

Marc was in US Army special ops during the first Gulf War. He told me that the car shutdowns will begin in July 2015. I never bet on dates, because the date is the most unpredictable factor in any future forecast. I was typing fast as he was talking, so it's sort of discombobulated.

Lockdown. Autos from 2006 (2005) have trackable technology. The Cash-for-Clunkers program was to take out many of the cars that cannot be hacked. They can shut off cars so that they're immobile. Rural dwellers will be told to move to cities. ECUs (electronic control units) in cars communicate with GSM which communicate to cell towers in the programs: "gossimer" or "triggerfish." Everything is operating off of GSM: bombing, drones, vehicle traffic, etc. Smart devices in the home goes through NIST system. Marc noticed that his 2011 pickup had digits and letters going across his car radio display . A cop told him that he was being hacked. His 2011, and all post 2005 cars, has an electronic steering box. The GSM told his steering box to turn 90 degrees to the right, which tried to run him into the river bank. GSM can also tell your ECU to deploy the airbag when you're doing 70 mph. That impact will throw you out of control of your car, and to your death. They are going to shut down cars, and lock us down with smart car technology, and force us into the train transportation system,. We will be forced to accept mass transportation. ECU has a bluetooth adapter to make the car be commanded from incoming GSM commands. Huffington Post reported the driverless car. This makes you a victim to whatever maneuver they can force your car into. Daimler, Mercedes, BMW, Cooper. Michael Hastings's death was their test of the system. His story was about to target all the way up to the White House. Remember how Andrew Breitbart was assassinated just before he was to release a video. Obama handed off this program to DARPA. CashForClunkers program was to get rid of the non-controllable older cars. Inside dashboards or inside A/C vents there are UV monitors which monitor temperature and automatically adjust cabin environment, but they send back messages to the auto companies, reporting the number of passengers in the car by their body heat. It can also detect children and pets. The Electronic steering box is commanded from open air GSM transmitted signals. The steering angle solenoid is what triggers the airbag. They can prevent the airbags from deploying. The guy who hit Marc had AIDS, herpes, and was dying. That man signed a contract to take Marc out. Marc's brakes, airbags and seat belts failed during his accident. ABS system, airbags and seat belts can be disabled by transmitted GSM death commands. Marc is still alive because his driving course at Quantico, Virginia taught him to cut the wheel all the way to the left or right to minimize the impact force so that there is a side impact, rather than a frontal impact. The mass train transportation system is the final stake in the heart of America. Wooden rail ties have been replaced with trapezoidally tapering-up concrete ties with a rubber pad top shim, I believe, to allow heavier train loads on the tracks. Incidentally, is

this what killed Mrs. Brody and five others on the train when the train struck her SUV? The news report mentioned something about the third rail. Concrete ties are indestructible so that the mass [conversation interrupted] Cars on GSM system report speeding, peeling out (due to cars having traction control).

Calypso Publishing & Nexus-Lexus are CIA . Logo is rectangle within little rectangles and a swirl, which is the Greek logo nautilus[?]. To shake phone tappers, your friend calls your cell phone number, but you forward your cell call to your land line phone and back to your cell phone. This filters out the hacking java script. Hacking is done using java script between preparatory command and command of execution.

Lexus-Nexus is the reporting agency for everything about you. Marc learned from an insurance agent that financial, medical, insurance companies have access to all of his information. So they use this auto risky driver info to deprive you of your driving right. It's designed to force people out of their cars. Lexus-Nexus is the ultimate in profiling. The train program is just one part of the entire mass control grid matrix. All cars from 2005 on are fly by wire and are automatic execution vehicles. Chrysler Grand Cherokee can choose a space and parallel park it. Transponders are in the bumpers. July 2015 is the public mass train transport date. They're going to electronically shut down the cars and force everyone to take the train. They'll say, hey, trains are cheaper than auto insurance. It's not just about the trains. It's everything. What you do to defeat GSM=>in-car-ECU. . the GSM transmits a pulse received by your ECU. Disconnect all the plugs on the ECU, if you can access it. There is a nipple-like receiver at the center of your dashboard, near the windshield.

[JD: If you put a Faraday shield (metal foil, preferably copper) over it, it might suppress GSM control without disabling the care altogether. Give it a try.

Another idea: You can have a metal wire hanging from your car body, dragging along the ground. This will intermittently short circuit to ground the GSM's electromagnetic signal. Make sure that it is farthest away from the gas tank or gas lines because any metal-wire-to-pavement sparks may ignite a possible (but unlikely) gasoline leak. Having a career in electronics, I have already designed a lead-acid battery desulfating battery charger, which extends the life of these high-energy batteries by delivering a charging pulse of 60 volts to the 12 volt battery, but only for 400 microseconds during each consecutive 17 millisecond interval. In this way, the high voltage impulse breaks the sulfate molecules off from the battery plates, yet the battery will not overheat and melt from such an excessive charging voltage. This invention may be applicable to disturbing the incoming GSM control signal coming into your car's ECU. If the GSM signal is disturbed for such a very short interval during each uniformly long time interval, this may totally corrupt these invasive GSM signals, and thus, ineffectualize them.]

---

*Marc had contacted me after he read the following email that I mass distributed:*

Hi Joyce,

This morning, on the Power Hour, you commented that you're suspicious of all those train company commercials that have suddenly popped up on the TV networks -- considering that they would not make a profit from their air time expenditures, exhorting potential passengers to use their train systems rather than that of their competitors. So, why all the train commercials? This is what I surmise. You're right. The train companies that advertise on TV are not making any business from the viewing public in return for the large sums they are spending on all that expensive advertising air time. So, how are these train companies benefiting from these commercials? The answer is that the Federal Government is now about to choose train companies to contract out for the Government to convey all those Americans to the quarantine camps for their upcoming plague, and to the FEMA camps for all those vaccine resisters and tyranny resisters. Now, who owns the TV networks? The same corporations that own the Federal Government. So, understand that the TV networks are the corporate U.S. Government. Hence, the train companies are vying for the favor of the TV Government for all those Government contracts to transport Americans to the death camps.

John DiNardo 2-11-15

