



T. Boone Pickens Media Coverage 9.24.11—9.26.11

Total of 3 Placements

- Print: 1
- Online: 2

Coverage Summary

There is no highlighted coverage today

Print Placements (Full Articles Below)

- New, 'green' truck debuted at Beaver Creek – Vail Daily – 9/24/11

<http://www.vaildaily.com/article/20110923/NEWS/110929920/1078&ParentProfile=1062>

Blog/Online Placements (Full Articles Below)

- Reinvigorating Transportation in the Third Industrial Revolution – The Huffington Post – 9/26/11
http://www.huffingtonpost.com/j-byron-mccormick/vehicle-electrification_b_981258.html
- 5 Potential Shorts To Consider – Seeking Alpha – 9/26/11 <http://seekingalpha.com/article/295845-5-potential-shorts-to-consider>

PRINT COVERAGE

New, 'green' truck debuted at Beaver Creek – Vail Daily – 9/24/11

By Scott N. Miller

BEAVER CREEK, Colorado — From a distance, the new Peterbilt truck parked at the base of the

Centennial Express gondola Friday didn't look much different from the hundreds of long-haul rigs that rumble up and down Interstate 70 every day — except for being yellow enough for a role in the next Transformers movie. But it might be the truck of the future.

The truck — technically a “class 8 long haul tractor” — was unveiled Friday at a Colorado Motor Carriers Association conference. The truck, which runs on liquified natural gas, was touted as a more-sustainable alternative to the big rigs on the road now. The event was attended by representatives of the people who built the truck and its engine, as well as the company that intends to have liquified natural gas in enough truck stops to enable coast-to-coast travel.

According to company representative Christopher Logan, Clean Energy, a company in the portfolio of Texas industrialist T. Boone Pickens, is now working with the country's largest operator of truck stops to have 150 liquified natural gas fueling stations open in the next five years. That, Logan said, will enable interstate trucking companies to send natural gas-fueled trucks on transcontinental runs.

And, Logan said, the companies using the new technology will spend less, a lot less, on fuel.

But those savings come at a cost. Kelly Mills, a sales manager for Westport, the company that installs the fueling systems on the trucks — converting the Cummins diesel engines to run on a mixture of 95 gas and 5 percent diesel — said the new truck costs right at \$100,000 more than an equivalent diesel rig.

Rod Steely of Colorado Crude Carriers and Jerry Wodek of Wodek Systems own trucking companies on the Front Range. After the presentation, both said the added cost of the new-tech rig is simply too much to bear right now.

But, Mills said, that initial hit has a relatively quick payback.

A company that puts 100,000 miles a year on its long-haul vehicles will start saving money on fuel in two years or so, Mills said. Since long-haul trucks have a service life of 800,000 miles, give or take, that can be a significant savings for a company.

Better yet, Logan said, the fuel comes from domestic sources.

“Our slogan is that it's cleaner, cheaper, domestic and abundant,” he said.

The fuel might be safer in case of an accident, too.

Explaining the fuel system to one on-looker, Mills said that if the system fails, it shuts down automatically. If a tank is punctured, the liquified gas will hit the ground for a matter of seconds before evaporating into the air, Mills said. That's a big difference from a diesel spill, which can hours or days to clean up. And, unlike propane, the gas won't float along the ground, waiting for a spark.

“The only way this will ignite is if you were to hold something like a flare in the stream,” Mills said.

While the new Peterbilt drew plenty of attention Friday, it's going to take some time to catch up with the rest of the world.

“There are more than 12 million natural gas-fueled vehicles in the rest of the world, and less than 150,000 in the United States,” Logan said. “We have a long way to go.”

BLOG/ONLINE COVERAGE

Reinvigorating Transportation in the Third Industrial Revolution – The Huffington Post – 9/26/11

By J. Byron McCormick

In the automotive marketplace, a car sold today, with modern quality standards, has a warranty of generally 100,000 miles, and can be reasonably expected to be in service for at least 15 years.

