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Proceeding/Serial No: 92049332

Filed: 8-5-09

Title: STK, LLC, V. BACKRACK, INC.

Part 3 of 4



Processed by Curtis Puryear



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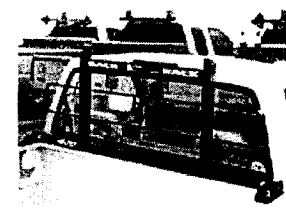
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BACKRACK **Backrack Headache Rack**

The design of the Backrack headache rack for pickup trucks provides versatility to the fleets and individual contractors who use the Backrack for it's function and style. The Backrack can be installed within minutes, and the accessory brackets provide an easy, convenient method of mounting warning lights on to the pickup truck, without having to drill through the roof. Works with tool a box.



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- easy to install
- no drilling on most models
- durable powdercoat finish
- accessory friendly
- limited lifetime warranty

10310	87-96 Dodge Dakota, 89-92 Mazda B-Series, 84-98 Toyota Pick-up	\$249.95	<input type="text" value="1"/>	<input type="button" value="Add"/>
10310TB	87-96 Dodge Dakota, 89-92 Mazda B-Series, 84-98 Toyota Pick-up w/ Toolbox	\$249.95	<input type="text" value="1"/>	<input type="button" value="Add"/>
10311	93-04 Ford Ranger, 93-04 Mazda B-Series	\$249.95	<input type="text" value="1"/>	<input type="button" value="Add"/>
10311TB	93-04 Ford Ranger, 93-04 Mazda B-Series w/ Toolbox	\$249.95	<input type="text" value="1"/>	<input type="button" value="Add"/>
10312	82-04 Chev/GMC S10-S15, Sonoma, 91-04 Isuzu Rodeo, 87-04 Nissan Pick-up & Frontier	\$249.95	<input type="text" value="1"/>	<input type="button" value="Add"/>
10312TB	82-04 Chev/GMC S10-S15, Sonoma, 91-04 Isuzu Rodeo, 87-04 Nissan Pick-up & Frontier w/ Toolbox	\$249.95	<input type="text" value="1"/>	<input type="button" value="Add"/>
10313	97-04 Dodge Dakota, 97-04 Toyota Tacoma	\$249.95	<input type="text" value="1"/>	<input type="button" value="Add"/>
10313TB	97-04 Dodge Dakota, 97-04 Toyota Tacoma w/ Toolbox	\$249.95	<input type="text" value="1"/>	<input type="button" value="Add"/>
10501	99-04 Ford Superduty	\$249.95	<input type="text" value="1"/>	<input type="button" value="Add"/>
10501TB	99-04 Ford Superduty w/ Toolbox	\$249.95	<input type="text" value="1"/>	<input type="button" value="Add"/>
10501US	99-04 Ford Superduty w/ Short Top Posts	\$249.95	<input type="text" value="1"/>	<input type="button" value="Add"/>
10502	97-03 Ford F150, F250 Light Duty (and 2004)	\$249.95	<input type="text" value="1"/>	<input type="button" value="Add"/>
10502TB	97-03 Ford F150, F250 Light Duty (and 2004) w/ Toolbox	\$249.95	<input type="text" value="1"/>	<input type="button" value="Add"/>
10503	88-98 Chev/GMC CK Series, Classic Body Style	\$249.95	<input type="text" value="1"/>	<input type="button" value="Add"/>
10503TB	88-98 Chev/GMC CK Series, Classic Body Style w/ Toolbox	\$249.95	<input type="text" value="1"/>	<input type="button" value="Add"/>
10504	68-88 Chev/GMC, 69-93 Dodge Full Size Pick-up, All	\$249.95	<input type="text" value="1"/>	<input type="button" value="Add"/>
10504TB	68-88 Chev/GMC, 69-93 Dodge Full Size Pick-up, All w/ Toolbox	\$249.95	<input type="text" value="1"/>	<input type="button" value="Add"/>
10505	75-96 Ford F-Series 6.5 ft bed	\$249.95	<input type="text" value="1"/>	<input type="button" value="Add"/>

10505TB	75-96 Ford F-Series 6.5 ft bed w/ Toolbox	\$249.95	1	<input type="button" value="Add"/>
10506	75-96 Ford F-Series 8 ft bed	\$249.95	1	<input type="button" value="Add"/>
10506TB	75-96 Ford F-Series 8 ft bed w/ Toolbox	\$249.95	1	<input type="button" value="Add"/>
10507	94-01 Dodge 1500, 94-02 Dodge 2500, 3500	\$249.95	1	<input type="button" value="Add"/>
10507TB	94-01 Dodge 1500, 94-02 Dodge 2500, 3500 w/ Toolbox	\$249.95	1	<input type="button" value="Add"/>
10508	93-98 Toyota T-100, 99-04 Toyota Tundra	\$249.95	1	<input type="button" value="Add"/>
10508TB	93-98 Toyota T-100, 99-04 Toyota Tundra w/ Toolbox	\$249.95	1	<input type="button" value="Add"/>
10509	99-04 Chev/GMC Silverado, Sierra (New Body Style) DW	\$249.95	1	<input type="button" value="Add"/>
10509TB	99-04 Chev/GMC Silverado, Sierra (New Body Style) DW w/ Toolbox	\$249.95	1	<input type="button" value="Add"/>
10512	2004 Ford F150	\$249.95	1	<input type="button" value="Add"/>
10512TB	2004 Ford F150 w/ Toolbox	\$249.95	1	<input type="button" value="Add"/>
10517	02-04 Dodge 1500, 03-04 Dodge 2500, 3500 (new body)	\$249.95	1	<input type="button" value="Add"/>
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10512TB	2004 Ford F150 w/ Toolbox	\$249.95	1	Add
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 The BACKRACK™ design provides excellent cab protection while providing a sturdy structure to secure cargo, carry ladders and mount a variety of warning lights. The BACKRACK™ can be installed within minutes without drilling on most trucks. More than 20 available accessory brackets provide easy, mounting of toolboxes, strobes, arrow sticks, light bars, antennas, spot lights and more. The BACKRACK™ comes in a high quality black powder coated finish.
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BACKRACK Headache Rack for 04-06 Ford F-150
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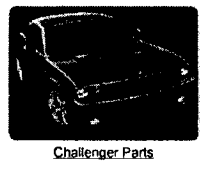
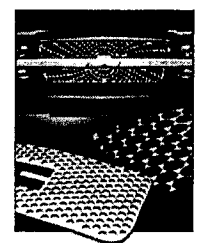


BACKRACK Headache Rack for 99-03 Ford F-150 SuperCrew
 The BACKRACK™ design provides excellent cab protection while providing a sturdy structure to secure cargo, carry ladders and mount a variety of warning lights. The BACKRACK™ can be installed within minutes without drilling on most trucks. More than 20 available accessory brackets provide easy, mounting of toolboxes, strobes, arrow sticks, light bars, antennas, spot lights and more. The BACKRACK™ comes in a high quality black powder coated finish.
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BACKRACK Headache Rack for 04-06 Ford F-150 Supercrew
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BACKRACK Headache Rack for 99-06 Ford Super Duty





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BACKRACK Headache Rack for 93-05 Ford Ranger



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BACKRACK Headache Rack for 88-98 GM C/K Series



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BACKRACK Headache Rack for 99-06 GM Silverado & Sierra



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BACKRACK Headache Rack for 82-05 GM S10,S15 & Sonoma



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BACKRACK Headache Rack for 04-06 GM Colorado & Canyon



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BACKRACK Headache Rack for 94-02 Dodge Ram



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BACKRACK Headache Rack for 02-06 Dodge Ram



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BACKRACK Headache Rack for 87-04 Dodge Dakota



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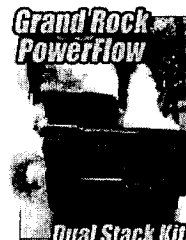
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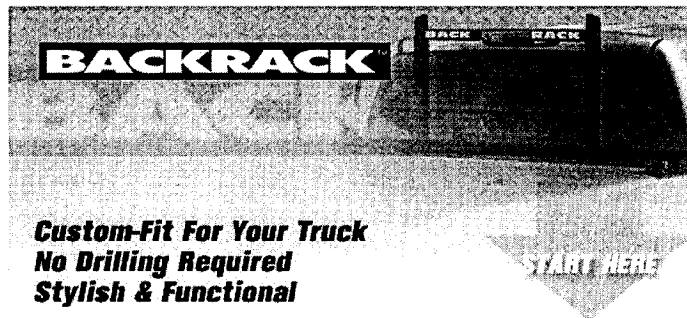
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Backrack Headache Racks

Backrack Headache Racks provide superior cab protection and can be installed within minutes without drilling on most trucks. Backrack Headache Racks are sturdy and can carry ladders and can be used for mounting a variety of warning lights. More than 20 available accessory brackets provide easy mounting of toolboxes, strobe lights, arrow sticks, light bars, antennas, spot lights, and more.

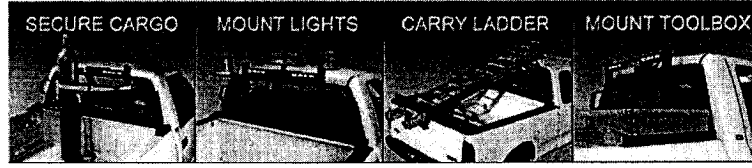
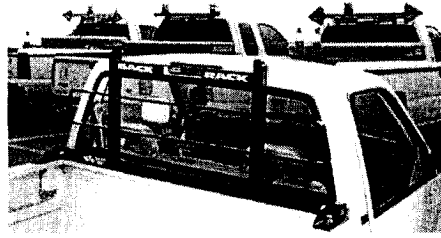
Features of the Backrack:

- BackRack cab guards are quickly becoming standard equipment on fleet vehicles across North America
- The design of the BackRack provides versatility to the fleets
- Ideal for individual contractors who use the cab guard for its function and style.
- Built with heavy gauge "pickled and oiled" steel tubing that gives a clean, scale-free finish for maximum rust resistance
- BackRack cab guard provides strength and utility
- Maintains the style of your pickup truck

10 Reasons to Buy a Backrack Headache Rack:

1. Stylish appearance is functional and attractive
2. Rugged steel construction - built to perform on the toughest job sites
3. Powdercoated, not painted, for maximum rust resistance
4. Third brake light on the cab is completely visible
5. Protects the cab and rear window from damage
6. Secures cargo to prevent shifting
7. Provides mounting locations for lights and other accessories
8. Wider variety of accessory brackets available
9. Bedliner and toolbox friendly
10. Easy to install - no drilling for most trucks

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Utility Pick up Truck & Van, Work, Construction & Ladder Racks | Site Map

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The BackRack Rear Window Protector Headache Rack is attractively constructed with black powder coated steel bar stock and tubing and in stock at UtilityRacks.com.

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Truck Cab Protection

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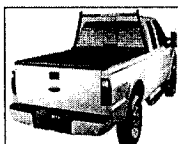


Van Guards

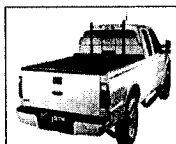
Results 1 - 16 of 16 product group(s) under this category.



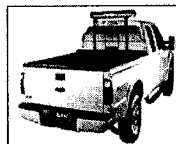
STK Pro Rack Cab Guards



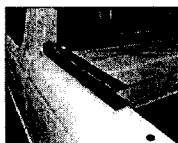
STK Pro Guard Cab Guards



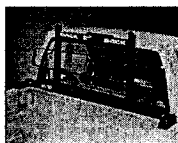
STK Cab Guard Antenna Mounts



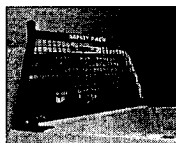
STK Cab Guard Light Brackets



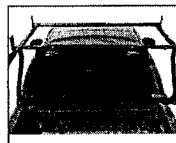
STK Tool Box Brackets



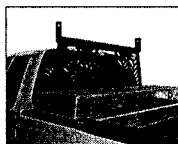
Back Rack Cab Guards



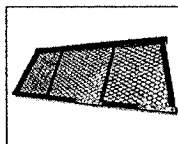
Safety Rack



Cross Tread Cross Guard Window & Cab Protector



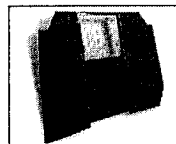
Cross Tread Cross Guard Stand Alone Window & Cab Protector



Amer-Rac Window Guards



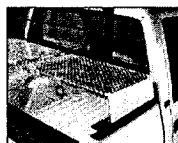
Vistas Van Window Security Bar System



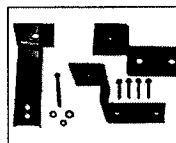
Vistas Van Partition & Accessories



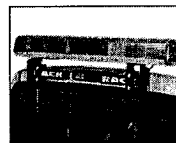
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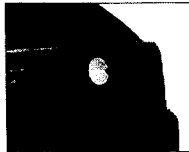
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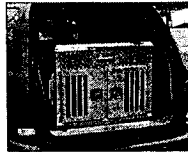
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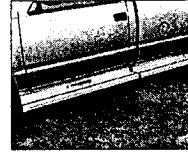
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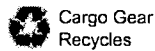
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Silverado & Sierra, 1999-2006	Order	Order
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Dodge	with Toolbox Brackets	Regular Brackets
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Ram, 1994-2001 (requires minor drilling)	Order	Order
Dakota, 1987-2004 (requires minor drilling)	Order	Order
Fullsize Pickup, 1968-1993	n/a	Order
Ford	with Toolbox Brackets	Regular Brackets
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S10/Sonoma, 1982-2005 (requires minor drilling)	Order	Order
C/K Series, 1988-1998	Order	Order
Fullsize Pickup, 1968-1987	Order	Order
Dodge	with Toolbox Brackets	Regular Brackets
Ram, 2002-2008	Order	Order
Ram, 1994-2001 (requires minor drilling)	Order	Order
Dakota, 1987-2009 (requires minor drilling)	Order	Order
Fullsize Pickup, 1963-1993	Order	Order
Ford	with Toolbox Brackets	Regular Brackets
F-150, 2004-2009	Order	Order
F-150 SuperCrew, 2004-2009	Order	Order
SuperDuty, 1999-2009	Order	Order
Ranger, 1993-2009 (requires minor drilling)	Order	Order
F-150, 1997-2003	Order	Order
F-150 SuperCrew, 1999-2003 (requires minor drilling)	Order	Order
F-Series Shortbed, 1975-1996	Order	Order
F-Series Longbed, 1975-1996	Order	Order
Nissan	with Toolbox Brackets	Regular Brackets
Titan, 2004-2009	Order	Order
Pickup/Frontier, 1987-2009 (requires minor drilling)	Order	Order
Toyota	with Toolbox Brackets	Regular Brackets
Tundra, 2007-2009	Order	Order
Tundra/T100, 1993-2006 (requires minor drilling of Safety Rack)	Order	Order
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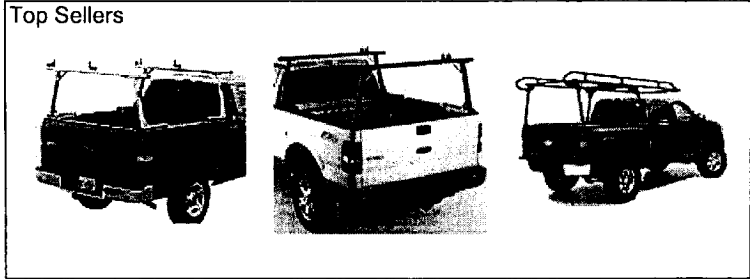
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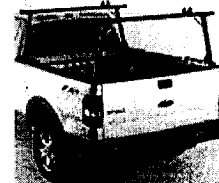
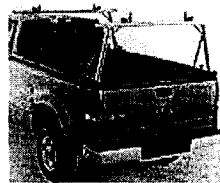


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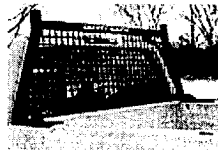
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1. Amer-Rack Removable Ladder Rack for Pickup Trucks, flat, \$274.95
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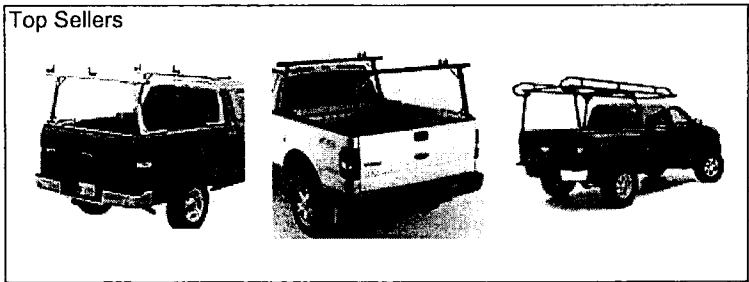
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2. TracRac ConTractor truck rack for Ford F-

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Pest Control

August 1, 2004

SECTION: Pg. 32 Vol. 72 No. 8 ISSN: 0031-6121

ACC-NO: 121402463

LENGTH: 1796 words

HEADLINE: Go make your bed: maximize your truck bed storage space;
2004 Vehicle Guide

BYLINE: Harmon, Jim

BODY:

Your truck bed is your main storage and work station in the field. From a basic pickup truck to a custom utility bed, the concept is the same: You need safe, secure and ample storage space for equipment, materials and tools.

The standard issue setup is typically a cross box from the local warehouse store and a ladder rack.

Low-end cross boxes typically start around \$ 250. Ladder racks range from \$ 200 for a rail mount or standard mount single ladder rack to \$ 1,400 for a complete system that will not only hold ladders, but also construction materials.

The use of the truck will dictate the type of ladder rack you purchase. If you use a 6-ft. ladder and nothing else, the twin upright stanchion models will be adequate.

If you will be using a long extension ladder, you can always tie the ladder to the

cab of the truck and the rear bumper--although that's neither good for your company

image nor for the truck! For longer extension ladders, I recommend a full-size ladder

rack with cross support beams and front support extension.

Another option, if you are using a full commercial heavy-duty shell, is to use the

ladder hold-down and rack systems that are commonly found on commercial vans. With

a slight modification to the attachment feet, these units will bolt down to the shell

top. Check with the shell manufacturer for any additional supports necessary. Weatherguard

(

www.weatherguard.com

) makes a nice extension ladder rack called EZ One. This rack

actually secures the ladder on hooks and rotates up onto the top of the truck from

chest height--a great idea when dealing with heavy extension ladders.

If you want to use a ladder rack and storage boxes, why not keep the bed open as

much as possible? Some companies have developed side boxes that are mounted on the

side rails of the truck bed and can run the full length of the bed. These make the

most of the available space on the truck while not compromising the use of the bed

space. Coupled with a full ladder rack, you can also add open rear and top covers

to seal off and lock the interior bed area.

Toolbox configurations

Toolbox locks don't always survive the consistent opening and closing. Do you do

what most PMPs do--put an exterior hasp and padlock on it or replace the lock "with

a new one? Have you thought about the costs of this process over time?

If you want to keep your cross box toolbox storage unit, there are other options.

A number of companies make so-called "headache" ladder racks for the front and rear

racks for carrying ladders also. These racks keep the ladder off the cab of the truck,

but are not as expensive and cumbersome as the full ladder racks. Backracks' (www.backrack.ca

)

Go make your bed: maximize your truck bed storage space; 2004 Vehicle Guide Pest Control August 1, 2004

units, for example, start at around \$ 250 complete.

Another variant of cross box storage is adding on a short, hard-shell tonneau cover

in combination with the toolbox. Gaylord's Truck Bed Lids (www.gaylordslids.com

)

manufactures a custom work truck tonneau for this purpose that starts around \$ 600.

This tonneau uses a state-of-the-art hinge support mechanism and can be removed in

seconds to use the open truck bed.

Gaylord's went a step further for those who want a smooth top without the work box

in the back: They developed the Butterfly tonneau. It is split down the middle, so

each side of the tonneau opens independently for easy access to tools and materials.

The tailgate is still usable and can be opened to allow storage of longer materials

and small ladders.

Other specialized tonneau covers have been developed by ARE (www.4are.com

) with three

door hatches into the bed area and may be coupled with a full ladder rack direct

from the factory. This is a great option for sales trucks that won't be carrying

much in the way of chemicals.

Full shell

The next step up is a full shell for the work truck. The primary drawback in our

field is that it is hard to find ladder racks that will work with the shells. Some

shell manufacturers have designed specific work truck and recreational categories

for their units. These are similar in price, but the work truck shells are by far

more appropriate.

The premiere shell in the market currently is ARE's Deluxe Commercial Unit, which

can be custom-ordered with various lengths of the side doors to access the bed areas

or built-in side toolboxes. The rear door may be single or double, open sideways

or overhead, with or without windows. They can even provide interior toolbox

lighting.

For a full sized truck with an 8-ft. bed, units start at \$ 1,600 plus installation.

Gemtop (

www.gemtopmfg.com

) manufactures the WorkMate, which is similar to the ARE

DCU, but without the custom options. These shells include a ladder rack that will

provide proper carrying and security for your ladders.

If you want to go a step further, with any type of shell or tonneau on the truck

or even with an open bed and boxes, there are inexpensive bed trays available. Basically,

these are flat panels on large rollers. They extend out from inside the bed and allow

you to load them up and push everything to the front of the truck bed without killing

your back. Prices start around \$ 300 and go up from there. The unit pictured on

page 32 is the BedRat from Weatherguard, which retails around \$ 600.

Another area that deserves attention is the use of smaller storage boxes that can

be placed in the cab or in smaller, unusable spaces of the bed. We recently put a

full compliment of Weatherguard's storage drawers, cabinets and shelving systems

in the extra cab section of a full-sized truck to take advantage of the wasted space.

These units can start in price from \$ 250. With all the various types of boxes and

each vehicle's unique needs, however, only you can decide which setup is right for

your truck.

Watch your rear end

Pay attention to the weight of all the items you put on your truck. Take the weight

of all of the add-on items and add it to the weight of the driver and all the tools

and equipment. This should be no more than 66% of the total available cargo capacity

of the truck. If you are close to this limit level (within 10%), install load-leveling

devices and sway bars on the truck.

Load-leveling devices are helper springs for the rear suspension. They pre-arc or

Go make your bed: maximize your truck bed storage space; 2004 Vehicle Guide Pest Control August 1, 2004

limit the movement of the stock spring pack. This helps to control the rear end of

the vehicle in normal daily driving. Just ask any technician--nothing is worse than

trying to keep a droopy truck under control while driving. It's an accident waiting

to happen.

