofer said. "This has been a defect that has been brain-damaging and killing children in the family minivans for years."

"The horrible thing about these cases," said Butler, "is that in almost every case, it's a parent whose head kills or maims his or her own child."

RECORDS SEALED

Testimony during the Tennessee trial revealed that the automaker has sealed court records of an undisclosed number of suits involving failed minivan seat backs. A former Chrysler employee who testified at trial said he is aware of eight other cases, in addition to Butler's, that DaimlerChrysler has settled confidentially.

Butler said the automaker was compelled in the *Flax* case to inform Tennessee Circuit Judge Hamilton Gaden of the total number of seat back failure cases the company has settled and the sums paid to plaintiffs in each case. But Fryhofer said, over his and Butler's objections, the judge allowed DaimlerChrysler to file that information under seal. The attorneys also said they were barred by the court from informing the jury or releasing that information to the public.

"I guess they don't want the public to know," Butler said.

But Chrysler spokesman Aberlich argued that the manner in which the Flax baby's skull was fractured was "a freak occurrence."

"This was a high-speed accident," he said. "Many things can happen in a high-speed accident. My understanding is that five people walked away. The irony, the real sad irony, is that one did not."

Butler argued during the trial that DaimlerChrysler "has known for over 20 years" that its minivan seats were "deadly dangerous" because of their tendency to collapse backward during a collision.

Testimony from experts at the trial, among them former Chrysler manager Paul V. Sheridan, showed that minivan seats collapsed in every rear impact test the automaker conducted.

"Notwithstanding the knowledge that the seat was collapsing in all of its internal rear crash tests, Chrysler was encouraging parents to put children behind the seats they knew would collapse," Fryhofer said.

In 1992, Sheridan was appointed to chair Chrysler's "Minivan Safety Leadership Team" to investigate minivan safety concerns. The leadership team concluded that the collapsing seatbacks needed to be redesigned, but Chrysler disbanded the team and destroyed the minutes of its meetings, according to Sheridan's testimony.

MANAGER LATER FIRED

Sheridan said he was fired a month later. By then, he said, he had informed his superiors that he intended to go to federal regulators with his safety concerns. Sheridan said Chrysler then sued him to prevent him from speaking about the company. Chrysler later withdrew the suit.

Sheridan said the committee also reviewed other safety complaints against minivans, which prompted an agreement involving Chrysler, the National Highway Traffic Safety Administration and the Justice Department. As part of that deal, Sheridan testified, NHTSA agreed that it would reject requests for information about minivan safety defects made under the federal Freedom of Information Act and Justice Department attorneys would defend NHTSA's refusal to release the requested material.

NHTSA's current general counsel, Jacqueline Glassman, formerly worked in the general counsel's office at Chrysler, Sheridan testifed. According to Butler, NHTSA's former rulemaking chief, Barry Felrice, is now working at DaimlerChrysler.

Company spokesman Aberlich said he could not verify information about the employment of Glassman or Felrice.

But the Chrysler spokesman argued that the company's minivan seat standards "far exceed" NHTSA standards. The seats, he said, are designed to absorb the impact of a crash. In minivan seats, the impact of a crash is reduced by the seat back collapse, he argued. While the plaintiffs' lawyers argued that a stronger seat was safer, Aberlich continued, "There is not a universal agreement as to which is better" among auto industry engineers."

ATTACHMENT 10

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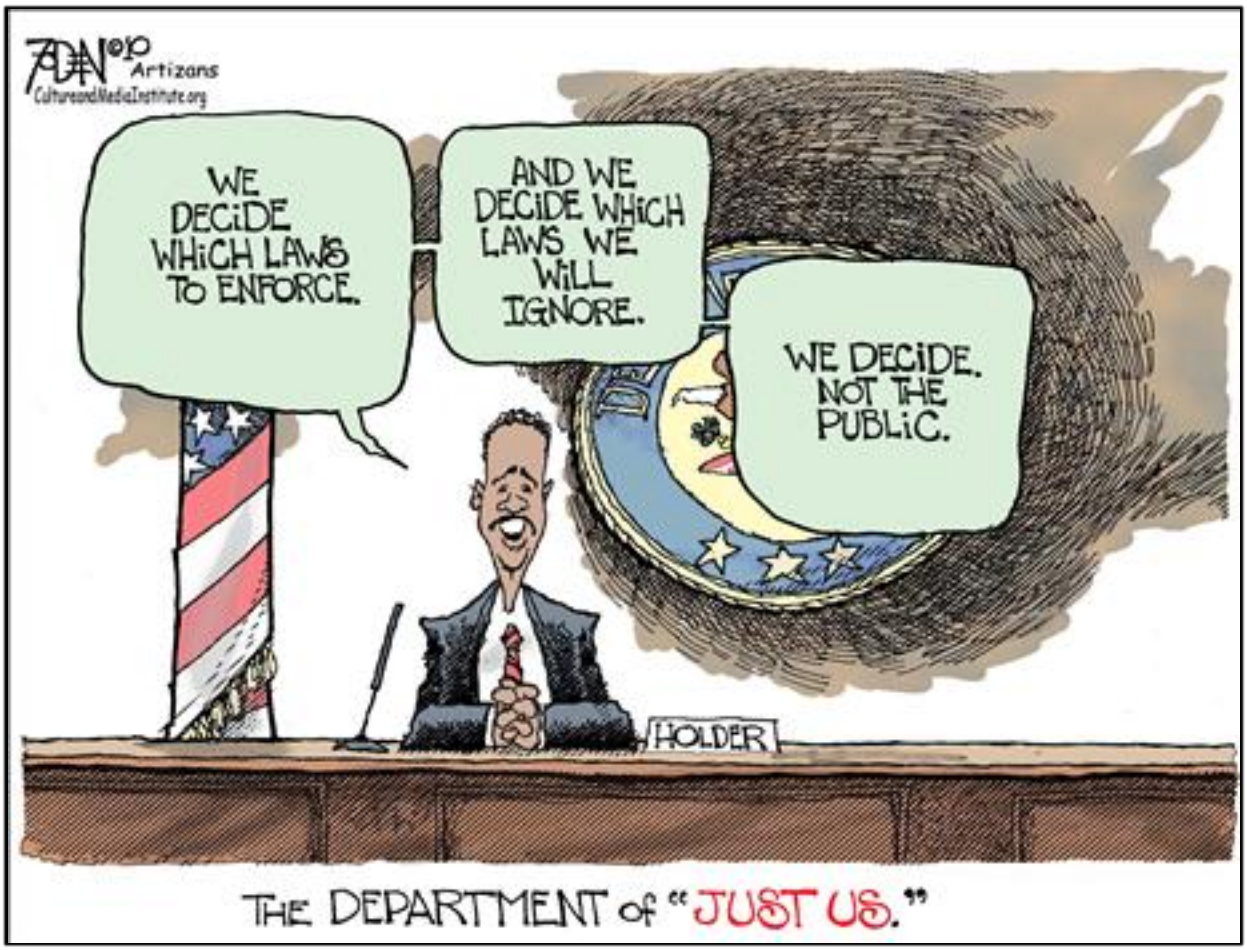
One Page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