After 15 years, consumers buy new cars, and the old cars are discarded. But the car is only one element in our nation's larger infrastructure. Replacing the entire national infrastructure would take much more time, money, and political will. But just because it will not be easy, doesn't mean we shouldn't try to get there.

Making a transition from where we are today to Jeremy Rifkin's Third Industrial Revolution will take many decades to accomplish. But we shouldn't forget that TVs, personal computers, cell phones and the Internet also took decades to roll out. And it was only through the insights of visionaries Steve Jobs and Bill Gates, and roadmaps likes "Moore's Law" for integrated circuits, that we even had any idea where we were going.

The major strength of Jeremy Rifkin's Third Industrial Revolution (TIR) framework is that it ties together, in a synergistic and coherent fashion, technologies that are already beginning their introduction into the marketplace. This is especially true in Pillar 5, with the emerging "electrification" of the automobile.

Electrification is the replacement of internal combustion and mechanical drive with vehicles driven by electric motors, powered either by electricity stored in batteries, or fuel cells, which create electricity from hydrogen stored on board. The hydrogen fuel cell is particularly critical as it combines the critical need for storage (Pillar 3) with intermittent renewable energy, such as wind and solar (Pillar 1).

With this in mind as a starting point for the discussion of the electrification of transportation (Pillar 5), let us take the auto company executives at their word. They are individually spending hundreds of millions of dollars each year, and cumulatively multiple billions, as they research, develop and deploy electrified vehicles.

They also stand to lose very large amounts of money on early generation vehicles -- it typically takes three or so generations of products to refine the technology, have a fully capitalized supply base, and develop/capitalize full mass production capability to become profitable.

So, when the CEOs of major auto company OEMs make pronouncements/commitments (not to be confused with PR hype), they do not do it lightly. There are billions of dollars in play. So, for the purposes of discussing a TIR, we should acknowledge that vehicle electrification is coming. Vehicles like the Chevy Volt and Nissan Leaf are already in the market, and soon will be followed by many others.

Because batteries have limited ability to store energy, are heavy, large and costly, such battery electric vehicles (BEVs) are generally understood to be limited range, inner-city vehicles. In short, range-extended EV's like the Volt and others are likely transitional because of the high cost of carrying two propulsion systems. Although they have a place today, they will only be displaced as fuel cell vehicles reach mass production and achieve their ultimate cost potential.

Hydrogen fuel cell vehicles are coming, and they will be in the market on or by 2015. The following quotes illustrate the commitment Auto CEOs have to this technology:

"The time for electric vehicles with fuel cells has come. Now, the development of the infrastructure has to pick up speed." -- Dr. Dieter Zetsche chairman of the board, Mercedes-Benz.

Calling fuel cells, the "ultimate technology," Akio Toyoda, recently revealed plans to introduce an "affordable" fuel cell car by 2015 by cutting the costs by "90 percent" from current prototype, early

production models.

"Our ultimate goal is to build fuel-cell vehicles, and make them available from 2015" said Steve S. Yang, president and chief executive of Hyundai.

"People will embrace fuel cells when they realize battery limits" said Honda CEO Takano bu Ito.

These vehicles are real, full performance, and are gaining real-world on road experience and customer enthusiasm today, and are now being prepared for serious market introductions in the 2015 timeframe.

One of many examples is GM's "Project Driveway," which began in 2007, when it put 119 fuel cell Equinox SUV's -- fully NHTSA certified and crash tested -- in the hands of typical customers. The fleet has now accumulated over two million miles (with some vehicles now over 50,000 miles) of real world experience, over 6,500 drivers, 24,000 hydrogen re-fuelings and four full winters of service, (including non-garaged winters in New York and Michigan).

Bottom line, these vehicles and those like them in similar tests by other automobile companies are performing exceedingly well and garnering strong positive reviews from drivers worldwide. What's more is that the vehicles coming in 2015 will have ranges of at least 300 miles, and will provide the full mobility we've come to expect from current gasoline combustion automobiles.