The rear end load-leveling devices range in price from \$ 150 to \$ 450 installed.

The most common units that are installed are helper springs commonly known as Add-A-Leaf,

manufactured by a variety of companies. This system adds another spring to the spring

pack on the truck. Typical installation takes about a day and may cost up to \$ 400

per vehicle.

RoadMaster Active Suspensions (
www.activesuspension.com

) pre-arc system consists

of a coil spring attached between the axle and the rear shackle. The typical cost

of this system is \$ 300 installed per vehicle and about two hours of time. Add to

the rear suspension upgrade a set of good front and rear sway bars to increase the

safety of the truck, and you will have a well-designed vehicle for additional safety.

Dollars and sense

All of the above may sound wonderful,
but it is an investment, pure and simple.

Let's look at some common setups
and their costs:

Typical Truck

Drop In Bed Liner	\$ 200
Cross Box	\$ 350
Ladder Rack	\$ 750
Installation	\$ 300
Total	\$ 1,600

Truck Plus

Spray In Liner	\$ 500
Side Boxes	\$ 750
Ladder Rack	\$ 500

Installation	\$ 300
Total	\$ 2,050
Truck with Work Truck Tonneau	
Spray In Liner	\$ 500
Truck Box	\$ 350
Ladder Rack	\$ 250
Tonneau	\$ 600
Installation	\$ 400
Total	\$ 2,100
Truck with Butterfly Tonneau	
Spray in Liner	\$ 500
Butterfly Tonneau	\$ 1,250
Installation	\$ 300
Total	\$ 2,050
Truck with Shell	
Spray In Liner	\$ 500
ARE DCU Shell	\$ 1,600
Installation	\$ 250
Total	\$ 2,350

As you can see, depending upon your budget, there is a range of \$ 1,600 up to \$ 2,350

for the five variants on a truck setup we have listed. Add onto each of these another

\$ 300 for a suspension upgrade for safety.

Some advantages of the use of truck boxes include ease of installation and maintenance.

The larger shell gives you much more room to play with for storage and security.

The added plus with the larger shell is the larger side area for company graphics

and advertising.

There are also other options you may have if you know a truck utility bed manufacturer,

such as having a custom-made utility drop-in box setup. This is a bit costly, but

it may suit your needs better.

The expense of setting up a new vehicle in your fleet can be expensive and daunting

as a sunk cost, but the return on your investment is a different matter. Each vehicle

can be set up to suit the specific needs of your company. If you need a termite inspection

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truck, for example, a simple tonneau or butterfly tonneau would be perfect. Service

vehicles will need more storage.

Your decision must be based on the specific needs and budgeted cost. Don't forget

the intangible costs and benefits of the vehicle setup. A properly set up vehicle

also takes into account the aesthetics to the service technician and the public.

Make it attractive and eye-catching as well as something the technician will be proud

to drive.

Protection options

Once you purchase a new truck, your first concern should be helping protect the truck

bed from all the severe duty it will experience during its service life. Drop-in

plastic liners are relatively inexpensive (\$ 150 and up), but can still scratch the

paint and will not last more than a couple seasons.

Spray-on liners are high-quality, epoxy resin materials that are sprayed onto the

bed of the truck like paint. Typically 1/8- to 1/4-in. thick, the material, which

starts at about \$ 400, takes a couple days to cure but will stand up to most abuse.

Custom color applications are available to match company colors. Suppliers include

Rhino Linings (

www.rhino linings.com

) and Line-X (

www.linexcorp.com

).

Jim Harmon is a frequent contributor to Pest Control. He has bachelor's and master's

degrees in urban entomology, along with an MBA in entrepreneurship and finance. He

is owner of Urban Entomology Associates, a pest control services firm in San Dimas,

CA. Contact him at

pccontributor@advanstar.com

LOAD-DATE: August 31, 2004

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1 of 1 DOCUMENT

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Landscape & Irrigation

December 1, 2002

SECTION: Pg. 32(3) Vol. 26 No. 12 ISSN: 0745-3795

ACC-NO: 95676972

LENGTH: 1663 words

HEADLINE: Clever, useful products to outfit your trucks.;
Vehicle Emporium.

BYLINE: Roche, Jerry

BODY:

The accessories you choose for your pick-up truck (or fleet) can have a serious impact on productivity. Rather than accessorize with noplan in place, you should try to make each vehicle a complete, self-contained "system," designed to do the jobs that need to be done -- within your budget.

Start with loading/unloading capabilities.

Getting a mower -- even a small trimmer mower -- in and out of a pick-up truck or trailer bed can be back-breaking work when repeated 15 or 20 times a day. Fortunately, this is not necessary. Depending on your needs and budget, there is a ramp available to help you overcome these obstacles.

They come in configurations like aluminum loading ramps; free-standing, drive-on work platforms; tailgates that fold out and down to form loading ramps; telescoping ramps; bed extenders; slide-out hideaway ramps and flow-through end gates.

In addition, there are easy ways to unload sand, gravel, mulch or whatever from the back of an ordinary pick-up-truck bed. With the LH 3000 (Loadhandler Industries), for instance, you can unload material in under a minute -- without a shovel. The LH 3000 is a heavy-gauge tarp that is rolled up on a steel bar that mounts on the tailgate. The tarp is unrolled across the bed of the truck and then loaded normally. When it's time to unload, drop the tailgate, insert the crank, and the drag sheet pulls the load off the truck. The unit installs and removes in minutes or can be left on the truck when not in use.

Organization

Then you move on to organizing the space you have. Pick-up trucks are great

places to put stuff, but as anyone who has one knows, too much stuff can be a pain. Giving each item its own place can help you keep your head when all those about you are losing theirs. Truck boxes help keep your stuff in its place and allow you to secure it so it remains your stuff, and not somebody else's.

Truck boxes are made of anything from plastic to diamond plate aluminum and steel; most of which lock, some of which come with powder-coat finished to prevent oxidation and/or weather sealing.

Utility and service bodies are the ultimate in tool boxes, but can handicap the use of a truck for other purposes or cause problems if the truck breaks down. One interesting product is the Load'N'Go (Phenix Enterprises), which has telescoping supports at each corner that can be extended, allowing the operator to drive the truck out from beneath the body. This frees your truck up for other uses and allows the body to be easily transferred to another vehicle when the need arises. It fits most pick-up trucks and has both side compartment and a slide out bed compartment.

The biggest problem in the bed area is organizing the limited space available. Equipment racks can help keep items like trimmers and blowers easily accessible while keeping truck beds free for bulk items or wheeled equipment like mowers. It used to be that you had to make do with the standard ladder rack, but specialized racking systems for landscapers are now available to help you keep your equipment handy, protected and off the bed of the truck where it can be damaged or stolen.

In addition to ladder/lumber racks and tie-down clamps, you can purchase lockable tool organizers and equipment/tool holders. Many racks come in a variety of configurations for any application and can hold and organize all of your equipment from string trimmers to gas cans.

Other neat stuff

For the cab, the newest portable desks can be seen at many custom truck dealers. One mini-desk fits into the front passenger seat of most vehicles and provides a place for papers, pencils, laptop computers, or whatever. The entire unit is held securely in place by the vehicle's seat belt and safety strap.

Dual wheel kits allow you to convert that old half-ton into a heavy-duty hauling machine. Complete kits include adapters, wheels, and dually fenders. For the undercarriage, you can beef up your suspension with coil springs and leaf springs, or add mud flaps with specially designed holders and brackets. Other outer accessories you might want to investigate include aluminum side-bed caps, running boards, brushguards, cargo bars and tonneau bed covers.

What about tarps? Once your trimming and cutting is done, you're left with the problem of hauling green waste to be disposed. Many localities have ordinances requiring loads of trash or debris to be covered for transportation. Disposal sites will often turn away vehicles that show up with an uncovered load. Tarps and rope, while inexpensive, can often be a pain to tie down and can easily come undone. Roll out tarps make it easy to cover and uncover loads quickly and easily with no fear that things will come loose on the road.

So you can purchase what is called a "tarping system": an enclosed, spring-loaded roll bar that mounts at the front of the bed with pull ropes and self-retracting (automatic or semi-automatic) mechanisms.

Truck-mounted cranes -- some of which are telescoping -- can solve a lot of lifting problems by allowing pallets of material to be loaded easily into a pick-up truck or trailer. They can also help maneuver into position heavy objects like statuary, rocks or even large containerized plants. The problem is

finding one that can be used with your unmodified truck. Some can lift up to one ton.

Where to buy them

Company	phone	Product(s)
Arrow Craft	(248) 280-0210	dual wheel kits
Backrack	(800) 265-8137	racks, accessories
Bannerman	(800) 665-2696	Loading ramps
Betts Spring	(800) 458-8600	coil springs
Contico International	(800) 831-7077	tool boxes, ladder racks
Crysteel Manufacturing	(800) 533-0494	dump, service bodies
D&S Sales	(800) 288-6853	fold-away crane
Dee Zee Manufacturing	(515) 265-7331	truck boxes
Diamond Liners	(800) 543-1212	bed liners
Draw-Tite	(800) 521-0510	trailer hitches
E-Z Equipment	(760) 737-2400	Loading ramps
Femco, Inc.	(800) 677-0898	covers, tarps
Green Touch Industries	(800) 621-6919	equipment racks
Highland Group Ind.	(800) 234-6992	loading ramps
Innovative Industries	(715) 627-4467	stowable ramp
Jungle Jim's	(888) 844-5467	accessory racks
Loadhandler Industries	(800) 580-0791	slideable unloading tarp
Masterbuilt Mfg.	(800) 489-1581	platform rack/carrier
Maxi Products	(800) 833-3740	chip-box bodies
Penda Corp.	(608) 742-5301	bedliners
Phenix Enterprises	(909) 469-0411	removable utility body
Ramp Solutions	(805) 899-1500	telescoping ramp
Reading Body Works	(800) 458-2226	service bodies
Rhino Linings U.S.A.	(858) 450-0441	bedliners
Roll Rite	(800) 297-9905	roll-out tarping system
Stahl	(800) 277-8245	dump, custom bodies
Super Lawn Truck	(478) 923-0027	custom bodies
TrimmerTrap	(800) 279-8727	equipment racks
Tuflex Manufacturing	(800) 327-9005	custom bodies

RELATED ARTICLE: ABS brake kits for trailers

BlueDot's TA-7000 and TA-8000 Series anti-lock-brake actuating system kits are for short-run installations where same-day or quick turnaround times are needed. The system fits a wide variety of commercial-duty 1-, 2- and 3-axle trailers weighing up to 45,000 lb. They have an electronic control unit relay valve that monitors the movement of each sensed wheel, thereby modulating air pressure on the brakes for sure, controlled stops.

Clever, useful products to outfit your trucks.; Vehicle Emporium. Landscape & Irrigation December 1, 2002

The kits feature custom-ordered capability for universal fit and come complete with packaging to lessen inventory costs and increase installation efficiency.

BluDot, Inc.

Phone: (574) 277-2306

Circle 151 on Reader Service Card or

www.OneRS.net/212li-151

New engine meets standards

Ford's new 1.6-liter engine, model TSG-416, can operate on gasoline, natural gas or LP gas. It replaces the popular Ford 1.3-liter engine, and can be used for sweepers, lift equipment, wood chippers, forklifts, irrigation pumps, concrete saws and lawn/turf equipment.

The TSG-416 meets 2003 C.A.R.B. emission standards for large spark-ignited engines. It has a 3-year/2,000-hour warranty.

Standard features include a chain-driven single overhead crankshaft, die-cast aluminum cylinder head, cast-iron cylinder block and closed-loop fuel control for improved emissions control.

Ford Power Products

Phone: (800) 833-4773

Circle 152 on Reader Service Card or

www.OneRS.net/212li-152

Flat-proofed tires optional

From now on, buyers of Caterpillar skid-steers and Telehandlers will have the option of having tires filled with Arnco's SuperFlex polyurethane flat-proofing material.

A SuperFlex-filled tire functions similar to an air-filled tire, but the substance is excellent for delivering a smooth ride, small footprint and more flotation. It protects both operator and machine from vibration and jolting, increases tire life and performance, adds ballast, and maintains proper tire pressure and footprint, Arnco says.

Arnco, Inc.

Phone: (323) 249-7500

Circle 153 on Reader Service Card

Brand new attachment

Designed to increase the capacity of its Pro-Series brooms, the TrynEx debris leaf-pusher attachment is ideal for lighter debris like leaves, cans and bottles.

Consisting of two steel uprights and a heavy-duty poly fencing material, the debris leaf-pusher basically adds a strong net to the broom attachment. It bolts to the front of any SweepEx Pro-Series broom.

Pro-Series brooms are available in 48-, 60-, 72- and 90-inch lengths.

TrynEx International

Phone: (800) 725-8377

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LOAD-DATE: February 19, 2008

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EXHIBIT B3



1 of 1 DOCUMENT

Copyright 1997 PR Newswire Association, Inc.
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February 3, 1997, Monday

SECTION: Financial News

DISTRIBUTION: TO AUTO AND BUSINESS EDITORS

LENGTH: 1088 words

HEADLINE: Frost & Sullivan Truck Accessories Gain Popularity With the Consumer as Well as OEMs

DATELINE: MOUNTAIN VIEW, Calif., Feb. 3

BODY:

Life's little luxuries are starting to cost more and more as people are accessorizing their trucks within the first month of purchase. According to recent strategic research by Frost & Sullivan, "The North American Truck Accessory Aftermarket," consumer demographics are changing and trucks are being acquired to be used as the second vehicle in today's households.

This surge in growth can be attributed to the increase in sales for the light truck industry, which includes pickup trucks, sport utility vehicles, and vans. It is expected that by the year 2000, light truck sales will have reached approximately 50 percent of the total vehicle sales. Accordingly, the market for light truck accessories is expected to grow with revenues of approximately \$1.54 billion in 1996.

In the first year of ownership, consumers will spend approximately \$1,700 to accessorize their new wheels. Automotive analyst Danielle McDonald says, "Accessories are purchased for two primary reasons: they serve a particular function and they add cosmetically to the vehicle." Trucks are being purchased for recreational use and are no longer strictly work-related. Women and families are purchasing trucks in increasing numbers, and are opting for those vehicles that come equipped with luxury items.

Customers are looking for features that add an element of style to their vehicle. Those luxury items have been putting the accessory manufacturers as well as the OEM designers on the edge of their seats while consumers are changing their preferences. It is becoming obvious that the aesthetics of a truck are becoming more significant than just the pleasures of having a new vehicle. The accessories on the truck and how it looks may even be just as important as how the truck actually handles on the road.

In answer to customers' needs, aftermarket manufacturers are turning to alternative materials to achieve an OEM look. Instead of designing a one-size-fits-all accessory, manufacturers are designing the accessories to fit the light truck and achieve an OEM look. Manufacturers are using alternative materials, such as fiberglass and ABS plastic, to accommodate the new styling of contoured light trucks.

Competition in this market is becoming extremely heavy, as both large and small manufacturers are competing for

the consumers' dollar. Companies that can win an original equipment manufacturer (OEM) contract have the competitive edge. They can sell their accessories through new car dealers and can view model specifications before the rest of the competition does.

The accessories most popular with new truck owners are bedliners and truck caps. These are the most commonly purchased items and are used primarily to protect the bed of the truck and to enhance the cosmetic appearance of the vehicle.

Other accessories included in this research are running boards and steps, hood shields, light covers, grille guards and brush guards, tool boxes, overhead truck and van racks, trailer hitches, and side rails.

The companies participating in this market include: 20th Century Fiberglass, A.R.E. Inc., Accord Manufacturing Corporation, Adrian Steel Company, Aduco International, Inc., Aero-Tec, Amzee Corporation, Atwell Industries, Inc., Auto Ventshade Company, BAK Industries, BCI Incorporated, Backrack Inc., Bodygard, Camper Products Inc., Canuck Industries, Cheyenne Products, Inc., The Colonel's, Inc., Contico Manufacturing Company, Inc., Continental Accessories, Inc., Cross Tread Industries Inc., Crown Steel Company, Inc., Custom Form Manufacturing, Inc., Daws Manufacturing Co. Inc., Dee Zee, Inc., Deflecta-Shield Accessories, Delta Consolidated Industries, Inc., Donmar Enterprises, Inc., Douglas Dynamics LLC, Downey Products, Inc., Draw-Tite, Incorporated, Durakon Industries Inc., EGR Incorporated, Excalibur Swift Lift, Extang Corporation, Fisher Engineering, Freedom Design, GT Styling, Inc., Gaylord's Fiberglass Custom Lids & Access., Gem Top Manufacturing, Inc., Glasstite, Inc., Go Industries Inc., Go Rhino! Products, Inc., Grizzly Products, Guidon Truck Covers, Hauler Racks, Hidden Hitch of America, Inc., Homestead Products, Inc., Hop Cap, Incorporated, ICI, J & J Enterprises, Jason Industries, Inc., K & W Manufacturing Company, Inc., Kenco/Williams, Inc., Knaack Manufacturing Company, Koneta/LRV, Leer, Inc., Leonard Buildings & Truck Covers, Longtech International Inc., Lund Industries Incorporated, Manik Motors Inc., Master Rack, Maxwell Trailers & Pickup Accessories, Metcalfe Plastics Corporation, Mid America Automotive Products, Inc., Millennium Products, Inc., MITO Corporation, New Vision Fiberglass, Inc., Owens Products Inc., Pardners Unlimited, Inc., PCI Truck Accessories, PENDA Corp., Perrycraft Inc., Prestigious Accessories, Inc., 901Prime Designs, Pro Rac Systems, Inc., PUTCO, Inc., Putnam Hitch Products, Inc., Quality S Manufacturing, Quest Product Manufacturing & Sales, Inc., Raider Industries, Inc., Rail-N-Rack / Seaport Marine, Inc., Ram Off Road Accessories, Ranch Fiberglass, Rawson Koenig Inc., Reese Trailer Hitches, Rugged Liner, Inc., Shelton Industries, SMITTYBILT, Inc., SNUGTOP, Sport Masters, Inc., Sportsman Pickup Covers, Inc., Sta-Tyte, America., Stampede Products, Inc., Statewide Aluminum Inc., Street Stuff, Stull Industries, Inc., System One Modular Truck Equipment, Tail Gater Inc., Tekstyle By Design/Design Automotive Group, Top Cap Easy Lift, Urban Industries, Inc., Valley Industries, Inc., Vanguard Manufacturing Inc., V-Tech, Wolf Automotive, York Products, Inc., Arma Coatings, AutoZone, BedRock of St. Louis, Bell Tech, Incorporated, Bushwacker, Inc., C.R. Laurence Co. Inc., Hide-N-Side, Husky Liners, Incredible Truck Accessories, Line-X, Loadhandler Industries, Inc., PEP BOYS, T-Rex Truck Products, Inc., Westin (subsidiary of Wedgestone), Wise Industries, Inc., Yukon Tool Boxes, and Zolatone Automotive Division.

Frost & Sullivan is an international marketing consulting company that monitors the automotive industry for market trends, market measurements, and strategies. This ongoing research is utilized to update a series of research publications such as #5365-18 North American Accessory Aftermarkets and to support industry participants with customized consulting needs.

Report: 5574-18 Publish Date: March 1997 Price: \$2950

SOURCE Frost & Sullivan

reports are available to the press./

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LOAD-DATE: February 4, 1997

TTAB – STK, LLC v. BACKRACK, INC.
Cancellation No. 92049332 – Registration No. 3014986

EXHIBIT B4



2 of 2 DOCUMENTS

Copyright 2009 Star Tribune
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Star Tribune (Minneapolis, MN)

June 4, 2009 Thursday
Metro Edition

SECTION: VARIETY; steals + deals; Pg. 8E

LENGTH: 316 words

HEADLINE: steals + deals

BYLINE: JOHN EWOLDT, STAFF WRITER

BODY:

Cheap moving boxes

The moving boxes featured in this week's Home Depot ad are priced about as low as I've seen. The new, lower everyday prices include a small box (17 by 12 by 12 inches) for 67 cents, a medium (18 by 18 by 16 inches) for 97 cents and a large (18 by 18 by 24 inches) for \$1.27. Other sizes are also available.

Shoe Zoo outlet reopens

This summer, the Shoe Zoo outlet for kids' and women's shoes has been moved upstairs above the main store (3146 Hennepin Av. S., Minneapolis, 612-823-3988). The shoes are a mix of European and U.S. brands, including Converse, Naturino, Nike, Merrill, Aster, Primiji, Adidas, Skechers and Umi, priced from \$10 to \$40 on sale, regularly up to \$120. Winter and summer boots, shoes and sneakers are represented, for infants, teens and women. The store opens Friday and will remain open through August.

Green jeans

Donate any pair of used jeans to a Lands' End Inlet (Minnetonka, 952-797-0707, Roseville, 651-633-7004, Richfield, 612-861-4100, Woodbury, 651-714-9000) by June 21 and receive a \$5 voucher for any purchase of \$25 or more in BackRack merchandise (catalog returns, blemishes, discontinued styles or colors). The jeans will be used to create cotton fiber insulation used in home construction. It takes about 500 pairs to create enough insulation for an average-sized U.S. home.

Papo d'Anjo sale (the real one)

My apologies if you made a trip to Papo d'Anjo last week. The correct sale date is Saturday. Save 75 percent on previous years' spring/summer styles at the Papo d'Anjo summer warehouse sale. It features classic European styles for boys and girls from 3 months to 14 years. Prices range from \$5 to \$35 at the sale from 9 a.m. to 3 p.m. Saturday (2325 Endicott St., Suite 11, St. Paul, 651-294-3900, www.papodanjo.com).

John Ewoldt - 612-673-7633 or jewoldt@startribune.com If you spot a deal, share it at www.startribune.com/blogs/dealspotter.

GRAPHIC: PHOTO

LOAD-DATE: June 9, 2009

TTAB – STK, LLC v. BACKRACK, INC.
Cancellation No. 92049332 – Registration No. 3014986

EXHIBIT B5



1 of 1 DOCUMENT

Copyright 2009 Madison Newspapers, Inc.
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The Capital Times (Madison, Wisconsin)

May 29, 2009 Friday
ALL EDITION

SECTION: 77 SQUARE; Pg. WEB

LENGTH: 292 words

HEADLINE: NEW TYPE OF INSULATION IN THE JEANS FOR LANDS' END

BYLINE: Jane Burns

BODY:

Sometimes a pair of jeans become so comfortable, people feel they could live in them. Now, thanks to a clothing drive organized by Lands' End and Cotton Incorporated, some people can do just that.

Until June 21, Lands' End Inlets are collecting gently used denim of any color that will be recycled into Ultra Touch Natural Cotton Fiber Insulation and used in homes under construction. The two Madison stores at 209 Junction Road and 411 State St. are part of the 13-store drive in Wisconsin, Minnesota, Illinois and New York.

"I think it's a really nice opportunity for customers and employees to give back to the community in a really fun way," said Amanda Broderick, public relations manager for Lands' End.

Broderick said the drive works well with other Lands' End projects, such as recycling the packaging material in which store products arrive and an annual coat drive.

The insulation, which ends up blue like most denim, is donated to charitable organizations, such as Habitat for Humanity, that build homes. It takes approximately 500 pairs of jeans to make enough insulation for an average U.S. home.

"We sent a sample to each of the stores so if customers have questions, and of course our associates are curious, too," said Gary Willis, retail operations manager for Lands' End Inlets. "Most insulation is very itchy, this is not, it's very soft. It felt just like a pair of denim pants."

The collection will also be part of a world record effort by National Geographic Kids magazine. The hope is to set a Guinness World Record for the largest collection of clothes to recycle.

Customers get a bonus for their donation, too. For each pair of used jeans donated, they'll receive a \$5 voucher for any BackRack purchase of \$25 or more made until June 30.

NOTES: To view the Web version of the story, go to - http://77square.com/citylife/features/story_452993

NEW TYPE OF INSULATION IN THE JEANS FOR LANDS' END The Capital Times (Madison, Wisconsin) May 29, 2009 Friday Page 2

GRAPHIC: Submitted photo UltraTouch Natural Cotton Fiber Insulation is made from recycled denim.

LOAD-DATE: May 30, 2009

TTAB – STK, LLC v. BACKRACK, INC.
Cancellation No. 92049332 – Registration No. 3014986

EXHIBIT B6



1 of 1 DOCUMENT

Copyright 2008 The Austin American-Statesman
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Austin American-Statesman (Texas)

June 30, 2008 Monday
Correction Appended
Final Edition

SECTION: LIFESTYLE; Pg. E01

LENGTH: 2123 words

HEADLINE: Geared up for work

BYLINE: PAM LEBLANC AMERICAN-STATESMAN STAFF

BODY:

It sounds easy enough. With gas at \$4 a gallon, you'll give up your car and bike to work.

But how tough is it to pedal to the office? What kind of gear and skills do you need to do it? Is it really worth it?

That depends largely on the route. I live eight miles from my office, and most of my commute is along the Shoal Creek hike-and-bike trail. For two-thirds of the ride, I don't have to worry about car traffic. My husband, who's pretty handy around a bike frame and crank set, built my commuter bike from parts and outfitted it with a rack and removable bag, lights, blinkies and a bell. I don my helmet and neon yellow safety vest once a week - I'd do it more often if I didn't have a schedule packed with far-flung interviews - for the 35-minute cruise downtown.

I'm lucky. Most people face obstacles such as busy roads, high-speed traffic and scarce bike lanes when they're planning a commute. Some don't have showers at the office like I do, and others have too far to travel.

Still, some 1,800 people - about 0.7 percent of Austin workers at that time - commuted to their jobs by bike in 1990, according to U.S. Census data. By 2000, that number had increased to 3,280 - about 1 percent of the city's labor force. That number was 3.3 percent in the central part of the city. And in the past six months, I've seen more people than ever commuting by bike.

Austin easily ranks above other Texas cities. Just 0.1 percent of the Dallas work force and 0.2 percent of the San Antonio work force ride a bike to work, for example. But it's far behind some U.S. cities such as Portland, where 1.8 percent bike to work; Seattle, where 1.9 percent ride; and Eugene, Ore., where an impressive 5.8 percent bike commute.

Those numbers are probably low, too, says city demographer Ryan Robinson. They only count folks who commute more often by bike than any other mode, not those of us who ride just one or two days a week.

Regardless, the City of Austin's Bicycle Plan goal is to have 4 percent of the work force commuting by bike by 2008 and 8 percent (a whopping 35,566 people) by 2015. Robinson expects to see a dramatic jump the next time

numbers are calculated. "A big driver is the cost of fuel," he says.

Yellow Bike, a nonprofit community bike shop that provides free education in bicycle repair, has experienced a boom in people coming in to work on their bikes since the cost of gas exploded. Between March and May 2007, when the average price of gas was \$2.75 per gallon, Yellow Bike saw an average of 115 visits per week. A year later, when gas had increased to \$3.65 per gallon, the shop saw an average of 176 visits per week.

Capital Metro doesn't track the number of riders who put bikes in the racks on the front of its buses, but spokeswoman Misty Whited says they've been fielding more calls about how the racks work and concerns about them being full. All Cap Metro buses except the downtown Dillos can carry two bikes.

Bike commuting has plenty of benefits beyond saving gas costs. Pedaling at only 10 mph, a 140-pound cyclist burns about 400 calories an hour. And it's fun. Instead of fuming in gridlock traffic, you're sprinting down a trail, chatting with other bike commuters, noticing the turtles in the creek. It's eco-friendly, too.

We checked in with some local cyclists who recently started commuting to work by bike to see how they made it work.

pleblanc@statesman.com; 445-3994

Choose the right bike for your route

The first thing you need if you're going to ride to work is a bike. The second thing is a plan. A little research and a visit to one of Austin's many bike shops should be your first steps on the road to commuting.

The best commuters aren't always fast, thin-tired racers; they're sturdy bikes with racks, panniers, beefier tires and a comfy seat. A hybrid or cyclo-cross bike is a good choice. If you're on a trail the whole time, you might even prefer an inexpensive mountain bike. If your route is very short and through nei-

ghbor-

hood streets, maybe a fun (but heavy!) cruiser bike like an Electra would work. The biggest challenge for most people is finding a safe route. At Bicycle Sport Shop, 517 S. Lamar Blvd., customers can sit down at no cost with a staffer who will help you map out a feasible cycling route from your home to work. For a fee (starting at \$65), the shop will send a Street Cycling-certified employee to your home to ride with you the first time you make the commute.

The next biggest problem? Cleaning up. Not every workplace is equipped with showers. If you don't have access to one, try wiping down with a little water and alcohol or baby wipes.

You'll need something to carry your stuff in. Options include a rack with a removable "trunk," panniers that clip on a rear rack or a backpack.

As for clothing, the more wicking power it has, the better. Don't wear cotton

T-shirts; they'll be soaked in sweat 10 minutes into your route. If you're riding at night, Bicycle Sport Shop recommends two red lights in back - one solid red and one flashing - plus a white light attached to your helmet or front handle bars. Other items? Reflective strips for your helmet or bike, a water bottle, a flat tire kit, a good U-lock, a bell and maybe a safety vest.

Sales of accessories such as panniers, bags, racks, bells and lights are up about 20 percent at Bicycle Sport Shop this year, says Chris Carter, marketing/promo-

tions manager. Sales of hybrid bikes for commuting have surpassed sales of mountain bikes, which used to be the store's biggest sellers.

"It's one less car, it lowers your carbon footprint - all that stuff we've been hearing about," says Carter, who bikes 21 miles to work. "I think it's invigorating. It completely changes your mind-set going into the day. You're awake, productive, and you just did something good for yourself."

The store is even running an in-house commuting competition to encourage employees to ride to work. Teams with names like Magnificent Wheels of Destiny count miles, earn points and talk trash. So far, about 50 participants have logged nearly 8,500 miles since the contest started May 5. "The parking lot definitely is a lot emptier," Carter says.

At Mellow Johnny's, Lance Armstrong's new bike shop at 400 Nueces St., commuters can take a shower (towel provided) and store their bike for \$1 a day. A punch card system and commuter club is in the works, too. And the first Friday of every month, the shop provides free coffee to bike commuters between 7 and 9 a.m. So far, about a dozen regulars have used the service, says employee Eileen Schaubert.

Once you're on the road, be aware that many motorists are not aware of cyclists' rights. Likewise, some cyclists disregard traffic laws.

The key is respect - on both sides.

- Pamela LeBlanc

Tom Forshee

Director of sustainability and project operations for SiteStuff

Age: 41

Trip distance: 8.5 miles each way

Time: 32 minutes morning; 45 minutes evening

Time difference between biking and driving: 12 minutes longer to bike

How long bike commuting: About three weeks

Route: Steiner Ranch to office at U.S. 183 at Oak Knoll Drive; drives first few miles to get across RM 620/RM 2222 intersection, parks at a shopping center there and bikes rest of way.

How often: Three days a week.

Shower facility at work: Yes

Bike: Used road bike purchased for \$700 on craigslist.org

Chal-

lenges: Hot southerly winds, crossing RM 2222, fitting everything in a backpack. 'One day I was riding on the right and there was an SUV parked in the road. As I went around it, a big truck went by me and its rear-view mirror came within inches of me.'

Pluses: Chatting with other bike commuters along the way - 'You can't do that in a car!'

Reas-

on to commute: More exercise, gas prices, and as director of sustainability at the office, doing his part

Estimated gas savings: \$100 a month

Tip: 'I'm not as afraid of vehicles as some people might be. It doesn't bother me. You've just got to think like a car.'

J.T. Ellis

Database programmer at IBM

Age: 39

Trip distance: 10 miles each way

Time: 30 minutes

Time difference between biking and driving: 15 minutes longer to bike

How long bike commuting: Two months

Route: Avery Ranch to IBM, just behind the Domain shopping center

How often: Four or five days a week

Shower facility at work: 'No. I bring in fresh towels and wash clothes every week and use an empty office to clean up and change clothes.'

Bike: Road bike with rack, panniers and lights

Challenges:

Auto traffic, primarily on Duval Road, where there's no shoulder or bike lane

Pluses: Hasn't bought gas for a month, squeezing in a workout when he used to be driving to work, losing 8 pounds

Reason to commute: More bike time, gas prices

Estimated gas savings: \$30 a month

Tip: 'Austin Cycling Association offers a Street Cycling Class.'

Larissa Sirmon

Accounts receivable analyst at SiteStuff

Age: 31

Trip distance: 3 miles

Time: 20 minutes. 'Today was first time ever, it wasn't so bad.'

Time difference between biking and driving: 15 minutes longer by bike

How long commuting: One day

Route: Whispering Valley Drive to office at U.S. 183 and Oak Knoll Drive

How often: Probably 2 or 3 times a week

Shower facility at work: Yes

Bike: Beach cruiser with a basket to carry stuff

Challenges:

The timing, no bike lane on feeder road of U.S. 183, just getting on the bike and doing it

Pluses: 'Time to wake up and see the neighborhood, knowing I'm going to shed some pounds.'

Reasons:

Gas. Every time I turn around, I'm filling up. I'm also trying to get back in shape.'

Estimated gas savings: \$30-\$40 a month

Tip: 'Stretch. I didn't stretch when I got on and when I got here my legs felt like Jell-O.'

In this case, it is about the bike

NiteRider SolMate light
system - \$179.99
Mirror - \$19.99
Super Flash Blinky - \$24.99
Trek Backrack I - \$34.99
Trek basic pannier set - \$59.99
On Guard Mastiff 4-foot chain - \$79.99
Source: Bicycle Sport Shop

Beginners ride

The Austin Flyers and Bicycle Sport Shop offer an instructional entry-level road ride at 8 a.m. the last Saturday of each month at the Veloway. For more information, go to austinflyers.com.

Route map

For an official City of Austin Bicycle Route Map, go to www.ci.austin.tx.us/bicycle/downloads/bicycle%20map_07.pdf or mail a check for \$2 payable to the City of Austin to: City of Austin Bicycle and Pedestrian Program, P.O. Box 1088, Austin TX 78767.

Commuting tips

- * If you haven't ridden your bike in a while, have a bike shop mechanic inspect it.
- * You might want to consult with your physician to make sure you're fit enough to ride.
- * Design a route by looking at the city's bicycle route map. Remember, the shortest route might not be the safest or most enjoyable.
- * Wear a helmet.
- * Do a test run. Drive the route and look for things such as wide lanes and traffic flow. Then do a test ride on your bike on a weekend prior to riding on a busy weekday.
- * Know how to fix a flat. Consider getting puncture-resistant tires and tubes. Carry a pump, tire levers, spare tube and patch kit.
- * Use a bell to announce yourself to other cyclists and pedestrians.
- * Get a rack, panniers, a seat bag, backpacks or messenger bag to haul your stuff.
- * Roll your clothes, don't stuff them, to prevent wrinkles. Or leave one or several changes of clothes at work.
- * Install fenders to keep you clean if it's wet or muddy.
- * Always lock your bike to an immovable object.
- * Find a buddy to ride with. It's safer and more fun.
- * Reflectors and lights are required in Texas when it's dark. Wear brightly colored or reflective clothing.
- * Cyclists have the same rights and responsibilities as motorists. Ride with, never against, traffic. Stop at stop signs and lights, signal your turns and stay in control.
- * If bike paths or bike lanes don't exist, assert your position in the middle of the lane. Drivers will be less inclined to try to squeeze past and endanger you.

ou. This practice is legal and safe; drivers passing within inches of cyclists, however, are not.

* Assume that drivers can't see you. Constantly scan for motorists. Be prepared for unpredictable actions.

* Ride at least 3 feet to the left of parked cars. Use utmost caution at intersections.

* Try pingponging. If your commute is long, drive in one morning, bike home that afternoon, and pedal in the next morning.

Sources: Bicycle Sport Shop and California Bike Commute

Street Cycling classes

The Austin Cycling Association offers a Street Cycling class to help adults improve biking and commuting skills. The two-day class includes a 5 to 9 p.m. Friday classroom session at REI's north or downtown location and an 8 a.m. to 1 p.m. on-bike session that starts at Cafe Mundi, 1704 E. Fifth St. Cost is \$65.

Register at

www.austincycling.org

. The class is held monthly; the next one starts July 25.

CORRECTION-DATE: July 1, 2008

CORRECTION:

* Tom Forshee was identified as J.T. Ellis and Ellis was identified as Forshee in photos on Pages E1 and E3 Monday with a story about bicycle commuters. Also, a graphic with the story incorrectly identified the On Guard Mastiff chain as a bicycle drive chain. The On Guard Mastiff is a security chain used to lock the bike.

LOAD-DATE: July 1, 2008

TTAB – STK, LLC v. BACKRACK, INC.
Cancellation No. 92049332 – Registration No. 3014986

EXHIBIT B7



1 of 2 DOCUMENTS

Copyright 2007 Targeted News Service LLC.
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Targeted News Service

September 4, 2007 Tuesday 3:26 AM EST

LENGTH: 1030 words

HEADLINE: DNC: Romney Labors Over Latest Iraq Position: Admits There's a Civil War, But Still Won't Change Course

BYLINE: Targeted News Service

DATELINE: WASHINGTON

BODY:

The Democratic National Committee issued the following news bulletin:

While smooth talking Mitt Romney finally conceded that Iraq is in the midst of a civil war, he once again refused to break from President Bush's failed strategy. When asked by New Hampshire voters what he would do in Iraq if elected, Romney yesterday echoed President Bush's empty rhetoric in support of the troop surge.

On the same day President Bush told our troops in Iraq that "if the kind of success we are now seeing continues, it will be possible to maintain the same level of security with fewer American forces," Romney "expressed optimism that Gen. Petraus' report would show 'that the surge is working from a military standpoint and therefore, from a military standpoint, we're able to start pulling back.'" [Chicago Tribune, 9/4/07; ABCNews.com, 9/3/07] Romney's blind loyalty to President Bush's failed strategy comes despite a General Accounting Office report that shows the Iraqi government has failed to meet "11 of its 18 political and security goals." [AP, 9/4/07]

The fact is, Romney has spent his entire summer flip-flopping, ducking and dodging his way on the war in a desperate attempt to hide the fact that, as Romney himself recently told a conservative blogger, his "plan for winning in Iraq" is exactly the same as President Bush's. [ABCNews.com, 7/25/07]

"No matter how he tries to dress it up, Romney's only plan for Iraq is to continue supporting President Bush's failed policies," said Democratic National Committee spokesman Damien LaVera. "Unfortunately for Romney, the American people already know that he is just another Bush Republican who refuses to offer the American people a new direction in Iraq, something all of our Democratic candidates are committed to doing."

Smooth Talking Mitt Romney:

All Over the Map On Iraq

Romney Displays "Superficial" Knowledge on Iraq, "Never Mentions Iraq" in Stump Speech. A Time Magazine column highlighted Romney's "superficial" knowledge of the war and other top issues and blasted Romney for "the

brazen cynicism of his candidacy," saying "he skims the surface of issues" in a stump speech that "never mentions Iraq." In fact, on a recent swing through New Hampshire, Romney "cruised through two performances before the word Iraq perforated his balloon." When finally asked about it by a high school student, Romney "offered a welter of details? which sounded sort of knowledgeable but was actually quite superficial" before getting to the point: "he would support the President." [Time.com, 5/31/07]

Romney Calls Iraq "A Mess," Retroactively Opposes Bush Iraq Actions. "Confronted by an unhappy questioner, Mitt Romney said tonight at a town hall meeting in New Hampshire that the situation in Iraq 'is a mess.' Romney's assessment was delivered by way of agreeing with a gentleman who stood up at a Nashua VFW post and complained that the conflict is 'an unmitigated mess.' 'What I'd like to know is, what, if you get elected, precisely what would you do?' asked the unidentified citizen at an event carried live by C-SPAN. 'Ok, well first of all, it is a mess,' Romney quickly admitted. 'So, so when you got a mess, there is no easy, good answer. Alright. The easy, good answer is to turn the clock back and do some things differently a long time ago.'" [Politico.com, 9/3/07]

* FLASHBACK: Romney I Would Not Do it Differently from Bush. During an appearance on the O'Reilly Factor, Mitt Romney said, "I wouldn't presume to present a plan different from that of the President. But I believe he was right to take on the war on terror on an aggressive front rather than a defensive front. We toppled the government ... walking away would mean a humanitarian disaster. We're there and we have a responsibility to finish the job." [O'Reilly Factor, FNC, 9/27/06]

Romney Praises Bush "Principled Leadership" on Iraq... The day after the President vetoed the Iraq troop withdrawal bill, Romney called the President to offer his support and commend his leadership. An adviser to Romney said that the presidential contender telephoned to "commend the President for his veto" and praise his "principled leadership in the war on terror." Romney's adviser made it clear that the campaign was not seeking to distance itself from Bush. "On the eve of this debate," said the adviser on the significance of the call, "it says we're not running from this guy at all." [Politico.com, 5/3/07]

...Then Backtracks, Shifts Rhetoric on Bush Iraq Plan. "For Republican presidential hopeful Mitt Romney, the difference between 'real' and 'reasonable' is the distance he's traveled on President George W. Bush's Iraq war policy. In April, Romney said Bush's plan to send about 30,000 additional troops to Iraq had a 'real chance' of succeeding. On July 26, he was more equivocal, saying in an interview: 'I don't give that a high probability, I give it a reasonable probability?.' Romney, who isn't noted for jabs at Bush, is simply preparing for a call for a post-surge strategy, said Tom Rath, a senior adviser." [Bloomberg, 8/3/07]

Romney Flip-Flops on Iraq Benchmarks. In April, Romney opposed public timetable for Iraq, saying on Good Morning America that "The president and Prime Minister al-Maliki have to have a series of timetables and milestones that they speak about. But those shouldn't be for public pronouncement." [Good Morning America, ABC News, 4/3/07] Weeks later, Romney said President Bush should disclose benchmarks and milestones, telling the AP that "If you don't publish any kind of milestone or benchmark," Romney said, you leave people thinking "you're only telling us the things that you wanted to tell us." [Associated Press, 6/7/07]

Romney Can't Decide When to Decide if Iraq Escalation is Working: Said He'd Assess Bush Plan in Five Months, Now Up To 15. In February 2007, Romney said "we'll see how well that plan is working" in "five to six months." [Real Clear Politics, 2/26/07] Now, when asked how long Romney needs, spokesman Kevin Madden said: "That will depend on input from the military commanders... It could be 15 months." [Los Angeles Times, 5/15/07]

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LOAD-DATE: September 5, 2007

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Cancellation No. 92049332 – Registration No. 3014986

EXHIBIT B8



1 of 1 DOCUMENT

Copyright 2003 Business Wire, Inc.
Business Wire

June 17, 2003, Tuesday

DISTRIBUTION: Business Editors/High-Tech Writers

LENGTH: 753 words

HEADLINE: Avocent Digital Desktops Announces ShadowIT Software Solution for Remote Desktop Support; ShadowIT Enhances the Company's Digital Extension Hardware and Networking Technology; SIA Technology Management Conference

DATELINE: NEW YORK, June 17, 2003

BODY:

Avocent Digital Desktops(TM), (NASDAQ:AVCT) today announced it is now shipping ShadowIT,(TM) a remote administration software package for Windows(R) platforms. The company will demonstrate its newest secure extension solution at the Securities Industry Association (SIA) Technology Management Conference in New York City June 17-19, booth 3500. ShadowIT expands the company's line of extension products for the desktop, complementing the company's Cstation PCI bus extension products.

ShadowIT will provide administrators with centralized IT maintenance and support, as well as asset and data security. ShadowIT is a low cost and powerful alternative to open source Virtual Network Computing (VNC) or similar remote control products. Built with SSL encryption, ShadowIT reduces IT costs by allowing IT administrators to securely perform desktop maintenance and help desk tasks inside or outside of the facility. Administrators can use a Java-based graphical user interface to remotely configure systems, install or update software, train and support users and enjoy variable access control.

"Digital Extension Technology(TM) has already made an impact in the tech-savvy financial marketplace by allowing IT to centralize computing resources without taking computing power and functionality away from traders," said Karen Holland, vice president of sales. "Adding ShadowIT to our product line of secure extension solutions will enable both traders and administrators to realize the full benefits of centralized computing without sacrificing function, flexibility or performance. We see this technology becoming quickly adopted by other markets where digital extension technology has proven successful, such as government, manufacturing, 9-1-1 centers and other financial markets."