So the vehicles are coming, which brings us to the discussion of hydrogen as a fuel.

A massive hydrogen industry exists today. Today, over 40 billion kilograms of hydrogen are produced, distributed and handled safely world-wide. That's enough to fuel 130 million fuel cell vehicles. 53 percent of the hydrogen produced in the United States is used in oil refineries. That hydrogen is used in refineries because "heavy crude" or "tar sands" have lots of carbon, but a deficiency of hydrogen.

Since over 75 percent of the energy released in combusting gasoline is from the hydrogen making water, versus the carbon making carbon dioxide, and since auto fuels need to be liquid and clean, hydrogen is created separately, stored, and is then piped to a typical refinery as part of their normal processes. Hydrogen as used in refineries is stored in underground caverns in quantities that approach the volumes needed by renewable energy storage from wind and solar.

Under cities like Houston, along the 405 freeway in California and under Rotterdam, just to name a few, hydrogen is piped between generation sites and refineries. Most experts agree that such storage and distribution will be necessary by the time renewables reach between 15 and 20 percent of the electricity

the grid... which is the target of many nations worldwide by the 2020 timeframe.

What is so important and timely now is that The Third Industrial Revolution gives us a realistic vision for where we're headed in the realm of ENERGY and THE ENVIRONMENT... the next destiny of our collective journey if you will. For the last 40 or so years, energy policy worldwide has been basically a disjointed set of individual initiatives. And even worse, such initiatives have been generally unrealistically short-term, jumping from administration to administration to fit the two to four-year political cycle, versus the four to six years for new automotive product/powertrain, and the much longer cycle of mass production, mass consumer acceptance, and profitably(perhaps as long as 15-20 years). No wonder it feels like we've been running in place. In general, this is what we have been doing, as we lurch from one "instant gratification" scheme to another, synchronized by "on my watch" politically driven policies and sound bites.

With this in mind, The Third Industrial Revolution gives us a way to judge our short-term choices. T. Boone Pickens pushes natural gas as a "bridge," but rhetorically asks "a bridge to where?" noting that, "For 40 years our country has had no energy plan, none, zero."

Now we have a direction for his bridge and a framework for our energy plan. In Pickens' natural gas case, for example, we will certainly use some of the natural gas directly in power plants and as a direct fuel for cars. But, we should also use some of our natural gas windfall to support fuel cell fueling via "reforming" (stripping hydrogen catalytically from natural gas to create hydrogen and carbon dioxide,) at the filling station. Mainly because the efficiency of a fuel cell propulsion system is two to three times that of a combustion engine/transmission.

And even though the reforming is only approximately 75 percent efficient, the net greenhouse gas reduction is at least 50 percent when compared to directly combusting the natural gas. So we achieve less petroleum usage and lower greenhouse gas emissions, all while building the fuel cell vehicle car inventory, displacing gasoline cars ,and more importantly, accelerating the construction of a more robust car manufacturing, materials and component supply base, and build jobs which are directed towards the future.

Bottom line, The Third Industrial Revolution is beginning to happen, and is being driven by industry and supported by real commitments (read dollars). No doubt, it will take time. But the beginning stages are happening.

A 2009 study by the National Academies of Science and Engineering on the use of hydrogen as a fuel concluded that by implementing an orderly transition to hydrogen fueled vehicles, U.S. gasoline

consumption could be cut from the currently mind-boggling 140,000,000,000 gallons per year to essentially zero, and Green House Gas emissions to less than 20 percent of current levels.

Yes, it will take time, but we are probably not as far away as you think.