About Avocent Digital Desktops

Avocent Digital Desktops (formerly 2C Computing) brings Digital Extension Technology to the market through its Cstation line of products. Avocent Digital Desktops is the pioneer in digital bus extension technology, a new archetype in distributed computing that provides the most powerful transport method between a PC and a remote desktop. The Cstation shatters the PCI and USB length limitations, providing IT managers the ability to backrack PCs to a central environment increasing security and drastically reducing maintenance at the desktop. IT administrators enjoy ease of

maintenance, reduced asset auditing and rapid deployment of new networking technologies, while end users retain full PC functionality and peripherals but with reduced heat, noise, clutter, and with downtimes minimized to minutes. For more information, visit www.avocent.com/ddd.

About Avocent Corporation

Avocent (NASDAQ:AVCT) is the leading worldwide supplier of KVM (keyboard, video and mouse) switching, remote access and serial connectivity solutions that provide IT managers with access and control of multiple servers and network data center devices. Avocent's KVM solutions are distributed by the world's largest server manufacturers and installed in Fortune 100 companies around the world. For more details, visit www.avocent.com.

Forward-Looking Statements

This press release contains statements that are forward-looking statements as defined within the Private Securities Litigation Reform Act of 1995. These include statements regarding market opportunity, product development, engineering and design activities, and product availability and operability. These forward-looking statements are subject to risks and uncertainties that could cause actual results to differ materially from the statements made, including the risks associated with the introduction and operation of new products and technologies, risks associated with product design efforts, and risks associated with reliance on a limited number of component suppliers and single source components. Other factors that could cause operating and financial results to differ are described in Avocent's annual report on Form 10-K filed with the Securities and Exchange Commission.

Avocent Digital Desktops and ShadowIT are trademarks of Avocent Corporation. Digital Extension Technology is a trademark of 2C Computing, Inc. All other trademarks or company names are trademarks or registered trademarks of their respective companies.

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URL: <http://www.businesswire.com>

LOAD-DATE: June 18, 2003

TTAB – STK, LLC v. BACKRACK, INC.
Cancellation No. 92049332 – Registration No. 3014986

EXHIBIT B9



1 of 1 DOCUMENT

Copyright 2003 PR Newswire Association, Inc.
PR Newswire

May 1, 2003 Thursday

SECTION: FINANCIAL NEWS

DISTRIBUTION: TO BUSINESS AND TECHNOLOGY EDITORS

LENGTH: 564 words

HEADLINE: Tridia Provides Avocent Digital Desktops With 'Built for Business' DoubleVision for Windows in Strategic Alliance;
Avocent Digital Desktops Division Will Integrate DoubleVision for Windows To Improve Distributed PC Management and Add Value to its Digital Extension Technology Suite of Products

DATELINE: ATLANTA May 1

BODY:

Tridia Corporation (www.tridia.com), a global provider of cross-platform remote administration and support software to administrators that require maximum network and system availability, today announced a strategic alliance with Avocent Digital Desktops, a division of Avocent Corporation (Nasdaq: AVCT). Under the alliance, Digital Desktops will integrate DoubleVision(R) for Windows to improve distributed PC management, and add value to its Cstation(TM) appliances that allow for remote relocation of PCs through a first-of-its-kind Digital Extension Technology(TM).

"Tridia met our requirement for a strategic partnership to deliver full- feature remote administration software that could be customized for the unique demands of our vertical markets," said Don Davidson, president of Avocent Digital Desktops. "Tridia's response to our request for customization of DoubleVision for Windows enhances (with software) what our Digital Extension Technology provides through hardware and networking."

Tridia's Built For Business(SM) DoubleVision for Windows is a fully supported and secure alternative to open source VNC and other FLIMSY remote control products. DoubleVision products meet or exceed the requirements of uptime and security conscious administrators who understand the liabilities of going it alone with technology solutions that are open source or built for the masses.

For more information on DoubleVision for Windows and the DoubleVision family of remote administration and support products visit the Tridia Corporation Web site at www.tridia.com or Telephone: 770-428-5000.

About Tridia Corporation

Tridia Corporation products turn downtime into uptime. Tridia is a global provider of cross-platform remote administration and support software to administrators that require maximum network and system availability. For more

Tridia Provides Avocent Digital Desktops With 'Built for Business' DoubleVision for Windows in Strategic Alliance;
Avocent Digital Desktops Division Will Integrate DoubleVision for Windows T

than 15 years, Tridia has been a leading developer of remote administration and support technologies for UNIX, and now applies this experience to Microsoft Windows and Linux applications. Tridia's DoubleVision family of products leverages an extensive knowledge of encryption and data communications to maximize its remote control functionality and value to IT. Founded in 1987, Tridia Corporation is a privately owned, Atlanta-based software development company.

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Tridia, TridiaVNC and DoubleVision are trademarks and Built For Business is a sales mark of Tridia Corporation. All other referenced product names are trademarks of their respective companies.

SOURCE Tridia Corporation

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URL: <http://www.prnewswire.com>

LOAD-DATE: May 2, 2003

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Cancellation No. 92049332 – Registration No. 3014986

EXHIBIT B10



1 of 1 DOCUMENT

Copyright 2002 Business Wire, Inc.
Business Wire

November 18, 2002, Monday

DISTRIBUTION: Business Editors & Technology Writers

LENGTH: 1072 words

HEADLINE: Avocent Digital Desktops' Cstation C1000s Deployed At Kentucky Derby Museum for Video-On-Demand Kiosks;
COMDEX Fall 2002

DATELINE: LAS VEGAS, Nov. 18, 2002

BODY:

Cstations Allow Museum Visitors to View Video Footage at Remote Kiosks Powered by PCs Securely Located On Another Floor of the Facility

Avocent Digital Desktops, a division of Avocent Corporation (Nasdaq:AVCT), announced today the successful deployment of three of its Cstation(TM) C1000s at the Kentucky Derby Museum at Churchill Downs in Louisville, KY.

The Cstation with Digital Extension Technology is a first-of-its-kind device that is providing the museum with the ability to display video-on-demand film footage of past Kentucky Derby events to kiosks in the museum's permanent display. Cstation enables the museum to centralize PCs in a data center while extending digital video to multiple kiosks. A key component of the contract, awarded to Somerset Group, Inc., required that the Kentucky Derby Museum have the ability to preserve its original exhibit and leverage its existing networking infrastructure.

With Digital Desktops' technology, each remote PC system bus is digitally extended over standard copper or fiber LAN cabling to the Cstation inside the kiosk, which can be as far as 800 meters away. This Split Client(TM) computing strategy increases PC security and uptime while reducing IT costs. Cstations enable computing resources to be upgraded, maintained, repaired and replaced from a single location without interrupting the end-user's computing experience. This technology includes the ability for end users to access multiple monitors and receive true digital video output.

Somerset completed the installation of Digital Desktops' Cstations in each of the Kentucky Derby Museum's three kiosks this fall. The new high resolution, digital computer monitors in each kiosk provide state-of-the-art video quality previously inaccessible from the museum's legacy system.

According to Jeff Kennedy, Audio/Visual Manager at the museum, the primary purpose for the enhancements was to enable the remote location of CPU hardware to a controlled environment in the museum, and still provide playback of the more than 120 two-to-three minute high resolution video files, each of which exceeds 150MegaBytes. Some of the clips of races and post race interviews consist of digitized footage dating from 1918.

"We deployed the Cstations using CAT 5e to meet this challenge," said Kennedy. "The systems are performing flawlessly with no video frames or sound being lost in the transmission."

"Avocent Digital Desktops Digital Extension Technology enabled us to bid this project," said Don Dickey, Chief Creative Officer of Somerset Group. "The museum's specific requirements were well within our creative and technical capabilities, but the remote location of the hardware presented particular challenges. We reviewed several options and decided that the Cstations were the best solution. They provide fantastic support for the current hardware and provide the ability to push large, robust files without dropping frames or requiring massive CPU power."

About Avocent Digital Desktops

Formerly 2C Computing, Avocent Digital Desktops brings Digital Extension Technology to the market through its Cstation line of products. The pioneer in digital bus extension technology, Avocent Digital Desktops makes available a new archetype in distributed computing by providing the most powerful transport method between a PC and a remote desktop. The Cstation shatters the PCI and USB length limitations, allowing IT managers the ability to backrack PCs to a central environment and drastically reduce maintenance at the desktop. IT administrators enjoy ease of maintenance, reduced asset auditing and rapid deployment of new networking technologies, while end users retain full PC functionality and peripherals but with reduced heat, noise, clutter, and with downtimes minimized to minutes. For more information, visit www.avocent.com.

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About Somerset Group

Somerset Group, Inc. is a visual communication company located in Madison, Alabama. The company specializes in interactive multimedia, web site creation, computer animation, graphic design and video production for commercial and government customers. Somerset has received numerous ADDY's (including four Best of Show) from local and district advertising federations for its projects as well as national awards from the Telly awards, the Vision awards, the American Economic Development Council, Golden Web Awards, Vision.to and Triumph PC Online. For more information, visit www.gosomerset.net.

Forward-Looking Statements

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Avocent Digital Desktops' Cstation C1000s Deployed At Kentucky Derby Museum for Video-On-Demand
Kiosks;COMDEX Fall 2002 Business Wire November 18, 2002, Monday

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LOAD-DATE: November 19, 2002

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EXHIBIT B11



1 of 1 DOCUMENT

Copyright 2002 Business Wire, Inc.
Business Wire

September 16, 2002, Monday

DISTRIBUTION: Business Editors & High Tech Writers

LENGTH: 1145 words

HEADLINE: Avocent's 2C Computing Business Receives Best of Show Award for Best Start-up Company; Cstation B1000-HP Wins Enterprise Network Infrastructure Award

DATELINE: HUNTSVILLE, Ala., Sept. 16, 2002

BODY:

Two Prestigious Awards At NetWorld+Interop and Comdex 2002 in Atlanta Recognize Technology Leadership and Innovation

2C Computing, a newly acquired Avocent (NASDAQ:AVCT) company, received two Best of Show awards from CMP Media last week at the NetWorld+Interop and COMDEX 2002 tradeshow in Atlanta. 2C Computing received the Best of Show award for Best Startup Company and Cstation B1000-HP was named the winner in the Enterprise Network Infrastructure category. The Best of Show Awards are designed to help IT and network managers shorten the evaluation process in assessing new products by identifying innovative products debuted at NetWorld+Interop and COMDEX.

Editors of CMP Media's Network Computing, CRN, VARBusiness, and EETimes, four of CMP Media's premier IT publications, chose the winning technology leaders from hundreds of applicants. The newest member of 2C Computing's Cstation line of products, the B1000-HP won top honors in the Enterprise Network Infrastructure category. The B1000-HP enables Hewlett-Packard's BH blade server line to be converted to desktop blades. Cstation technology extends all of the benefits of blades outward to the enterprise area, while preserving the inherent benefits of Cstations and centralized PC resources.

Cstations - awarded Best New Desktop technology this spring at FOSE - are driven by Digital Extension Technology, enabling customers to "backrack" PCs to a central, secure data center as far as 800 meters away from the end user. Connected from the data center to the desktop Cstation via CAT 5 or fiber optic cabling, end-users can continue to work with complete PC functionality, multi-media, and full peripheral support.

With the addition of the B1000-HP, the benefits inherent to Cstation technology are enhanced with the higher reliability and adaptive on-the-fly reconfiguration capabilities of the HP blade computer to provide both superior uptime and faster failure recovery time. With its compactPCI interface card, the desktop B1000-HP can be connected directly to HP's blade computer over the same CAT 5 wiring already installed and located at every end user's cubicle or office. At the desktop, the keyboard, video and mouse are plugged into the Cstation along with USB, serial, audio, and parallel devices. The Cstation is expected to be introduced by the end of 2002. "We're very pleased to be acknowledged as the

Best Startup Company, as we begin our transition into the next phase of growth. Having just finalized our acquisition by Avocent Corporation, we are excited to add our product suite to those of the leader in extension and switching solutions," said Don Davidson, president of the newly formed Digital Desktop Division of Avocent.

"The process of selecting the winners was rigorous," said Ron Anderson editor for Network Computing and head of the judging team for the Best of Show Awards. "2C Computing's Cstation B1000-HP is the most innovative solution in the Enterprise Network Infrastructure category, and that's why we selected it as a Best of Show winner."

About CMP Media

CMP Media (www.cmp.com) is a leading integrated media company providing essential information and marketing services to the entire technology spectrum-the builders, sellers and users of technology worldwide. Capitalizing on its editorial strength, CMP is uniquely positioned to offer marketers' comprehensive, integrated media solutions tailored to meet their individual needs. Its diverse products and services include newspapers, magazines, Internet products, research, direct marketing services, education and training, trade shows and conferences, and custom publishing.

About 2C Computing, an Avocent Company

2C Computing brings Digital Extension Technology to the market through its Cstation line of products. 2C Computing, recently acquired by Avocent Corporation to become Avocent's Digital Desktop Division, has been the pioneer in digital bus extension technology; a new archetype in distributed computing that provides the most powerful transport method between a PC and a remote desktop. The Cstation shatters the PCI and USB length limitations, providing IT managers the ability to backrack PCs to a central environment and drastically reduce maintenance at the desktop. IT administrators enjoy ease of maintenance, reduced asset auditing and rapid deployment of new networking technologies, while end users retain full PC functionality and peripherals but with reduced heat, noise, clutter, and with downtimes minimized to minutes. For more information about 2C Computing, visit www.2Ccomputing.com.

About Avocent Corporation

Avocent is the leading worldwide supplier of equipment that helps data center operators manage their ever-expanding server farms. Operators are provided real-time access to any of their computers over the Internet from anywhere in the world, all without requiring any special hardware or software on those computers. Avocent was formed in the year 2000 by the merger of leading industry innovators Apex Inc. and Cybex Computer Products Corporation. Headquartered in Huntsville, Alabama, Avocent has locations in Austin, Texas; Redmond, Washington; Sunrise, Florida; Chelmsford, Massachusetts; Shannon, Ireland; London, England; Steinhagen, Germany; Tokyo, Japan; China and Singapore. For more information about Avocent and its products, visit the Company's website at www.avocent.com.

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LOAD-DATE: September 17, 2002

TTAB – STK, LLC v. BACKRACK, INC.
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EXHIBIT B12



FOCUS - 2 of 11 DOCUMENTS

Copyright 2001 Crain Communications Inc.
Advertising Age's Creativity

February 1, 2001, Thursday

SECTION: Pg. 58

LENGTH: 586 words

HEADLINE: What the Hell is Going on Here?; Hooteus Maximus

BODY:

The prize: A whoopee cushion made from the brain of Whoopi Goldberg. The ad: This bit of a posterior reasoning for Risk. The verdict: Uranus jokes, crack jokes, holes-in-the-ozone-layer jokes and enough lewd Jennifer Lopez suggestions to burst her Daisy Dukes.

How sad. It appears the crack epidemic has now reached worldwide proportions.

Matt Inconiglios, inc@nexternal.com

Matt, how sad you couldn't create an ad to go with the image. But we're running your entry anyway, since it's the best 'crack' joke we got.

Head: "Put yourself where the sun don't shine." Body: "This year, why not vacation in Antarctica, where the nights are six months long. Send for your full information kit today from the South Pole Chamber Pot of Commerce. As we like to say, 'You can see Admiral Byrd from here!'"

Conor Maher, conor@tanendirected.com

The Chamber Pot of Commerce, huh, Conor? Did you think that up while eating pie la commode? Well, at least you wrote an ad.

The mating game goes global with Tushseekers Travel. "When exploring new hemisrears is on your itinerary."

Christy Parker, cparker@alstin.com

Christy, this is so awful, we had to go to Ireland to breathe some Derry air.

And everyone thought Jennifer Lopez had the biggest butt in the world.

Salvatore Barone, sal_barone@yahoo.com

Sal, this is a common misconception, especially among our filthy-minded readers. Not only does Puff Mommy not have the most colossal caboose in the railyard, she hasn't even got the biggest backrack among showbiz Latinas. Do you happen to recall Iris Chacon from the glory days of Spanish UHF? A family of five is living in her butt in a duplex

apartment. By contrast, all La Lopez can offer is a cell.

Once again at the cosmic New Year's party, Uranus gets tight and does its boring Earth impressions all night long.

Craig Morgan, craig.morgan@sagemarcom.com

By the moons of Jupiter, Craig, this is far and away the cleverest of the Uranus entries.

P.S. Quit making fun of my name.

Thor Rosenquist, thor@sgrp.com

Thor, we hated your entry but we loved your P.S. Sorry, we can't help the name thing. Loki's making us do it.

This image finally explains the disappearance of Amelia Earhart.

Frank Ippolito, fippolit@c-k.com

Not to mention Jimmy Hoffa and all those uncounted Florida ballots.

Who was the model for this tush? Only one person possesses the buttocks worthy of this global pedestal: Madeleine Albright! (I never forget a face.)

Julia Laricheva, xximportxx@hotmail.com

You can't be right, Julia. If avenging Albright had anything to do with this globe, where are all the bomb craters?

Suzanne Somers says: "The world loves ButtMaster 3000!! Ass for it by name!"

Chris Harrison, chrisharrison@bestbuy.com

Chris, we ran your friggin' entry. Where's the Sony Wega?

George W. reveals just one of the ways he plans to cut the budget: merging geography and sex education.

Douglas Dazier, dazier@inch.com

That would explain why he uses Grecian Formula as a lubricant.

This has to be a corporate ad for the newest global advertising holding company: The Anus Group.

Charley Brough, cbrough@meridiancomm.com

Charley, you're confusing this with True South.

Kiss my Antarctica.

Tina Sederty, tinased@yahoo.com

Tina, you saucy wench! And we thought Big Pun was dead. You win, because your name sounds like Tina so dirty. So you can have Whoopi Goldberg's brain. With repartee like this, you can even have her seat on Hollywood Squares.

LOAD-DATE: February 15, 2001

TTAB – STK, LLC v. BACKRACK, INC.
Cancellation No. 92049332 – Registration No. 3014986

EXHIBIT B13



1 of 1 DOCUMENT

Copyright 1998 The Atlanta Constitution
The Atlanta Journal and Constitution

October 5, 1998, Monday, ALL EDITIONS

SECTION: BUSINESS HORIZON; Pg. 03E

LENGTH: 794 words

SERIES: Home

HEADLINE: MALLWATCH;

Nonstop office building boom keeps Cumberland Mall clicking;

Big daytime business: The Cobb retail hub targets the 300,000 people who work within a five-mile radius of the mall.

BYLINE: Patti Bond

BODY:

The Cumberland Mall area is humming with new retailers anxious to cash in on the nonstop office and residential growth nearby.

Cumberland, near the Cobb Galleria at I-75 and I-285, is being joined by several new shopping centers. A half-mile east of the mall off Cobb Parkway, the new Parkway Pointe shopping center is nearly up and running with anchors Borders bookstore, Linens & Things, Sport Shoe and Old Navy. A 15-screen General Cinema theater is set to open next month.

Next to the mall on Akers Mill Road, the Crossings at Akers Mill recently opened with anchor Jos. A. Bank Clothiers. And across Cobb Parkway, a Harry's in a Hurry with adjoining Australian Body Works is injecting new life into the Akers Mill Square shopping center.

Retail growth aside, it's the ceaseless office building development that keeps Cumberland Mall clicking. The mall's personality and customer base have changed radically over its 25-year history. Originally billed as a "shopping resort" that lured visitors from as far as Chattanooga and Alabama, Cumberland now targets the 300,000 people who work in office buildings within a five-mile radius of the mall.

"The mall's daytime traffic is one of its strengths," said Cumberland marketing director Sue Adamo-Carpenter. "At other malls, you're likely to see a lot of (baby) strollers during the day. Here, you'll see office workers."

Cumberland should be able to maintain its staple of corporate shoppers. Seventeen new office buildings are scheduled to open in the area by 2000, bringing 15,000 more workers. Many other plans are in the works for hotels and condominiums over the next 10 years. Nearby Vinings also is contributing to the customer base with booming residential development.

The mall markets directly to the corporate community with its "Corporate Casual Solution," a series of off-site

MALLWATCH; Nonstop office building boom keeps Cumberland Mall clicking; Big daytime business: The Cobb retail hub targets the 300,000 people who work within a five-mile radius of the mall. The Atlanta J

workshops and fashion shows that give employees tips on how to fit in with the new casual business dress code. Cumberland has gone to 100 offices this year. "It generates a lot of sales because we sell clothes right off the rack we bring them on," Adamo-Carpenter said.

Cumberland also draws customers from conventions at nearby Cobb Galleria, which attracts about 1 million visitors annually. The mall works closely with the Cobb Visitors Center and Convention Bureau, which recently moved its office to the Galleria.

The heavy business traffic has affected what you'll find in the stores at Cumberland. The apparel anchors, including Rich's, Macy's and J.C. Penney, have broadened their selection of business attire, and the mall's corporate demographics have helped land tenants such as women's apparel retailer Barami, whose only other metro Atlanta store is at Perimeter Mall. Backrack, a men's apparel store featuring suits, picked Cumberland years ago as its first metro Atlanta site and is now looking to expand in the market, Adamo-Carpenter said.

All retailers and businesses in the Cumberland Mall area are battling the inconvenience of massive road work in the area. Detours associated with new ramps to I-75, plus a new Kennedy Parkway that links Cobb Parkway to Akers Mill Road, and the widening of Ga. 41 just outside the mall have tried the patience of drivers.

Cumberland is one of several metro Atlanta malls to change hands recently. General Growth Properties bought the property from MEPC American Properties this year, and Adamo-Carpenter said the new owner may expand the mall, as well as develop land outside the mall.

One change instituted by the new owner will be a significant increase in kiosks, which are becoming more popular as malls look for ways to squeeze out more sales per square foot. North DeKalb Mall wants more day traffic. Like Cumberland Mall, North DeKalb Mall is trying to increase its business customer clientele. Mall manager Ron Duguay hopes the Applebee's restaurant that's opening inside the mall this month will bump up daytime traffic.

"It's going to bring customers who haven't been here before because they'll have a sit-down restaurant for lunch," said Duguay, who noted there's not much more than fast-food fare available around the mall.

The American Multi-Cinema movie theater that opened nearly two years ago has significantly increased traffic at North DeKalb, which is averaging 380,000 cars a month, vs. 325,000 last year, he said.

Across from North DeKalb Mall on Lawrenceville Highway and North Druid Hills Road, a 37,900-square-foot Publix is under construction at Shamrock Plaza, which is now anchored by Blockbuster Video. Developer Trammell Crow Co. is giving the center a face lift and sprucing up the property.

"I am very pleased with what's happening there," Duguay said. "It's going to be beneficial to both of us."

GRAPHIC: Photo :

Sue Adamo-Carpenter, marketing director at Cumberland Mall, stresses the heavy business traffic in an effort to lure certain retailers. Among them is women's apparel retailer Barami, whose only other metro Atlanta store is at Perimeter Mall. / CHARLOTTE B. TEAGLE / Staff

LOAD-DATE: October 7, 1998

TTAB – STK, LLC v. BACKRACK, INC.
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1 of 1 DOCUMENT

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Computer Shopper

November 1, 1996

SECTION: Pg. p584(3) Vol. V16 No. N11 ISSN: 0886-0556

ACC-NO: 18794719

LENGTH: 3254 words

HEADLINE: Lost in hype.;
enhanced CDs support interactive multimedia content;
includes a related article on standards for writing data to compact disks;
Technology Information

BYLINE: Matzkin, Jonathan

BODY:

ABSTRACT

Enhanced CDs (ECD) may be the medium of choice for interactive multimedia content by allowing recording artists to add video clips, stillphotos, interviews and text to their music. ECDs have failed to catch on, however, primarily due to a lack of standards. Few CD-ROM players could read ECD titles as recently as the end of 1995, and the technology was not publicized very well. Almost all ECDs now meet the pre-gap or Blue Book recording standards: pre-gap technology 'hides' the CD-ROM content from audio players by placing ROM content in the pause area preceding the first audio track on Red Book disks; and Blue Book allows ECDs to play as ordinary audio CDs in audio players and as interactive CD-ROMs in computers. NEC has made support for ECD a priority in its CD-ROM drives, and all the company's drives will support both the Recording Industry Association of America (RIAA) standard and the Blue Book standard.

Enhanced CDs offer consumers new media--but most don't understand what they're getting

Few, if any, PC-related technologies boast the enormous potential of enhanced compact discs (ECDs). Intended for compact disc players and computer CD-ROM drives, ECDs are capable of exploiting the growing demand for new genres of interactive multimedia content, as well as the mass appeal of multimillion-dollar pop music artists.

Some observers hail ECD content as a high-tech successor to the ambitious graphics that accompanied vinyl LPs, particularly since CD buyers say the small paper booklets shipped with most CDs lack the impact of the lyric sheets, photos, and cover art that LPs routinely offered. "One of the drawbacks of CD audio was the loss of information on the

Lost in hype.; enhanced CDs support interactive multimedia content; includes a related article on standards for writing data to compact disks; Technology Information Computer Shopper November 1, 1996

cover," says Ted Pine, chairman of InfoTech, a market research firm based in Woodstock, Vermont. "ECD provides some of that added value to the consumer. The ideal scenario is that it will become a standard feature in all music titles," he adds.

Yet oddly enough, ECD sales have been unimpressive since they first hit store shelves about two years ago. This is puzzling at first glance; ECD lets artists offer their fans full-fledged multimedia elements such as video clips, still photos, and interviews, along with text features like scrolling lyrics and biographies. And all of it comes on a disc that works exactly like any other audio CD in the living room stereo, but reveals a host of dynamic sights and sounds when popped into the family PC.

Proprietary Confusion

So what's the problem? The answer echoes the single-most-important factor in the development of the PC industry: the lack of recognized, widely supported standards. ECDs came into the world without an agreed-upon format that content developers, CD-ROM drive manufacturers, and the record industry could all work with. The temptations of the huge pop music market led content developers to develop a confusing morass of proprietary formats for recording and playing back ECDs. The result, predictably, was chaos and consumer confusion.

As of the end of last year, the majority of CD-ROM players couldn't read some or all of the available ECD titles, which inevitably led to consumer frustration. Worse yet, the new technology was poorly publicized. Even aggressive would-be buyers could find little or no information about what an ECD is and how best to equip themselves to enjoy ECD multimedia content. Even if a consumer went through the effort to find the most compatible drive available, the search for ECD titles at the local record store could prove equally frustrating.

In addition, the record industry seemed unsure early on of what to do with ECDs. Some enhanced discs were marketed as separate packages--and substantially more expensive ones--from the audio-only versions of the same albums; other ECD titles were sold as the only version of that title. Price points were all over the map, and no concerted effort was made to educate consumers about the benefits of the new format. "The record companies have tried to charge a premium without establishing to the consumer that it's worth it," Pine concludes.

The Settled ECD

But change is coming. The format issue has been greatly simplified. Nearly all ECDs are now recorded in one of two formats: pre-gap or Blue Book. Blue Book, also called CD-Extra, is the first genuine ECD standard. Developed by consumer electronics giants Sony and Phillips, Blue Book has the enthusiastic backing of both Apple and Microsoft, who support this nascent standard at the operating system level. Other key industry players, such as Corel, are providing important support for Blue Book, too.

But this backing doesn't make Blue Book a shoe-in. Support by the recording industry is absolutely crucial to making ECD a mass-market hit, and the record companies are still hedging their bets to a degree. This cautious approach can definitely be seen in the Enhanced CD compatibility program adopted by the Recording Industry Association of America (RIAA). The RIAA defines an ECD as any disc containing both standard Redbook audio and additional multimedia content. (See the sidebar, "What Color Is My CD?")

A Compatible Compromise

The RIAA has studiously avoided choosing between Blue Book and pre-gap as the standard; instead, its ECD spec encompasses both formats. That's not the kind of leadership that this technology needs to survive, but the RIAA's program does provide some basic compatibility standards for CD-ROM drive manufacturers. And drives that meet the RIAA spec are permitted to carry a packaging logo assuring consumers that the drive will work with at least the majority of ECDs.

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But to understand the huge compatibility problems facing ECD, it's necessary to consider the different ways multimedia is recorded on the audio discs. One of the earliest technologies, called Track One among other proprietary names, is also conceptually the simplest. As the name suggests, the multimedia content of the disc was simply recorded on the first track of the disc. This made for excellent compatibility with existing CD-ROM drives, which read the multimedia data in the same way as they read the audio data on conventional CD-ROM discs.

But a problem surfaced with Track One discs and audio drives. Loading a Track One disc into an audio CD player and tapping "play" caused the CD player to try to read the computer data on the first track of the disc. This produced a protracted silence at best, and potentially speaker-destroying noise at worst. Although speaker damage is an issue only with the oldest audio players, this format still imposes an inconvenience on listeners. To get to the first audio track, users must advance their player past that initial track containing the data.

Although a number of titles on these ECDs appeared, and some sold as many as a few hundred thousand copies, it was clear the recording industry wasn't going to accept this format as a standard. To meet the needs of both audio listeners and computer users, an ECD must work equally well in audio players and CD-ROM drives. The recording industry won't accept a technology that makes its product less convenient for music listeners, its core customers. Track One fails to provide this level of interoperability. For that reason, "Track One is dead," Pine says.

So it became clear that the Holy Grail for ECD functionality was to make the discs look like plain old audio CDs to audio players. Pre-gap technology emerged as the first widely adopted way to "hide" the CD-ROM content from audio players. Pre-gap discs place their ROM content in the pause area that precedes the first audio track on Redbook discs. The drive's read head goes to this area first when a listener presses the pause button. Audio players don't look for readable content there; they ignore the ROM data and advance to the first audio track when a listener hits "play." The result: audio players avoid the computer data, which solves the ECD compatibility problem with audio players. Almost all audio players treat pre-gap discs like they do regular audio CDs. So far, so good.

But problems quickly arise on the CD-ROM side of the equation, and the reason is the lack of a pre-gap standard. The numerous proprietary pre-gap formats each work in slightly different ways. Problems can surface with any of these formats in any CD-ROM drive that lacks the appropriate firmware and driver support.

The lack of a pre-gap standard, then, puts drive manufacturers in the unfortunate position of having to test virtually every pre-gap flavor to be sure that its drives can read them. Until very recently, most drive manufacturers have chosen not to perform this rigorous testing. In a classic chicken-and-egg dilemma, the market was too small to warrant that much attention from drive makers. And the resulting compatibility problems hindered the market's development. Some developers may whine that Windows isn't good software, but it's a standard, and that means that everyone can develop for it in a predictable and reliable way. Not so with pre-gap ECDs.

Buy the book

Nevertheless, many content developers went with one pre-gap technology or another in the absence of any standardized alternative. This brings us to Blue Book, which was finalized as a spec in the first quarter of 1996. Blue Book, a multisession standard, places Redbook audio in the first session. A second session, placed after the CD audio, contains the ROM data. Since audio players are incapable of recognizing more than one session, they won't encounter the ROM data, which neatly prevents any incompatibilities with audio players.

But this raises a number of thorny compatibility issues with CD-ROM drives. Drives that aren't multisession-compatible simply won't read Blue Book discs. And even some multisession-compatible drives balk at reading these discs because they look for multiple sessions only under certain, narrow circumstances. Some drives may fail to read Blue Book discs even though they work fine with multisession Photo CDs, according to a representative of Plector, a manufacturer of high-performance CD-ROM drives. Such a drive first may test to see if the disc is a Photo CD, he explains. When the drive discovers it isn't, it simply may assume that there's no second session

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and fail to see the ROM data on the disc. "Their firmware," he says, "isn't that advanced."

Firmware and drivers are the two main sources of ECD compatibility problems with CD-ROM drives. This view is shared by others familiar with the technology, including Margaret Shultz, a software test engineer at Microsoft. "It depends on the drive. It could be as simple as something they need to tweak in their driver," she says.

Until recently, the overall compatibility situation has been bleak. Up to 60 percent of installed drives didn't support Blue Book at the end of last year, according to Steve McMurrey, tech-support manager at Corel. He says that 60 to 65 percent of installed drives should support the emerging standard by the end of this year, and the figure will rise to 80 to 85 percent within a year or two.

The emergence of Blue Book and the RIAA's recognition of ECD seem to have motivated drive manufacturers to work on these compatibility issues. And they're getting help from industry players such as Microsoft, Apple, and Corel. Microsoft has developed a Blue Book sampler disc that serves as a test for compatibility and an introduction to the rich interactive features of the medium. The disc will be distributed to drive manufacturers, who in turn can distribute the sampler with their drives.

Like the RIAA, Microsoft will encourage drive manufacturers that support CD Extra to display a special seal on their packaging. Windows 95 has built-in driver support for Blue Book discs, and Microsoft maintains a Web page with information on Blue Book (<http://www.ms4music.com>). Similarly, Apple's Enhanced CD Web site (<http://music.apple.com>) offers a wealth of information about the new format. The Enhanced CD Fact Book, an excellent background source, is available there in Adobe Acrobat PDF format, and the site also has a rigorously maintained database of all known enhanced CD titles, complete with a listing of each disc's format and developer. The database is updated daily, according to David Pakman, acting manager of the Apple Music Group.

Apple participated in the development of the Blue Book standard, and it is "in line with our vision of how music and multimedia content should come together," Pakman says. He notes that Apple has several key development tools in place--including the Apple Interactive Music Tool--that are suited to Blue Book development. But Apple is not committed to Blue Book to the exclusion of other approaches. "We will befriend any developer who works with the Mac platform, regardless of the format." Pakman says.

Corel Corp.'s Web site (<http://www.corel.com>) includes a page (<http://206.116.221.5/cdrivers/second.htm>) where interested users can download the free Corel Music Advisor, which contains a utility that tests drives for compatibility with CD-Extra (Blue Book). The Music Advisor also includes drivers for using certain SCSI CD-ROM drives with Blue Book discs under Windows 3.x. A disc of Corel drivers has been shipped with several CD Extra titles.

Out of the Blue

It appears that many older CD-ROM drives will be largely left behind, but the compatibility situation for new drives is rapidly improving. NEC, the largest supplier of branded drives, has clearly made ECD support a priority. Some of NEC's previous drives haven't fully supported all ECD formats, but the company's new Multispin 6V drive carries both the RIAA and Microsoft seals. "The prior drives played all the discs we tested them with," says NEC's Harry Petty. "But there's a limit to how many combinations of things you can go through," he adds, referring to the past assortment of formats. "The 6V is the first drive we had the opportunity to work with RIAA on. We were able to take the exhaustive approach and mark the drive as such." In informal testing, the 6V played both Blue Book and an assortment of pre-gap titles without incident.

All future NEC drives will support both the RIAA spec and Blue Book, Petty says. "Microsoft getting behind Blue Book was big factor in our decision," he adds. "I think that helps the industry a lot." A soon-to-be announced NEC 8x drive will feature flash firmware, an innovation that should prevent the problems drive manufacturers have had in adapting the firmware of existing drives to new or emerging standards. Firmware updates can be downloaded to the drive as needed for compatibility with emerging standards.

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Drive compatibility can change quickly. A Creative Labs 8x drive putthrough ad-hoc testing read Blue Book discs but couldn't read several pre-gap titles. A drive provided by Creative Labs about a month later read every title loaded into it. "We do driver updates on a regular basis," says a Creative spokesperson. "Our position is that we support both CD Extra and [pre-gap] technologies. Ideally we would like to see everyone in the future support Blue Book. It's a standard, and that makes everything simpler. We don't have to react to different little things that developers may be doing."

Plexor consciously positions itself as a high-end CD-ROM drive manufacturer, and the company stresses the broadest possible compatibility. A Plexor 4x drive read all of our test discs without a hitch. According to Plexor, the firm began working with Microsoft on Blue Book compatibility almost a year ago and has worked extensively with publishers of pre-gap discs.

Companies who manufacture their own hardware seem to be falling in line faster than companies who resell other manufacturer's drives. Here the chicken-and-egg problem is most apparent, according to a source at a company that resells drives from a number of sources. "We deal with a variety of sources for commodity products like CD-ROMs," he explains. "Unfortunately, the CD-ROM supply-and-demand game is based primarily on price at this point." Thus, many OEM drive manufacturers are slow to include support for new technologies. "By the time the drive manufacturers come to us, they've already manufactured 50,000 drives. They aren't going to change the firmware at that point."

He suggests that OEM manufacturers will gradually move toward support for ECD. "The manufacturers are aware of what's going on, but they are sitting on the sideline until all this works itself out. The backracks are full of CD formats that went nowhere." But increased demand could change all that, he admits. "It hasn't been presented to us that people are saying, 'It better be ECD-compatible or we won't buy it.' When that happens, we'll take notice."

A recently released ECD illustrates the huge potential for the medium. The hit single "Just a Girl" by the popular alternative rock band No Doubt was released only in ECD form. In addition to two audio tracks, the single contains the video of the title track and biographies of band members. There's also a simulated look at the group's Web site and brief audio clips of several other songs from the album. All of this is wrapped in a colorful, simple-to-use interface and sells for the stunningly low price of around \$3.50. At that price, the disc can compete on a cost basis with cassette audio singles and regular CDs, while offering buyers extra bang for their buck.

"Just a Girl" was developed with pre-gap technology. According to Trauma Records' Jim Martone, Blue Book still hadn't solidified as a format at the time. No format decision has been made for No Doubt's next ECD, which was on the drawing board at press time. "In the future, we will choose the standard that is most consumer-friendly," Martone says.

With a number of powerful industry names supporting Blue Book, it seems likely that more content developers will choose this new standard for creating ECDs. In addition to its powerful industry support, Blue Book has the basic advantage of being a codified standard rather than a loose conglomeration of related techniques like pre-gap. Whichever format eventually wins out will benefit from cooperation among hardware, software, and content developers. But ultimately, ECD will sink or swim on the basis of the content that the artists create, regardless of the format they create it for.

Related Article

What color is my CD? Standards for writing data to compact disks are codified in a series of "books" that are identified by color. Here is a brief key to the standards:

Red Book--The standard for encoding CD audio. Enhanced CDs (ECDs) combine Red Book audio, which plays like any other CD in ordinary audioplayers, with interactive (Yellow Book) content.

Yellow Book--The standard for encoding CD-ROM data. Some of the early ECDs, such as Sara McLachlan's "Freedom Sessions," include Yellow Book data on the disk's first track, followed by Red Book content for audio CD

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players in the remaining tracks. The major drawback: You have to advance your audio player manually past the Yellow Book track to get to the Red Book tracks.

Blue Book--This recently codified standard allows compatible ECDs to play as ordinary audio CDs in audio players and as interactive CD-ROMs in computers. As a "stamped multisession" standard, Blue Book places the Yellow Book CD-ROM content in a second session after the audiotracks.

Pre-gap--Not a book or standard of any kind, pre-gap is actually a group of related but proprietary techniques for placing interactive Yellow Book data in the "pause area" of a CD; there it can be read by a computer but not an audio player.

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HEADLINE: MASCULINITY REDEFINED / THE90S BRAND OF CONSCIOUSNESS-RAISING HAS FOUND MEN ARE WILLING PARTICIPANTS. TEARS AND HUGS FROM THE YANKEES

BYLINE: BY DAVID BEHRENS. STAFF WRITER

BODY:

LISTENING to the primeval rhythms, you might conjure up a scene from boyhood past - Tom Sawyer, Huck Finn and their pals seated in a circle in some secret forest hiding-place, pounding out a syncopated beat on their drums.

But this is a gathering of grown men: an accountant, a jeweler, a landscaper, a half-dozen other suburbanites ranging in age from their mid-20s to over 50.

They meet twice a month at the Inner Light Center on a dark and wooded residential street in Glen Cove, assembled in the spirit of good fellowship to talk about things many grown men never reveal to each other - their feelings.

These men are members of a male support group, a growing phenomenon attracting new members of all ages around the country. It is not the kind of men's group formed to denigrate feminism or bash women, although some members talk from time to time about painful encounters with wives and girlfriends.

Similar groups meet regularly on Long Island and in the New York area, some weekly and some twice a month. While only some group members use mythic rituals such as drumming and chanting in their meetings, they all seek to redefine masculinity in new ways, simply by looking to their male peers for emotional support and the kind of friendship they enjoyed when they were kids.

Tom Sawyer and his pal Huck never needed a support group. In their eternal boyhood they were forever free to share the nightmares of youth with a friend. Huck made no secret of his abusive drunkard of a father. Tom didn't conceal his crush on Becky Thatcher and his fear of murderous Injun Joe. No need to hide the soft underside of one's soul.

Tom and Huck, of course, were just boys, too young to be embarrassed about friendship. But theirs was a time long before adult standards of masculinity were openly questioned, before people noticed how adult males often shut down when they grew up.

Now, a century and a half later, hundreds of male peer groups - some claim there are thousands - meet regularly in American towns and cities, wondering out loud if something is not missing in their lives and how even tough guys

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might need the support of sensitive pals from time to time. In effect, these support groups function as male consciousness-raising groups, similar to the ones feminist women formed in the 1960s and '70s.

But men's groups are certainly not brand new. Many were formed in the 1970s in response to feminism - perhaps an attempt to redefine masculinity into a more humanistic "masculinism."

The Coalition of Free Men, a Long Island-based men's-rights organization, attempted to form male support groups in the 1970s and '80s, said current coalition spokesman Tom Williamson. "But we found the average life span of a support group was no more than three months, possibly because members were more goal-oriented."

Once a group got under way, he said, men stopped attending coalition meetings. More significantly, "These groups turned out to be quite the opposite of women's groups - the men became more and more insular, personal and private, rather than political in nature. They withdrew into their own feelings, whereas women in CR consciousness-raising groups became motivated to reach out and take action."

Around the country, however, the best known men's groups, such as the National Organization for Men, focused on traditional men's rights issues such as post-divorce custody and alimony problems and, as a result, often were characterized by their hostility toward feminists and feminism.

"Now we're seeing new kinds of men's groups being formed across the country," men's movement guru Warren Farrell, author of "The Liberated Man," said in a recent interview.

Farrell cited three types: born-again men's groups such as the Promise Keepers, which unite around a religious commitment; issue-oriented groups, which deal with a broad range of problems such as health, workplace and legal problems, and so-called "mytho-poetic" groups, which emphasize communication between men rather than causes.

It is the last category that is the most significant part of this quiet revolution, according to a number of men's movement leaders. These groups, influenced in part by author Robert Bly and his evocation of the primitive spirit of men in "Iron John," his best-seller, also focus on drawing out the more affectionate side of the masculine nature.

"It's these groups that are really multiplying," said John Guarnaschelli, a former college history teacher and founder of a men's group in Manhattan called On the Common Ground.

Guarnaschelli, who helps organizations start men's support groups, noted a number of approaches. Some groups are organized by psychologists, counselors and peer therapists. Some spring from church-based programs. And some are truly peer group in nature, organized without a formal leader by friends or acquaintances.

"For the overwhelming number, anti-female anger is not the prime mover," Guarnaschelli said. The focus is not on divorce and custody issues but on bringing men closer together. "It is a response," he said, "to the feeling that something is missing in their lives."

Despite the growth of mytho-poetic groups, he complained, it is the hostile, female-bashing groups that are still perceived by the public as representative of an angry men's movement. "It's not true," he said, "and it really makes me angry."

But why do men - the nation's most empowered minority - need a raising of consciousness? Why are men so troubled when confronted with the vulnerability of other men?

"I think the key is the way we were raised as boys," Guarnaschelli said. "From the start, we're taught to be tough, enduring and productive, and we're turned away from the empathetic side of ourselves. So the warmer feelings all of us possess as living creatures are shamed and defined as unmanly."

Later, any friendly approach by another male is suspect, he said. "The reaction to another man's warmth is likely to

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be: What does this guy want from me?' Many men feel it's something they'd better be afraid of."

In joining various male support groups, members cite many reasons. Stephen Goodman of Great Neck, for instance, was in turmoil after his woman friend ended a long relationship. Freddy Gershon of Long Beach thought a men's group might help him examine his tough-guy competitive spirit.

Bill Spencer of Westbury wanted to be more in touch with deeper feelings. Ron Harvey's therapist thought a men's group experience might help him deal with conflict. Alan Jacobs of Great Neck was preparing to begin a new career when he saw an ad for a group called Men in Transition.

Peter Gollobin of Oyster Bay Cove looked forward to making new friends and an occasional night out with the boys. And Brian Foley, a Queens resident, sought something more profound, a chance to recapture something akin to the close friendships he enjoyed as a teenager. * * *

When his 12-year relationship unexpectedly ended in 1992, Goodman found himself in a state of emotional agony, and he turned to the Inner Light Center for solace.

"It's the thing that brings a lot of guys to the group - a breakup with a woman," the 54-year-old Great Neck accountant said before last week's Tuesday night session in Glen Cove.