5 Potential Shorts To Consider – Seeking Alpha – 9/26/11

By Hedgephone

The current stock market decline is starting to look more and more like a true bear market and not just a short term correction. The Russell 2000 is already off some 23% since August 1st, and the S&P is down 15% over that period of time. While calling a market top is extremely difficult, finding a true market bottom will likely be just as hard for most investors. In this environment, it pays to avoid risks and stick to a well defined plan without flip flopping. For me, that means having long positions and also short positions taken via bear call spreads or put spreads. Here are 5 stocks we view as strong sells due to valuation or other risks which we would avoid or sell short using tight stop loss orders.

(HRBN) -- Harbin Electric is the M&A arbitrage play that seems to never actually goes into the M&A phase. Harbin's chairman has made an offer for the business but the transaction appears to be, well, taking a long time. Andrew Left of Stock Lemon has done a good job of investigating the Harbin buyout and he thinks the whole entire company is largely a scam similar to CCME and others. Harbin could be the real deal, but after the collapse of so many Chinese reverse mergers, investors should likely avoid this name due to the fact that the potential upside is around 15% while the downside is more like 95% if the company is cooking the books as many experienced short sellers suggest.

(PANL) -- Shares of Universal Display look pretty pricey at 60X sales and a price to book value around 7X. PANL has managed to earn some money in the last quarter which reverses the trend of consistent losses for the company. That said, the \$3MM in quarterly earnings does not warrant the recent run in the stock in our view, as the shares have moved from a low in the \$27 range in August to a price of around \$51 on Friday. PANL shares may have a hidden catalyst that I am not aware of making Universal Display a turnaround play with decent growth prospects, but at current levels with little in the way of earnings I feel the shorts have a better risk/reward in this name than the longs.

(LNKD) -- At 450X earnings, LinkedIn looks like a classic short seller's dream stock. The company is fantastic and their business model is top notch. The valuation, however, is far too optimistic to make any objective sense in my view. Obviously, the stock market is valuing LNKD based on eyeballs, members, mouse clicks, potential, and user enthusiasm and not earnings or cash flows. If LNKD was valued on

cash flow and earnings, the stock would be some 40%-80% lower than current levels. LNKD is currently worth around 6 times as much as AOL, yet AOL has more than doubled the amount of unique visitors as LinkedIn. Clearly, the fact that LNKD is "new" is driving the stock much as this "newness" drove AOL to be worth four times as much as it is today back in 2000. In other words, just because something is new does not make it priceless.

(WPRT) -- Although I really like Westport Innovations as a company, as the theme toward clean fuel has legs and makes a lot of sense, I view WPRT as too speculative of a play on Natural Gas trucking. The stock is currently facing headwinds given that the name has run very far very fast while earnings have not materialized in any significant manner. While natural gas engines are scheduled to arrive next year, the current valuation of the stock leaves a large amount of room for a significant selloff before the future growth in the space is unleashed. I am huge fan of natural gas and the Pickens Plan, but this name faces some headwinds on valuation which is why I am somewhat bearish on WPRT shares even though I am actually bullish on the underlying prospects of the business and the future of natural gas. Natural gas is a no brainer for the U.S. economy and is the only viable way for this country to gain energy independence.

(WYNN) Wynn -- One thing about 2008 that many investors quickly forgot was just how low the casino stocks fell during the worst crisis since the Great Depression. Many investors feel we are headed right back to the lows of three years ago, because none of the fundamental problems in the economy have been substantively fixed. The bears feel that bailouts and Band Aids are only scratching the surface of the issue, while the repeal of Glass Steagall is the real underlying cause of the current depression. If this is true, investors in WYNN should be very careful. Las Vegas Sands (LVS) shares lost nearly 90% of their value in 2008, and if 2011 ends in similar fashion, the casino shares could once again be some of the worst places to be during the financial storm. WYNN shares trade for 45X earnings which leaves plenty of room for multiple contraction in a bear market. While I am a poker player and a fan of the resort, I have to admit that a Wynn short position looks like pocket Jacks preflop to me -- a pretty solid hand but one that carries plenty of risk.

Disclosure: I am short HRBN, LNKD.

Follow us on [Facebook](#)! Or Twitter @pickensplan