By chance, he had noticed a small sign on a store one afternoon, advertising "A Gathering of Warriors." When he inquired about the cryptic note, someone told him: "It's a bunch of men who get together to drum and talk and scream and cry."

Goodman reflected: "Well, I could use at least two of those things - crying and screaming."

The Inner Light group, started by Glen Cove peer therapist Vijay Director in 1990, allowed him to begin to confront his grief. "You discover right away you're not alone," Goodman reflected. "It's one of the common denominators in any group of men."

In his boyhood, his family never talked about pain or failure. "But four years ago I was in such internal torment I had no trouble opening up. Anyone who met me - five minutes later - they'd know my whole story."

The group has grown to 16 members, coming from as far west as Flushing and from Port Jefferson to the east. The twice-a-month sessions run about three hours, sometimes longer, with members seated on pillows and backracks on the floor of the carpeted, mirrored meeting room in Director's home.

Japanese calligraphy, American Indian art and New Age drawings decorate the walls. In the center of the room is an ample choice of percussion instruments: congas and frame drums, West African djembe drums and smaller Middle Eastern doumbeks, maracas and tambourines.

Each session begins with an interlude of drumming. It is no throwback to caveman stuff for Stephen Goodman, but it does have an element of magic, he said.

"It's hard to explain, but it seems to bring us together. We start at different levels, each of us with their own beat. Then, after a couple of minutes, we all seem to reach the same rhythm."

Outside, the sounds thump softly against the walls of nearby houses. Inside, it is interesting to listen to the drumbeats change, unscripted, from one cadence to another, as if programmed by an unseen leader.

Vijay Director calls the drumming an invocation, something that brings the men in touch with their own inner feelings and with each other, breaking down traditional, often unrecognized barriers. Once co-owner of Dreams East, a New Age shop in Roslyn, he took his Sanskrit surname after studying with the late Bhagwan Shree Rajneesh in India.

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He now publishes a New Age quarterly, Creations, in addition to running a number of other men's groups.

There are three rules in effect in the sessions, Director said. All business is to remain confidential. No physical violence is permitted. And all expressions of feelings must be as honest as possible, even when it might not be popular.

"The last rule is the hardest and most important - to behave in a way that's often difficult or impossible at work or in relationships," he said. When Goodman joined, he said he found a maximum of honesty and a minimum of macho rivalry. "So we were able to get to the most intimate emotional issues right away."

Members agree that having a professional group leader - Director is paid \$25 a session by each of them - helps to keep the action on a higher plane. "People are free to share or not, but most people do open up with some gentle coaxing," Goodman said.

Finding acceptable ways of dealing with anger is another central issue up for examination. "We can hit pillows, scream, act out the angry scenes we've had. And you learn you can express angry feelings without anyone getting hurt," Goodman said.

Often, newcomers just sit and listen during their first session, amazed to hear men talking about personal things with such openness. One of them once told Goodman: "I didn't think people ever talked like this."

The focus varies: sex, parents and siblings, wives or girlfriends. Some talk about being sexually or emotionally abused in childhood. Many complain about the absence of a strong father in their home, a major theme in many men's groups.

Goodman also learned he had a right to cry. "The meetings allow us to be emotional, to see other men also have felt pain." In fact, he has cried so often, he said, almost with a tinge of pride, "I've been told I'm a better crier than a laugher."

Freddy Gershon joined in 1990, the only original member still in the group. Israeli-born, the 49-year-old jeweler recalled how difficult it once was to express his feelings.

"I was going through a very painful divorce, and I'd be close to tears when I talked about it. But my father and I had the traditional Israeli macho upbringing. He felt men were not allowed to shed tears. He'd say: I never want to see you cry."

His own view was strictly macho-traditional: "You went to the gym with men. You went to bars with men. You competed with men for jobs or women. But there was no closeness, no bonding." Now he has learned to trust other men, but the process takes time. Often, he said, men would join the group and open up for the first time. "Then they would be so scared about revealing intimate parts of themselves they'd leave and never return."

The group, he recalled, helped him in his relationship with the woman who became his second wife, teaching him to be more understanding, "not so tough all the time." And in dealing with his two sons, he reflected, "I can allow them to be human beings when they are in pain."

There has been another bonus: One of the group members has become his closest male friend.

"We're both married, but when we meet we hug like brothers. I've learned you can love men in a way that has nothing to do with sexuality but real love." For many men, Director observed, the group is a first chance to develop adult friendships with other men. "They rely on women for emotional support and never share vulnerable, intimate feelings with other men. In the group, they discover they don't have to compete with other men at all times." * * *

Not all support group members, of course, seek the intensity of the Inner Light Center. Peter Gollogin, for instance, was merely seeking a new circle of friends, rather than emotional support. But his group, which disbanded after only 10

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months, may have been doomed from the start, said the 50-year-old Oyster Bay Cove resident, the father of three daughters.

It was organized by a half-dozen men who were either married or involved with women who knew one another. That turned out to be a bad idea.

When some of the wives and girlfriends started to take an interest in the group, he recalled, the men's trust in group confidentiality began to break down. "One night, when we got together for a bonfire on the beach, one of the wives even showed up, walking her dog."

The group had attracted a number of men who had no close male friends. At work, Gollobin explained, they ran their businesses as the boss and were unable to become friends with employees. Socially, they spent no time with other men unless wives or girlfriends were present. And at home, he said, they often felt isolated, caught in the worries of family life.

For Alan Jacobs, a Great Neck businessman, a support group was also a welcome idea. When he was in his mid-60s he saw an announcement in a local weekly about an ongoing peer group called "Men in Transition."

Four years later he is still a member of a weekly group run by psychologist Selwyn Mills in Great Neck. Now 69, Jacobs was preparing to sell his business, he recalled, "just starting to figure out what I wanted to do when I grew up."

The group has been a wonderful experience, he said before one of his meetings. "It's been a chance to talk to fellows of all ages, about more serious feelings you normally talk about in everyday life, with some fellows who are the same age as my sons."

With a professional in charge, the questions are more probing, he finds, and as time goes by, people become less embarrassed to share intimate feelings. Now, outside the group, he finds he's more interested in people, about their feelings and their lives, "not just the latest ballgame score."

Mills, who is 58, started the group in 1992 with a half-dozen men ranging in age from 28 to over 60. He has found the mix of ages broadens the viewpoint.

"Older men recall crises they experienced early in life, while a younger man can look at these crises through the eyes of their father's generation. It's also a chance for older men to see how people as young as their sons will respond to them. Everyone gains a broader vision of what being a man is about."

While men have no trouble bonding in sports or business, he has found, "when it comes to intimate sharing, they tend to shy away, because our culture teaches us not to show feelings." Sometimes, he said, it takes months, even years, before men will trust other men.

Ron Harvey finds he still has to be careful, even after two experiences in support groups. Harvey, who asked not to be identified by his real name, just completed a 12-week cycle in a peer group run by Huntington psychologist Bernie Koven.

Harvey, in his mid-20s, joined Koven's group in 1995 after a therapist suggested that the experience might help him confront problems in handling conflict. "I said, What the hell, I'll take whatever help I can get.' I wasn't looking for friends but for some camaraderie with people who'd been through things I'd been through."

At the time, Harvey felt a loss of significant male friendships in his adult life. Slowly, he had been discarding most of his friends from adolescent years, he said. "I found myself the only one who's trying to be honest with himself," he said.

For Brian Foley, interest in men's support groups reflects a more complicated goal: his desire to replicate some of

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the intimate friendships he enjoyed as a young man.

Now 39, married and the father of twins, Foley joined the Unitarian-Universalist Congregation at Shelter Rock three years ago and became active in the Men's Alliance, a feature in Unitarian congregations around the country.

Though the alliance is designed to give men an opportunity to share feelings, it is too large to function as a support group, so a number of smaller peer groups also have evolved. Many of the men who signed up, he said, still remember their younger days, "spending time with other guys, being able to confide in each other."

On one weekend, movement guru Guarnaschelli came to Long Island to run a retreat for the alliance, Foley's first experience with ritual drumming. "There were a lot of exercises that might be embarrassing without a group leader, like the drumming, chanting, something almost like tribal dancing, things that didn't involve talking." It is difficult for some people, he recalled. But somehow, the experience evokes unexpected communal feelings.

For Bill Spencer, 48, the idea of joining a support group five years ago was his wife's idea. "She thought I'd feel less repressed, more in touch with my feelings by sharing experiences with other men." But once involved, he said, "it was all my idea." An airline supervisor, Spencer later went on to organize peer groups in the Westbury area, serving as a participant-leader.

Resisting harsh judgments is a crucial factor in the chemistry. On occasion, the group can become overly critical, he said, but someone always speaks up - "to remind us that we're ignoring what this guy is going through." Men can take a punch, Spencer said. "But sometimes we hit too hard." Tears and Hugs From the Yankees IS THE more gentle side of the men's movement softening the macho image of sports champions? You might have guessed so, eavesdropping on the New York Yankees Saturday night.

In the clubhouse the mood was almost as tender as a men's "mytho-poetic" support group.

There was manager Joe Torre, on the edge of tears after his brother Frank's long-awaited heart transplant, remembering the death of another brother, Rocco, in June. "This has been like a dreamland," he said, hugging his coaches.

There was winning pitcher Jimmy Key, sitting with fiancée Karen Kane, announcing they had become engaged just before the big game.

There was Wade Boggs, in tears in the locker room, recalling his mother, Sue, killed by a hit-and-run driver just before the 1986 World Series.

And Tino Martinez, who revealed that he had talked to his late father in heaven that day, promising to bring home a victory.

Even owner George Steinbrenner was in tears. And Braves manager Bobby Cox caught the spirit, too. "You have fun this winter," he said, giving Joe Torre a hug. "You deserve it. Good going. I love you." - Behrens

GRAPHIC: 1) *Newsday* color cover photo by Ken Spencer - Members of a men's support group in Glen Cove greet each other upon arrival. From left, Santiago Hernandez; Vijay Director, the peer group leader, John Pinella, and Stephen Goodman. *Newsday* Photos by Ken Spencer - 2) Freddy Gershon, Stephen Goodman and Vijay Director, from left, share feelings at a meeting of the Inner Light Center group at Director's Glen Cove home. 3) Inner Light sessions begin with drumming. "It's hard to explain," one member says, "but it seems to bring us together." 4) Selwyn Mills, left, runs a support group in Great Neck. Alan Jacobs, right, joined at age 65: "I was just starting to figure out what I wanted to do when I grew up." 5) Peer therapist Vijay Director of Glen Cove, who started the Inner Light group.

LOAD-DATE: October 30, 1996

TTAB – STK, LLC v. BACKRACK, INC.
Cancellation No. 92049332 – Registration No. 3014986

EXHIBIT B16



1 of 1 DOCUMENT

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The Gazette (Montreal, Quebec)

August 6, 1993, Friday, FINAL EDITION

SECTION: SPORTS; URBAN CYCLIST; Pg. D10

LENGTH: 1062 words

HEADLINE: Clinic is high-tech, hillside torture; Mountain-bike session proves enjoyable pain in the rear

BYLINE: CAIRN MACGREGOR; FREELANCE

BODY:

Gary McKeehan, team director of the mountain-bike racing Team GT Canada, said, "Come along. You don't have to be a mountain-bike racer to attend the clinic - the clinic is for anyone who wants to learn to cycle off-road."

I did not worry at the liability waiver that participants in the GT-Shimano mountain-bike ride and race clinic must sign - I would have been surprised if they did not ask for a waiver for such an event.

A little niggly-naggy doubt did enter my mind when I saw the bikes ridden by other participants. I expected members of Team GT to have good bikes, seeing as GT is a company that makes high-end mountain racing bikes. But other people attending the clinic had bikes that showed they were serious off-road cyclists. No mudguards or other street-bike clutter. The only weight-adding accessories tolerated by these cyclists were handlebar cyclometers, devices that keep statistics - time, distance, average rate, and maximum breakneck speed down the mountain.

Practically all the bikes had front suspension. Steel was a rare item here - most bikes were made of aluminum, a few made of titanium. I would have felt quite out of place clunking and clattering down dirt roads and over tree roots on my "mountain" bike, outfitted with its mudguards, backrack and wire baskets. Luckily, McKeehan had loaned me his bike, a featherweight GT aluminum-framed bike with front suspension. With this bike I thought I could blend right in.

Out of my element

But when I entered the Louis St. Laurent Community Centre in Lorraine, I'm sure everyone immediately recognized me as an impostor - a tourist, a weekend cyclist, or (worst) a journalist. I just did not have the gear. Team GT were in their uniforms. All the other adult participants wore tight shiny cycling shorts and aerodynamic micro-shell helmets. I was wearing my trusty Vetta hard-shell helmet that makes me look more like a hockey player than a cyclist (I had considered borrowing a motorcycle crash-helmet for this event).

Having lived in the Laurentians, I knew what to expect after a few days of rain - a plague of mosquitoes. I wore a pair of long, black, tight-weave cotton pants. A number of people must have wondered about the idiot wearing long

Clinic is high-tech, hillside torture; Mountain-bike session proves enjoyable pain in the rear The Gazette (Montreal, Quebec) August 6, 1993, Friday, FINAL EDITION

pants to a mountain-bike clinic.

I put on a brave face as I sat in my hockey helmet and long pants listening to an interesting lecture by Team GT trainer Dario Ribet on training, health, nutrition and the importance of fluids when racing. Ribet's philosophy must work - the cyclists of Team GT are in tremendous shape.

As I groaned through some pre-cycle exercises and stretches, I admired their limber physiques. These young athletes, both male and female, had calf muscles that looked like big steel springs. I could not figure out why they needed suspension on their bikes. I began to worry about the trails we were going to cycle on. The Team GT kids (the more we stretched the younger they seemed to me) looked as if they could fall off the side of a mountain and simply bounce when they hit the bottom.

Before going into the woods, we split into two groups, kids and adults. I watched the kids leave, just managing to suppress the desire to yell that I would rather be in the kids group.

The woods around Lorraine are typical of the Laurentians - very beautiful and, in high summer, very buggy. The mosquitoes formed clouds around us. I shared out my 95 per cent DEET repellent with the dozen or so people in my group, but it just did not go far enough and could not stop all the little flying vampires. Soon people were enviously eyeing my long pants.

The mountain-bike trails in these woods are marvellous. Up and down, around trees, over roots, through verdant hills and sunny glades, over picturesque little wooden bridges - breathtaking stuff. Hard for us to look at though, seeing as we had little breath left for the taking.

First we practiced climbing. Up a hill. Up a big, ruddy, sandy, muddy, awful hill that I learned to hate. Over and over we climbed it, then cycled down only to climb it again. I was the only one not to make it to the top, despite trying and trying. I'm sure it was because I was riding an unfamiliar bike with front suspension and tires not designed for mud.

The Team GT members sympathetically agreed that the bike was to blame. We then moved on to a bigger, ruttier, sandier, muddier, more awful hill that I learned to hate more. Again the bike failed to get me to the top.

I was relieved when they said we were moving to a downhill section. Well, until I saw it. I will never again complain about Montreal potholes. This trail had holes that could swallow a bike - along with the overweight cycling columnist riding it. In places the trail had deep mud. In places deep sand. In other places the ground was hard enough to rattle my bones (I began to like the front suspension). There were tree roots the size of a bicycle wheel.

Covered in mud by lunch

Over and over we ran this trail, practicing where to brake (never on the soft stuff), and where to fly. Which stumps to jump over and which to go around. Which holes to jump over and into which to slam down your front wheel.

The trick to using a featherweight mountain bike with a front suspension system and great brakes is remembering not to break hard in deep holes. If you do, the front wheel tends to freeze, the suspension tends to plow down into the hole, and the poor wee rider tends to somersault over the handlebar and land, backside down, in a mud puddle.

The Team GT members gave no indication that my routine of blaming the bicycle was wearing thin. At least I was not the only one. By lunch time, we were all covered in mud.

In the afternoon, a Shimano engineer gave a great demonstration of bicycle maintenance. Then we went back to the woods to practice on more "difficult" trails what we had learned on the "easy" trails of the morning ride. The whole experience was an embarrassing, gruelling, painful hell. I hurt that night, and for days afterwards. It was the most fun I've had in a long time.

Clinic is high-tech, hillside torture; Mountain-bike session proves enjoyable pain in the rear The Gazette (Montreal, Quebec) August 6, 1993, Friday, FINAL EDITION

I can't wait to go back.

* Team GT will conduct another clinic on Sept. 25th. It costs \$ 25 for the day (you must bring a bike, a helmet and a lunch). By September, the mosquitoes may have diminished, but a good insect repellent is still a good idea.

Call 661-7613 for more details.

GRAPHIC: SARA LAWSON/ Mountain-bike clinic participant speeds through one of the "easier" sections.(A color detail of this photo appeared on page A1).

LOAD-DATE: August 7, 1993

TTAB – STK, LLC v. BACKRACK, INC.
Cancellation No. 92049332 – Registration No. 3014986

EXHIBIT B17



1 of 1 DOCUMENT

Copyright 1992 Toronto Star Newspapers, Ltd.
Hamilton Spectator (Ontario, Canada)

March 21, 1992 Saturday Final Edition

SECTION: TRAVEL; Pg. C16

LENGTH: 328 words

HEADLINE: Quick tips for the trip

SOURCE: THE SPECTATOR

BODY:

We took our own bikes. We wanted to be familiar with our transportation and guarantee they would be in good working order.

Airlines have varying attitudes toward bicycles. Some consider them luggage and charge nothing, while others pick your pocket for as much as \$40 each way. Ask when your travel agent is booking your flight.

Packing methods also vary. We thought it would be best to stuff our trusty mounts into cardboard bicycle boxes picked up free at the local cycle shop. Don't be conned into paying for the boxes.

To fit the bicycle in the box, you'll have to take off the pedals, loosen, drop and turn the handlebars parallel with the frame, and remove the front wheel.

Don't forget to deflate the tires or the first thing you'll do on your holiday is change two flats.

You'll have to abandon your box at the airport, unless you're willing to pay a storage fee to ensure it's there for your flight home. But when you're ready for the return trip, you should be able to get a plastic bag at the airline check-in counter.

We averaged about 70 kilometres (42 miles) a day. That allowed us to cover decent distance with enough time to stop and enjoy the sites and attractions along the way.

Two saddlebags, a handlebar bag and a small knapsack on the backrack accommodated more than enough clothing and equipment. You could camp, but bed and breakfasts are cheap, friendly and ensure a good night's sleep.

Use the train to get the most out of your ride. The British rail system has excellent services for bicyclists. Ask about that at a tourist information booth as soon as you land.

Take off a day or two from riding during your trip to enjoy a particularly special area.

If you'd like to stay beside Cadbury Castle, contact Mr. and Mrs. Kerton at Parsonage Farm, Sutton Montis, Yeovil, Somerset, telephone: Corton Denham (096322) 256. Make sure to enjoy an incredible meal and friendly welcome at the

Quick tips for the trip Hamilton Spectator (Ontario, Canada) March 21, 1992 Saturday Final Edition

Red Lion Inn in nearby South Cadbury.

LOAD-DATE: October 4, 2002

TTAB – STK, LLC v. BACKRACK, INC.
Cancellation No. 92049332 – Registration No. 3014986

EXHIBIT B18



FOCUS - 1 of 1 DOCUMENT

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US Fed News

April 10, 2009 Friday 4:26 PM EST

LENGTH: 171 words

HEADLINE: BICYCLES DONATED TO GETTYSBURG NATIONAL MILITARY PARK

BODY:

GETTYSBURG, Pa., March 25 -- The National Park Service's Gettysburg National Military Park issued the following press release:

Holmes Cycling and Fitness, of Camp Hill, Pa. and Giant Bicycles presented Law Enforcement Rangers at Gettysburg National Military Park with a donation of three bicycles for use in patrolling the Gettysburg battlefield and the Eisenhower National Historic Site on March 24, 2009. The bikes will be used to improve visitor and resource protection. The donation also includes helmets, water bottles, **back racks**, and a car/trunk bicycle carrier. Steve Silsley, of Holmes Cycling and Fitness, made the presentation of the three bicycles to Park Rangers Maria Brady, Doug Murphy, and John Sherman at a brief event held at the Pennsylvania Memorial on the Gettysburg battlefield. Brady, Murphy, and Sherman were more than happy to try them out, peddling up and down Hancock Avenue in the beautiful spring weather. For more information please contact: Sarabjit Jagirdar, Email:- htsyndication@hindustantimes.com

LOAD-DATE: April 10, 2009

TTAB – STK, LLC v. BACKRACK, INC.
Cancellation No. 92049332 – Registration No. 3014986

EXHIBIT B19



FOCUS - 1 of 1 DOCUMENT

Copyright 2009 Sault Star
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Sault Star (Sault Saint Marie Ontario)

April 4, 2009 Saturday
Final Edition

SECTION: NEWS; Pg. E1**LENGTH:** 901 words**HEADLINE:** Tracks of my tears; As the snowmachine season wraps up, James Smedley looks at the various -- and often emotional -- stages of sled ownership;**BYLINE:** JAMES SMEDLEY;**BODY:**

Since purchasing my first used snowmobile in the 1990s I've lived through the cycle of snowmobile ownership several times. As a rule I find something I like and stubbornly stick with it. But, sadly, even the best machine of its day gets old, gets worn and gets dated. Although I wish it weren't the case we have little choice but to ride our once-new and now-aging machine through the stages of snowmobile ownership until we move on to an-other model. I'm sure most snowmobilers in Algoma can

relate to the scenario. Some move through these stages every few years, others take a decade or more, but there is no denying the attitudinal shifts that influence our snowmobile purchasing.

THE DENIAL STAGE

My 1995 Polaris Indy Lite GT was pretty slick in its day and even after 10 seasons I didn't look at another machine. The little 340 cc did everything I wanted, never let me down and there were really no new machines out there that I thought were any better.

Even in its 12th season she ran as well as ever and I defended her vehemently against the derisive comments of others including my wife and children who counselled me to "get rid of that tiny snow machine." Although I made no outward advances toward a new sled and dismissed their suggestions, deep in my core I knew know they were right.

THE COVETING STAGE

Thou Shalt Not Covet Thy Neighbour's Snowmobile but there comes a time when our eyes begin to wander. The coveting stage comes close on the heels of denial and often there is a period of overlap, when we claim satisfaction with our old ride but look with hungry eyes upon newer models. Out on the lakes and trails we take notice of the other sleds, look closely at engines, tracks and suspensions and talk to owners about performance. Although still fond of my 1995 sled I could no longer deny being envious of those with newer models. In my case, as a photographer, my old machine was no longer useful as a snowmobile model unless clients were looking for nostalgic images of snowmobiling from days gone by.

THE SHOPPING STAGE

We start visiting dealers, milling around showrooms and picking up literature. Night time reading consists of leafing through brochures and comparing specifications between models. I looked at track length/width, lug size, dry weight, ski stance, horsepower and styling.

Tracks of my tears; As the snowmachine season wraps up, James Smedley looks at the various -- and often emotional -- stages of sled ownership; Sault Star (Sault Saint Marie Ontario) April 4, 2009 Satu

Most of the time I would compare these features to what I already had and decide that the differences were not significant enough to warrant pulling out the long dollar for new sled.

However at some point in the shopping stage a machine comes along that really piques our interest.

For me it was the 2009 Ski Doo Tundra V800.

As a hard core angler and occasional trail rider I expect a lot from a machine.

It should break trail well, be lightweight, it should have power to pull a sled full of fishing gear even over slushy lakes, and it should have a two up seat and be comfortable for long trail rides.

The Tundra seemed promising so I make a move on it.

THE ANALYSIS STAGE

Once we've acquired a new machine we enter what is probably the most enjoyable stage of snowmobile ownership, especially if the new machine lives up to expectation.

After all the research, after all the shopping and after the outlay of cash, the temptation is to tell yourself and anyone who asks just how great the new ride is.

However we're really not sold until we've put it through real world testing.

This winter has been a prolonged season of analysis for me because the Ski Tundra is so radically different than any machine I've owned.

I'm pleased to report the Tundra is holding up well in virtually every category. First of all the stance of the RF platform is quite comfortable with riders seated more in a motorcycling stance than traditional sleds that I've heard some call "tail-draggers". The long travel suspension sucks up bumps admirably even with two adults and a heavy pack on the large aluminum-framed **back rack**.

My old 340 is still pretty quick unencumbered but add a sled full of gear and a bit of snow or slush and she's labouring. Equipped with an 800 cc four stroke engine the new Tundra pulls two adults and a sled as fast as I dare with plenty of reserve power for any slushy sections that might be encountered.

An unexpected bonus is this huge engine delivers outstanding mileage without the smoky emissions of many two stroke engines.

Fuel injection also makes for easy starting and a light touch throttle that does not give me a sore thumb after a long ride.

THE CONTENTMENT STAGE

After a thousand kilometres of analysis I'm slipping nicely into the contentment stage.

This is where we enjoy using our sled from day to day, confident there is nothing else on the market that we'd prefer to own.

HEALTH:St. Joe resident thankful for support following fall; hails MMH care

But rest assured within five or 10 years we'll begin to enter the denial stage again, defending our aging machine and entering once again into the next stage in the rotating cycle of snowmobile ownership."

How long this stage lasts depends on the individual and the inevitable improvements that will occur in the industry.

While luxuriating within the contentment stage we really can't imagine what could possibly be done to improve our machine.

But rest assured within five or 10 years we'll begin to enter the denial stage again, defending our aging machine and entering once again into the next stage in the rotating cycle of snowmobile ownership.

GRAPHIC: 1. 3 photos by JAMES SMEDLEY Special to The Star ; 3. The Tundra carries out its duties during what the author hopes is a long and drawn-out contentment stage. 2. The author (left) picks up his new snowmachine at

Tracks of my tears; As the snowmachine season wraps up, James Smedley looks at the various -- and often emotional -- stages of sled ownership; Sault Star (Sault Saint Marie Ontario) April 4, 2009 Satu

BandB Auto in Hearst with owner Michel Chouinard and BRP representative Casey Guerin. 1. The aggressive long track, with deep lugs, of the 2009 Ski Doo Tundra V800 is a big step up from author's 1995 sled. ;

LOAD-DATE: April 7, 2009

TTAB – STK, LLC v. BACKRACK, INC.
Cancellation No. 92049332 – Registration No. 3014986

EXHIBIT B20



FOCUS - 1 of 1 DOCUMENT

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Ethnic NewsWatch

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News India - Times

April 3, 2009

SECTION: BUSINESS; Pg. 20 Vol. 40 No. 14

ACC-NO: 58745

LENGTH: 985 words

HEADLINE: World's cheapest car drives India like a national dream

BYLINE: Wax, Emily

BODY:

ABSTRACT

Jostling for space on the roads is like a scene out of a 'Mad Max' film. There are hulking commuter buses, ox-pulled carts stacked with chicken coops, cycle rickshaws with cooking gas strapped to the backs, silver swanmarriage floats tricked out with loudspeakers and squeaky Soviet-era taxis. India's roads are a true expression of the world's largest democracy - a free-for-all for anything with wheels, hooves or feet.

The mini-car is the brainchild of one of India's top industrialists, Ratan Tata, who had a dream to move millions of Indian families off their two-wheelers and into a safer, all-weather alternative. Many auto experts here have likened die [Nano] to the Henry Ford Model T that revolutionized American life a century ago. The down payment for a Nano is about \$70.

The global economic downturn has only made the car more desirable, and not only in developing nations, Tata said. The company is planning to launch a version of the Nano in Europe in 2011, and after that a souped-up Nano for the U.S. market. "At first I thought the U.S. customer might not go for such a small car," Tata said. "But the economic realities may change that"

FULL TEXT

Automobile industry

-MUMBAI

I didn't want to be the first Western journalist to crash a Nano. But I was so curious about the world's cheapest car I was willing to take that chance.

With a sticker price of about \$2,000, the new Tata Motors' Nano has been mocked as a lawn mower for four. It has no air conditioning stereo or air bags. Those cost extra. It does come with a single windshield wiper, kind of skimpy for a country with a monsoon season. Oh, and the Nano comes only with manual transmission.

But in a country where it's not uncommon to see a family of four or five perched precariously on a motorcycle, it puts the dream of car ownership within reach of India's emerging middleand working-classes.

World's cheapest car drives India like a national dream News India - Times April 3, 2009

I was excited but also a little worried about test-driving the "people's car" - as it's also known here - not only because of the stick shift but also because of India's traffic

Jostling for space on the roads is like a scene out of a 'Mad Max' film. There are hulking commuter buses, ox-pulled carts stacked with chicken coops, cycle rickshaws with cooking gas strapped to the backs, silver swanmarriage floats tricked out with loudspeakers and squeaky Soviet-era taxis. India's roads are a true expression of the world's largest democracy - a free-for-all for anything with wheels, hooves or feet.

"If you can drive in India, you can drive anywhere," said a chuckling Sugiyana Kapadia, 31, owner of the aptly named Good Luck Driving School.

The mini-car is the brainchild of one of India's top industrialists, Ratan Tata, who had a dream to move millions of Indian families off their two-wheelers and into a safer, all-weather alternative. Many auto experts here have likened the Nano to the Henry Ford Model T that revolutionized American life a century ago. The down payment for a Nano is about \$70.

"I made a promise and I kept that promise," the soft-spoken 71-year-old Tata said at a glitzy launch party last week.

"I dedicate this car to the youth of India who designed it and will use it to transport their families. It shows that nothing is really impossible if you set your mind to it"

The global economic downturn has only made the car more desirable, and not only in developing nations, Tata said. The company is planning to launch a version of the Nano in Europe in 2011, and after that a souped-up Nano for the U.S. market. "At first I thought the U.S. customer might not go for such a small car," Tata said. "But the economic realities may change that"

Luckily for me - and the Nano - we did the first part of the test-drive on a racetrack at the company's Pune plant. No cows, no careening taxis.

The Nano's lightweight, two-cylinder engine musters about 35 horsepower - roughly 10 times that of most lawn mowers. It tops out at just over 60 mph, but considering the congested traffic in most of India's big cities, that limitation is not a problem.

On the track, with one of the car's engineers offering encouragement from the passenger seat it felt comfortable and surprisingly sturdy and spacious. The seats are set high off the road, allaying some people's fear that it would be like driving a go-cart. In a country where a family car must provide space for mother-in-law, the car has vast legroom (the engine is in the rear).

One of Tata's biggest hurdles is keeping up with demand, expected at about a million cars a year. Most Indians putting a down payment on a Nano this month will wait at least a year before delivery.

After 30 minutes on the test track, we decided I was ready to take the car into traffic. I thought it might be wise to trick it out with some good-luck charms, including a string of lemon, chili and charcoal that hangs off almost every bumper in southern India, intended to "lessen the impact of a collision." But with no accessory wallahs (peddlers) around, we dove right in.

The Nano zipped around farming tractors stacked with sacks of rice. We beat out lumbering buses and maneuvered around bicyclists with typewriters strapped in the back racks.

The Nano easily careened past a pushcart vendor plying mangoes and a car speeding down the wrong side of the road. Nothing unusual for Indian traffic.

And the Nano turned heads. Most Indians have never seen a real one, just photos in newspapers. Choi wallahs (tea vendors), sidewalk barbers and schoolgirls with braided hair and white uniforms all craned their necks for a glance.

-With permission, IA Times/Washington Post

SIDEBAR

The global economic downturn has only made the car more desirable, and not only in developing nations, Tata said. The company is planning to launch a version of the Nano in Europe in 2011, and after that a souped-up Nano for the U.S. market.

World's cheapest car drives India like a national dream News India - Times April 3, 2009

Tata Motors' tiny Nanq, which costs about \$2,000, attracts onlookers on the streets of Mumbai.

GRAPHIC: Photographs

LOAD-DATE: May 15, 2009

TTAB – STK, LLC v. BACKRACK, INC.
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EXHIBIT B21



FOCUS - 1 of 2 DOCUMENTS

Copyright 2009 Northcliffe Media Limited
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Leek Post and Times

June 3, 2009

SECTION: Pg. 61

LENGTH: 221 words

HEADLINE: A team sink club rivals to climb table

BODY:

Leek A battled it out with Leek B in a highly anticipated Staffordshire Inter-League clash at Benks last Friday night.

The second team had enjoyed the better start to the 2009 season, but it was Leek A who secured the bragging rights with an 11-7 victory after leading 4-0 and 7-1 during the match.

Good wins from Andy Slack, Wilf Mannion, James Tosh and Jamie Woodcock got Leek A off to a flier.

Dave Cartright pulled one frame back, but that did little to stem the tide as Steve Flower, Dan Duffield and Aidy Kosasih then made it 7-1.

Leek A captain Nick Burton suffered a dry break in frame nine and opposing skipper Colin Leather produced an impressive eight-ball finish to end the first session 7-2.

Colin Andrews gave the home side a little more hope to reduce the deficit to five, but Slack and Woodcock both won their second frames of the night to put the A side within a frame of victory at 9-3.

Trevor Clowes pulled another **rack back** before Burton avenged his first-frame eight-ball defeat with a fine clearance of his own to give the A side a winning 10-4 advantage.

Mark Mannion won another frame for Leek A before Mick Oddy, Ben Duffield and Leather gave the seconds some consolation by taking the second session. The result lifts Leek A to fifth in the Staffordshire Inter-League, while Leek B dropped down to seventh.

LOAD-DATE: June 11, 2009

TTAB – STK, LLC v. BACKRACK, INC.
Cancellation No. 92049332 – Registration No. 3014986

EXHIBIT B22



FOCUS - 1 of 1 DOCUMENT

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M O D E R N
Materials Handling

Modern Materials Handling

June 1, 2009

SECTION: DEPARTMENTS; Focus On ...; Pg. 37

LENGTH: 4217 words

HEADLINE: Focus on Lift trucks

BYLINE: Staff

BODY:

Pantograph reach truck with traction control

Staff

The new RR 5700 pantograph reach truck for use in narrow-aisles includes a traction control system, enhanced load handling as well as fast lift and travel speeds. Capable of moving 4,500-pound loads at heights greater than 36 feet, the truck's traction control system prevents the truck from slipping on wet, dusty or sealed floors by reducing tire spin during acceleration and preventing wheel lock-up during braking. Ergonomic features include a suspended floorboard that absorbs vibration and a temperature control package for improved operator comfort in refrigerated or freezer applications. Offered as an option, a rack height selection feature allows operators to stop the forks at a specific rack level with a push-button control. Crown Equipment , 419-629-2311, www.crown.com .

Electric stand-up counterbalanced trucks

Staff

Offered in three lifting capacities from 3,000 to 4,000 pounds, the new Platinum SCX series of stand-up counterbalanced trucks is completely AC powered. Two independently controlled AC drive motors and drive units optimize integration through a continuous feedback system for faster acceleration and high travel speeds. For increased energy and savings, the truck includes regenerative braking and auto-power off functions, along with extended battery run times. Other features include three pre-set performance modes, ergonomic cushioning, a multi-function control handle and hydraulic steering. Nissan Forklift , 815-568-0061, www.nissanforklift.com .

Electric truck with ergonomic features

Staff

The operator-friendly, AC-powered E45-70XN electric lift truck features a remodeled operator compartment with increased foot and leg room and a removable floor plate for quick maintenance. The ergonomically improved compartment's dash display offers enhanced visibility and pallet control, while a redesigned hood provides maximum battery service access to reduce downtime. The hood's design also allows easy access for the driver entering and exiting the

truck. Enhanced speed sensors on the truck's traction motor provide accurate speed monitoring, while the motor's steel skin and cast end bells allow maximum air flow. Hyster , 252-931-5679, www.hyster.com .

AC-powered narrow reach trucks

Staff

For narrow-aisle applications, the 9000 series swing reach lift trucks offer energy-saving features including AC technology for longer battery run times, regenerative lowering that automatically recharges the battery, and LED compartment lights. Ideal for pallet handling and case picking, the truck accommodates aisles as narrow as 66 inches. The trucks elevate up to 45 feet, lifting loads up to 60 inches deep or 108 inches wide. A twin tubular mast design supports loaded and elevated forks. Dual I-beam construction and a wide footprint give the operator's platform stability and enhanced visibility. A contoured chair features adjustable padded armrests and lumbar support for operator comfort. The Raymond Corp. , 800-235-7200, www.raymondcorp.com .

Big trucks offer big capacity

Staff

Three new models in the Veracitor Big Truck line of class five pneumatic lift trucks are rated between 17,000 and 19,000 pounds capacity. Features include a 110 HP Cummins QSB 3.3 turbo diesel engine, oil-cooled wet disc brakes, accu-touch mini levers and a full suspension vinyl seat. The engine includes Tier III emissions compliance and low noise levels, with a forged steel crankshaft, camshaft and piston rods, and oil-cooled forged aluminum pistons. The standard transmission includes three speeds forward and two speeds in reverse for increased gradeability and drawbar pull while allowing top travel speeds for maximum productivity. Yale Materials Handling , 800-233-9253, www.yale.com .

Reach truck available in three models

Staff

Offered in three models-including a single reach lift truck in 3,500- and 4,500-pound lifting capacities and a 3,000-pound capacity double reach model-the 8-Series AC reach lift truck line features an AC-powered drive system, AC power hydraulic system and maintenance-free electric disc brakes. Enhancements to the drive system yield travel times up to 17% faster than previous models. And with no motor commutator, brushes or springs, it reduces maintenance costs. Ergonomic features include an 11.25-inch diameter adjustable steering wheel, adjustable battery retaining system to minimize movement, and truck position stability in push-back rack applications. Cushioned hydraulics for the pantograph mechanism generate less noise and truck impact. Toyota Material Handling , U.S.A., 800-226-0009, www.toyotaforklift.com .

Multi-directional lift truck

Staff

The multi-directional Combi-CB lift truck handles palletized goods and long length products. With 6,000 pounds capacity, lift heights up to 25 feet, and standard 8-inch side shift, the vehicle is offered in LP gas, diesel or electric versions. Rubber tires may be used indoors and outside, while a fully enclosed, heated cabin accommodates harsh or wet environments. The truck's compact size allows it to stuff and de-stuff containers and transport the pallets or long loads directly to the warehouse. Options include a hydraulic fork positioner and detachable four-fork spreader bar. Combilift USA , 336-314-4262, www.combilift.com .

Tugger pulls up to 11,000 pounds

Staff

For towing up to 11,000 pounds of cargo, the EZS 350XL tugger pulls several trailers for flexible handling. Features include an efficient, maintenance-free, 24V three-phase AC drive motor for long operation, powerful acceleration and quick changes in travel direction. Electric steering makes maneuvering easy in tight spaces, while a curve control

system keeps the vehicle stable during cornering. To eliminate pauses when changing travel directions, the tugger includes a speed control feature. Unaffected by upward or downward grades, the tugger includes rollback protection on inclines, even when loaded, and the brakes set automatically when the vehicle is stopped on an incline. Three adjustable travel programs adapt the vehicle to different operators. Jungheinrich Lift Truck , 804-737-7400, www.jungheinrich-us.com .

Electric truck saves power

Staff

Offering capacities up to 4,000 pounds, the 346 series electric trucks include a drive axle assembly that incorporates the drive motors, hydraulic motor, reduction gears, brake system, and power modules, as well as eliminates long power cables to reduce energy consumption. Battery usage is monitored through an energy management system that indicates state of charge, accurately displaying available energy by measuring current and voltage continuously. Ergonomic highlights include uncluttered foot area, a clear view mast, padded adjustable armrest, short hydraulic control levers, spring-assisted battery cover and an adjustable steering column. Linde Material Handling North America , 843-875-8000, www.lmh-na.com .

Planning for long-hauls, network optimization

Staff

Offering new functionality-including long-haul planning and network-level optimization-an enhanced version of fleet management software has been released. By incorporating configurable dashboards, asset and driver management, and consolidation facility and hub support, the system provides easy management of fleet operations. Functions include billing, reporting, and facility and dock scheduling. Scalable architecture and authentication framework enable multiple deployment options, as well as built-in data access groups and security. RedPrairie , 877-733-7724, www.redprairie.com .

Lane-changing SRM for large warehouses

Staff

Ideal for maximizing space and resources in large warehouses, the lane-changing MaxTrieve storage and retrieval machines (SRM) offer fast delivery from (and replenishment to) more than one aisle of a warehouse. Employing a series of automated mini-load and unit-load SRMs, the system is ideal for buffering and storage of raw materials, work-in-process and/or finished goods, and replenishment of forward-picking locations. To optimize material flow, shipping, receiving and equipment use, AutoTrieve software manages continuous flow and can interface with existing host warehouse management software. Diamond Phoenix , 888-233-6796, www.diamondphoenix.com .

AGVs replace lift trucks to improve efficiency

Staff

The Automate the Conventional system replaces lift trucks with fork-style automated guided vehicles (AGVs) to improve operational performance and increase efficiencies. The system lowers operating costs, increases inventory accuracy and reduces product and facility damage. The AGVs interface with existing rack systems, conform to a variety of facility types and applications and are easily modified. An advanced laser navigation system allows each vehicle to operate flexibly and efficiently while picking up or depositing full pallets from the floor, conveyor systems, or a stationary pick-and-drop device. Attachments offered include fork positioners, double pallet handlers, clamps and rotating forks. HK Systems , 262-860-6715, www.automatetheconventional.com .

Consolidation flow rack

Staff

For improved throughput in consolidation operations where order volume, SKU count, number of lines per order, or the size of each order has increased-making manual consolidation inefficient-a consolidation flow rack system offers

operational improvements. Increasing throughput up to 600% over manual processes, the system requires less floor space than conveyor systems and can be installed in less time. The flow rack may be integrated with shelving, rack, cabinets, horizontal and vertical carousels, and vertical lift modules. It also interacts with inventory management and control software and pick-to-light systems for greater operator productivity and picking accuracy. Remstar International , 800-639-5805, www.remstar.com .

Hands-free bar code imager

Staff

The RS507 hands-free bar code imager incorporates the supplier's SE4500 imaging engine for accurate omnidirectional decoding of 1D and 2D symbologies with motion tolerance. The scanner links seamlessly with the WT4000 wearable mobile computer with Bluetooth and includes intelligent sensing technology. Mobile workers are given fast, intuitive, automatic triggering to improve their productivity in scan-intensive applications while maintaining battery strength on the device. The imager is offered in corded and cordless configurations, and the ergonomic device can be worn on the hand or on a belt. Motorola , 866-416-8545, www.motorola.com .

High-lift pallet trucks

Staff

Combining the attributes of a lift table and a pallet truck, the PalletPal lift truck allows operators to pick up, transport and lift a load to the most convenient working height. With a lifting capacity of 1,650 pounds, the high-lift pallet truck can raise loads as high as 31.5 inches. The electric-lift model is powered by a 12-volt, maintenance-free battery to raise a load to the highest position in less than 6 seconds. The manual-lift model provides two lifting speeds: 17 strokes for light loads, 56 strokes for heavy ones. Safety features include an overload relief valve and automatic stabilizers. Forks are offered in 45- and 79-inch lengths. Southworth Products Corp. , 207-878-0700, www.southworthproducts.com .

Robots handle small parts in small spaces

Staff

For high-speed handling, assembly and packaging of small parts in small areas, the six-axis MH5 and MH5L include internally routed cables and hoses. This maximizes system reliability, reduces interference and facilitates programming. The MH5 offers 27.8 inches of reach, and the MH5L model provides 35.2 inches of reach. Both robots handle 11-pound payloads and can be floor-, wall-, or ceiling-mounted. The robots are directed by the supplier's DX100 controller that can handle multiple tasks and control up to eight robots (72 axes), I/O devices and communication protocols. Its fast processing speeds yield smooth interpolation, advanced robot arm motion, built-in collision avoidance, quicker I/O response, and accelerated Ethernet communication. Motoman , 937-847-6200, www.motoman.com .

Free pallet wrapper

Staff

The GW-1200 turntable pallet wrapper provides an alternative to conventional hand wrapping-automatically securing pallet loads to eliminate load failures, improve productivity and reduce worker injuries. Featuring production speeds of 20 loads per hour, the wrapper handles a maximum load capacity of 4,000 pounds and load height of 90 inches. Equipped with manually adjustable film tension, the system works exclusively with the supplier's puncture resistant film. For new customers who agree to a 12-pallet annual machine film commitment, the wrapper is offered at no charge. The promotion includes free spare parts for wearable items and drop shipment of the machine and the film. GaleWrap , 866-425-3727, www.galewrap.com .

Clean, quiet accumulation conveyor

Staff

With drive gears formed directly into the rollers, the PosiGrip accumulation conveyor has no separate sprocket or gears and no welded drive components. The rollers are powered by smooth-operating, synchronous belting in a positive drive. Since there is no metal-to-metal contact, no lubrication is required. This makes the conveyor ideal for clean environments such as electronic component manufacturing as well as food and beverage processing. Accumulation zones are driven by the motorized rollers, each with a drive card for easy adjustment of speed. Individually controlled zones are offered in lengths up to 75 inches and widths to 48 inches. TKF , 513-241-5910, www.tkf.com .

Inventory management software interfaces with SAP

Staff

FastPic5 order processing inventory management software offers a bi-directional interface with the SAP enterprise resource planning (ERP) system to improve inventory control and order processing efficiency. The interface includes a direct data import and export that synchronizes two-way exchange of pick, put and count orders. The software manages all manual and automated storage and retrieval systems including shelving, rack, drawers, pick-to-light, horizontal and vertical carousels, and vertical lift modules. The software can also manage single workstations and multiple work zones. Other features include bar code scanning, bulk storage management, printable screen lists, on-demand labels, continuous batching and supervisory reports. FastPic Systems , 207-854-8663, www.fastpicsystems.com .

Vehicle restraint system secures trailer to dock

Staff

To secure a trailer to the dock with 35,000 pounds of restraining force and prevent falls by personnel or forklifts, the SVR303 StrongArm vehicle restraint system features a low-profile rotating arm. The arm engages the vehicle's rear impact guard (RIG) at a 90° angle. Mountable to either the dock face or the driveway, the system needs only 8 inches of under-RIG clearance. Dual-acting hydraulic cylinders ensure proper engagement. Proximity-sensing buttons that sense the operator's fingers are included on the touch control panel to operate the restraint. Blue Giant Equipment , 905-457-3900, www.bluegiant.com .

Forklift brakes

Staff

Warner Electric and Matrix International brand of electric forklift motor brakes, wheel brakes and permanent magnet brakes for suppliers and lift truck manufacturers are offered. The electrically released dynamic (ERD) standard traction motor brake for parking and stopping can be hydraulically amplified. For reach truck applications, the ERD bi-functional brake combines hydraulics with an electromagnetic fail safe brake. The low-profile pan-cake (PK) unit is suitable for dual-drive configurations. Load wheel brakes provide additional braking force for applications with increased load and speed capacity. The Varistop brake line generates variable torque braking and stepless torque change in very narrow aisle trucks and high-level order pickers. Altra Industrial Motion , 815-389-6336, www.altramotion.com .

Maintenance-free caster swivel forks

Staff

Built from durable stainless steel, the 2 Series precision swivel forks sport permanently sealed and metal-housed precision bearings to eliminate monitoring and servicing of the bearing structure. Ideal for corrosive and punishing environments, the zero end-play characteristic of the precision swivel mechanism provides smooth running with true fidelity of motion. High-impact strength ensures years of use and performance. The forks pair with an assortment of the supplier's 5- and 6-inch diameter wheel products. Colson Caster , 800-643-5515, www.colsoncaster.com .

Rugged computing for demanding environments

Staff

The Duros 1214 fixed-mount PC features an ultra-rugged touch screen polysilicon display and all-in-one aluminum housing to withstand the rigors of warehouse and shipping environments. It is sealed to IP-65 and exceeds MIL-STD-810F standards for drop, vibration, shock and altitude. Mountable to forklifts, pallet trucks and automated guided vehicles, the compact unit includes a 12.1-inch SVGA resistive touch screen display. The computer is powered by an Intel Celeron M processor and can run Windows XP, Embedded or Vista, and Linux. Compact flash storage up to 64 GB and four USB 2.0 ports are provided. A backup battery generates up to 20 minutes of continuous use. RMT , 480-705-4200, www.ropermobile.com .

Pick-to-light for lift truck picks

Staff

The Smart Gate XL infrared sensing device attaches to existing shelf or rack units to create an automated pick-to-light system that supports error-free picks with lift trucks. The system works with bin sizes up to 8 feet wide. Controlled by PCs or PLCs to direct and detect picks, lights at each side of a bin illuminate when and where a pick is needed, then turn off when the pick is made. An audible alarm sounds when an incorrect pick is attempted to reduce errors and improve inventory control. SpeasTech , 888-377-6766, www.speastech.com .

Mezzanines use overhead space

Staff

Structural mezzanines using bar joist or beam-to-beam configurations provide expansion options for plants and warehouse areas needing wide spans. Packages include engineering and fabrication of structural design, stair, landing and gate configurations. The supplier also manufactures all beams, columns and components from four U.S. plants. Savings can range up to 80% by implementing mezzanine structures compared with the cost of conventional new construction. VertiSpace , 800-742-4830, www.vertispace.ws .

Charging system for on-road electric vehicles

Staff

To enable the practical use of on-road electric vehicles and plug-in hybrid electric vehicles, a line of charging stations has been developed, including fast charging stations, neighborhood stations, and production test equipment. On-board chargers and a smart battery operating system featuring vehicle-specific algorithms to maximize battery health while the vehicle is in motion or in charging mode are also in production. AeroVironment , 626-357-9983, www.avinc.com .

Portable, 8-foot diameter fan

Staff

The AirGo mobile vertical fan measures 8 feet in diameter and is easily maneuvered on four independent, 8-inch rubber tread wheels with locking casters. Easy-to-use adjustable speed controls and 360° angle adjustments provide large volumes of air movement in any direction. For safety, features include OSHA-compliant caging and yellow powder coating for visibility and corrosion resistance. The fan's precision-machined internal gears and aerodynamic airfoils ensure quiet operation. It may be plugged into any 115 volt, 20 amp outlet. Big Ass Fans , 877-244-3267, www.bigassfans.com .

Small, passive RFID labels

Staff

Smaller, improved versions of the EPCglobal Class 1, Gen 2-compliant PowerG and PowerM battery-assisted, passive (BAP) RFID labels have been released. The reduction in size enables the tagging of small items in challenging environments. Offered in a thin, flexible, pressure-sensitive label form factor, the PowerG label is ideal for general asset tracking including pallets, while the PowerM works with metal assets. PowerID , +972-3-929-3933, www.powerid.com .

Skid-configuration palletizer

Staff

The robotic CPC palletizer features a skid configuration with a Kawasaki industrial robot, pallet magazine and pallet conveyors attached to the main support frame. Prior to delivery, the robot is docked for transport, while the pallet conveyors are folded up around the pallet magazine and robot, permitting the unit to be transported in a single 20-foot shipping container. The system can be installed in four hours by a single engineer. Wiring for light curtains is located inside the base frame. Capable of attaining 18 cycles per minute, the robot palletizes up to 35 cartons per minute. JMP Engineering , +64 9 828 3304, www.jmpengineering.com .

Plastic pallet manufacturing machinery

Staff

The Lumina plastic pallet processing system enables sustainable design, manufacturing and production of plastic pallets. As a turnkey manufacturing process, the equipment requires minimal floor space to enable in-house creation of plastic pallets. The system produces any size pallet in quantities from 150,000 to 800,000 pallets per year from a single machine. Other features include the ability to process either 100% recycled material or co-mingled resin using either structural foam or gas assist manufacturing methods. Wilmington Machinery , 910-452-5090, www.wilmingtonmachinery.com .

Optical positioning system

Staff

The integration of an optical positioning solution with the VisiblEdge RFID lift truck package enhances flexibility and accuracy when tracking assets in place of, or in conjunction with, RFID portals or handhelds. The system integrates RFID data collection with load location information to support automatic receiving, staging or shipping. Data is sent to a backend WMS or ERP, with accuracy to within 1 foot. Offered as a turnkey packaged solution, the system combines RFID data collection devices, load detection sensors, and positioning data with software. Rush Tracking Systems , 913-227-0922, www.rushtrackingsystems.com .

Easily networked controller

Staff

The ILC 170 ETH 2TX controller features two Ethernet ports for easier networking in small applications. The controller includes a built-in Ethernet switch, eliminating the need for a separate switch in certain applications and enabling daisy-chain connection of multiple controllers. An optional SD card memory provides program transfer between controllers. Further, 512 KB on-board data and program memory and 48 KB retentive memory enhance operation. With eight digital inputs and four digital outputs integrated on-board, it features an integrated real-time clock, PLC switch and support of up to three local remote bus branch modules. Phoenix Contact , 800-322-3225, www.phoenixcontact.com .

Articulated jib lifter

Staff

The affordably-priced, rugged Conco articulated jib lifter offers reach-in coupled load ranges from 165 to 665 pounds. With a lift range up to 120 inches and standard reach from 8 to 16 feet, the lifter works in light and heavy applications. Standard features include a threaded interface at the cable end and a safety latch hook at the chain end. In low-headroom clearance applications, the secondary arm can be mounted above the primary arm. Both primary and secondary joints incorporate 360° continuous rotation. The lifter can be mounted on an overhead trolley, pedestal, wall or mobile/portable base. Positech , 800-831-6026, www.positech.com .

Diverter eliminates need for shoe sorters

Staff

Facilitating high-throughput rates for applications using narrow belt sortation, the Wave Diverter reduces the required gap between cartons to eliminate shoe sorters. It is ideal for situations that require sorting 100 to 200 cartons per minute. Each row of pop-up wheels in the system operates independently, rising as the front edge of the carton approaches and dropping as the back edge of the carton passes over it. The diverter may be combined with other components in the supplier's Turbo sortation system, including induction belts powered by independent variable frequency drives, two-way alignment and diversion, and precise system controls. TGW-Ermanco , 231-798-4547, www.tgw-ermanco.com .

Caster supports 10,000 pounds

Staff

Ideal for applications that demand an extremely low overall height and an ultra-high capacity, the Mini-Mite caster is 6 inches tall and can support up to 10,000 pounds. Engineered with kingpinless swivel construction and a 6-inch diameter raceway, the caster includes four holes for mounting 3 × 3 inches wide. The caster wheel measures 4 × 3 inches wide and includes a 1045 steel roller with four precision bearings inside. Hamilton Caster & Mfg , 800-733-7655, www.hamiltoncaster.com .

Motorized vertical carousel stores parts

Staff

The motorized parts carousel maximizes floor space by fully using vertical space. Offering single-person operation, one worker can rotate the shelves, locate the desired item, stop at the proper position, and remove the stored product safely and efficiently at floor level, reducing the risk of injury. The system is ideal for storage of spare parts, stock inventory and work-in-process. Units range in height up to 13 feet 10 inches, include up to 18 configurable shelves, and hold a maximum of 13,000 pounds. Stanley Vidmar , 800-523-9462, www.stanleyvidmar.com .

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1 of 1 DOCUMENT

Copyright 2009 Charleston Newspapers
Charleston Gazette (West Virginia)

May 31, 2009, Sunday

SECTION: LIFE; Pg. P12F**LENGTH:** 891 words**HEADLINE:** Bakin' 'n'Bacon;

Bath time;

There s a simple secret to creating the perfect cheesecake at home

BODY:

Cheesecake is a dessert that belies its humble ingredient list and ease of preparation. If you know a few tricks, you can make better-than-restaurant cheesecake at home, with little fuss. Considering how much it costs to order a slice of cheesecake at a restaurant or to buy one at the store, this is one dessert where it really pays to do it yourself.

I think many people don't make cheesecake at home because they think you need special equipment or ovens to get great results. The truth is, you don't need a springform pan to make a good cheesecake - I gave away all my springform pans after learning how to make cheesecake without one.

I use a regular, straight-sided cake pan. Either a 9- or 8-inch pan will do. And yes, you can get the cheesecake out of the pan in one piece without much trouble. (I wonder who decided that you must take cheesecake out of the pan. I can see no problem with leaving it in there and serving it as you would pie - even using a deep-dish pie pan to do so!) If you do want to take the cheesecake out of the pan, you must line the bottom with parchment or waxed paper.

Now comes the real secret to making an attractive, crack-free cheesecake: Bake it in a water bath. A water bath is nothing more than placing a batter-filled cake pan in a larger pan with hot water in it that comes halfway up the sides of the cake pan. Think of it as having your cheesecake soaking in a hot bath - who doesn't like that? The gentle heat provided by the hot water surrounding the pan allows for even baking across the entire surface of the cheesecake, preventing all but the smallest cracks from forming.

Another tip to prevent cracks is to avoid overbaking the cheesecake, which is a common problem. The center inch or two of the cheesecake should wiggle just a bit when you remove it from the oven. For those of you with instant-read thermometers, the temperature of the cheesecake should be between 145 and 155 degrees Fahrenheit.

Once the cake is baked and chilled in the refrigerator for several hours comes the fun part: unmolding it. Here's how to do it:

First, run a thin plastic spatula around the edges of the cake to loosen it, then replace the plastic wrap and turn the cheesecake over onto a flat pan or cookie sheet.

Next, warm the bottom of the pan so that the cheesecake will release (actually the parchment is letting go). You can use hot, wet kitchen towels rubbed onto the bottom of the pan, a small kitchen torch, or an empty heavy pan heated on the stove until very warm. After several seconds of applying heat to the bottom of the pan, you will hear the cheesecake releasing onto the cookie sheet. Then simply peel off the parchment or waxed paper and invert onto a serving platter, and decorate as desired.

The recipe above is for a marbled cheesecake (with a crust made with Thin Mintstm Girl Scout cookies), but this method will work with any baked cheesecake recipe. Feel free to substitute your favorite filling and/or crust.

Bakin' 'n'Bacon; Bath time; There s a simple secret to creating the perfect cheesecake at home Charleston Gazette (West Virginia) May 31, 2009, Sunday

Marbled Cheesecake with Mint Chocolate Crust

Mint crust:

- 1
- 5 tablespoons butter, melted
- 3 tablespoons granulated sugar

Cheesecake filling:

- 1
- 3 8-ounce packages cream cheese, softened
- 3/4 cup (6 ounces) granulated sugar
- 1/2 cup sour cream
- 3 eggs
- 1 tablespoon vanilla extract

HEAT oven to 350°.

CUT a piece of parchment or waxed paper to fit a 9-inch cake pan (an 8-inch cake pan will work if the sides are 2 inches high).

SPRAY pan with nonstick cooking spray, place parchment or waxed paper in pan, and lightly spray again.

COMBINE crushed cookies, melted butter and sugar in a small bowl.

PRESS into the bottom and a little up the sides of the lined pan.

BAKE for 6 to 8 minutes, or until set and no longer glossy. It's hard to gauge when a dark crust is done, so err on the side of underbaked.

PLACE chocolate in medium microwave-safe bowl and microwave on high for 30 seconds. Stir chips. Repeat until chips are fully melted; set aside.

START a pot or kettle of water to boil.

BEAT in a large bowl the cream cheese until completely soft and creamy.

ADD sugar and beat until well combined.

STIR in sour cream and eggs, one at a time, until fully incorporated. Stir in vanilla extract. Remove about 1 1/2 cups cream cheese mixture and stir into melted chocolate.

POUR plain batter into the cake pan. Pour chocolate batter to make a ring on top of the plain batter. Using a chopstick or butter knife, swirl the chocolate into the plain batter until the desired marble effect is achieved.

PLACE a large roasting pan (or other pan large enough to easily hold your cake pan) onto the pulled-out oven rack (set in the middle position). Pour the boiling water into the roasting pan. Gently place the cheesecake batter-filled cake pan into the water and ease the rack back into the oven.

BAKE for 40 to 50 minutes, until mostly set and only the very center has a bit of wiggle. The cheesecake may puff slightly around the edges.

SLIDE rack out of oven and gently ease cheesecake pan out of hot water bath. Set on a cooling rack and run a thin paring knife around the outside edge of the cheesecake.

COOL to room temperature. Cover with plastic wrap and refrigerate until firm, at least 4 hours. To unmold, follow the instructions in the accompanying article.

Darcie Boschee is a freelance food writer. Reach her at boscheed@yahoo.com For more of her recipes, visit her blog, bakin-n-bacon.typepad.com.

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1 of 6 DOCUMENTS

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Final Edition

SECTION: FOOD; At the Chef's Table; Pg. S3

LENGTH: 644 words

HEADLINE: How to grill a perfect burger

BYLINE: James Gottwald, Special to The Chicago Sun-Times

BODY:

No food item I can think of heralds summer the way burgers do.

No matter what variety you prefer (beef, turkey, veggie), firing up the grill is as much a spectator sport as it is an eating one.

I have loved burgers so much for so long that I even created a week at Rokit Bar & Grill celebrating the more unusual kinds. But when it comes down to it, and I'm at home with my family, a traditional beef burger is what I always go back to.

The first thing to remember when creating the perfect burger is that it is, like anything else you cook, a sum of its ingredients.

Always use fresh ground meat, and by fresh, I mean ground that day. Find a butcher you can trust (I use Paulina Meat Market, 3501 N. Lincoln) and make sure the beef has a 20 percent fat content. The fat content is the key to grilling a delicious, juicy burger.

I also purchase Black Angus, which your purveyor can then form into hand patties for you. When burgers are machine-packed, they often contain stabilizers that affect the taste of the beef and the ability to grill adequately. And if stabilizers are used in the first place, you surely can't be certain what the quality of the meat was to begin with.

If you would like to purchase the meat freshly ground and form the patties yourself, this is absolutely acceptable. Just make sure they are 8 ounces each and 1 inch thick (this weight and width produce a perfect charred-yet-medium rare burger).

Before you throw the patties on the grill, they must be seasoned. For this, the recipe is simple: Season to taste with nine parts salt to one part pepper. Then, off to the grill!

Always make sure the grill rack is clean and well-oiled (paint the rack with a rag that has been dipped in vegetable oil). Place the rack back on the grill and wait for the flame's reaction with the oil to dissipate, about 1 minute, before placing the patties on the grate.

Cook the burgers without touching them, then turn each one-quarter turn and continue grilling for three minutes (this produces perfect grid grill marks). Flip and repeat. You will know that a burger is perfectly done when it plumps up at the end of this process.

One of the most important steps after removing a burger from the grill is to set it aside and allow it to rest for 1 minute, allowing the juices to stabilize.

Then it's time to build the sandwich.

Using a pretzel roll, top your burger with white American cheese, sliced sweet onion, iceberg lettuce (nothing has a better crunch), sliced vine-ripened tomatoes and kosher dill pickles.

I guarantee -- nothing will make you feel more like summer has arrived.

James Gottwald is the chef at Rockit Bar & Grill, 22 W. Hubbard. The restaurant's fourth annual Burgerfest runs June 1 through 5.

GERMAN POTATO SALAD WITH WARM BACON VINAIGRETTE

This classic side salad is a great accompaniment to a juicy grilled burger.

MAKES 4 SERVINGS

2 pounds red bliss potatoes

4 ounces chopped applewood smoked bacon

? cup chopped yellow onion

? cup chopped celery

3 tablespoons white wine vinegar

4 tablespoons vegetable oil

2 tablespoons extra virgin olive oil

? cup thin sliced green onions

2 teaspoons salt

1 teaspoon fresh ground black pepper

Cover potatoes in a stockpot with cold water; bring up to a boil and cook until tender.

While the potatoes are cooking, begin making the dressing. Heat a medium saute pan and render the bacon until crispy. Add the onions and caramelize. Add the celery and sweat until tender. Whisk in remaining ingredients. Set aside, but keep warm.

Once the potatoes are tender, drain and cut them into quarters while still warm. Place potatoes in a bowl and pour warm dressing over them. Toss and add sliced green onions. Season with salt and pepper to taste.

James Gottwald, Rockit Bar & Grill

Nutrition facts per serving: 488 calories, 34 g fat, 7 g saturated fat, 19 mg cholesterol, 40 g carbohydrates, 8 g protein, 1,428 mg sodium, 5 g fiber

GRAPHIC:

Photo: Like all of chef James Gottwald's burgers, the truffle-and-foie number at Rockit Bar & Grill, 22 W. Hubbard, starts with fresh ground meat. For optimum juiciness, Gottwald suggests using beef with a 20 percent fat content. ;
Photo: James Gottwald ;

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BODY:

FRANCISCO'S ON THE RIVER 1251 River Road, Washington Crossing, Pa., (215) 321-8789 Hours: Mon.-Thur. 5-9 p.m., Fri.-Sat. 5-10 p.m., Sun. 4-9 p.m. Appetizers \$7.50-\$13, entrees \$18-\$28. Food: Italian cuisine representing all of Italy's regions dominates the menu, with the seafood-laden cioppino and Bolognese sauces particular favorites.

BARBARA'S HUNGARIAN FOOD 1400 Parkway Ave., Serenity Plaza, Ewing (Marrazzo's Thriftway shopping center), (609) 882-5500. Hours: Tues.-Sat.

11 a.m.-9 p.m. Sun. 11 a.m.- 8 p.m. Closed Monday. Soups \$3.50-\$8, entrées \$9-\$11, half-sized lunch portions \$6.49. Food: Very good, hearty Eastern European fare is filling and flavorful. Favorites included the beef stew, pork with sauerkraut and crepes. MARSHA BROWN 15 S. Main St., New Hope, Pa. (215) 862-7077 (marshabrownrestaurant.com). Hours: Mon.-Thur. 5-10 p.m., Fri. 5-11 p.m., Sat. 4:30-11 p.m., Sun. 4:30-9:30 p.m. Appetizers \$5-\$18, entrees \$18-\$32. Spring celebration menu \$69 for two, three courses, Sun.-Fri. Food: New Orleans has nothing on this Creole-flavored cuisine, although the heat was reduced for northern palates. Special favorites are the catfish and the homemade custard for dessert. THE RUNWAY RESTAURANT & BAR Trenton-Mercer Airport Terminal, 1100 Terminal Circle Drive, Ewing, (609) 883-1900 (therunway online.com). Hours: 11:30 a.m.-8:30 p.m. Sun.-Thu., 11:30 a.m.-9:30 p.m. Fri., Sat. Dinner soups and appetizers \$3.75-\$11.95, entrees \$17.95-\$27.95. Lunch sandwiches and entrées \$6.95-\$8.95. Food: Meat, seafood, poultry and pasta with an emphasis on Italian cuisine are offered on a menu designed with something for everyone. ANGELO'S CUCINA ITALIANA 164 Highway 31, Flemington, (908) 788-3889. Hours: Mon.-Sat. 11 a.m.-10 p.m., Sun. noon-10 p.m. Antipasti and soup \$4-\$9.95, entrees \$11.75-\$18.25, pizza \$7-\$16.25. Food: Pizza fans will visit this restaurant for the pies baked in a wood-fired oven, but pasta lovers also will be satisfied with the wide range of Italian entrees. Suggested dishes include the margherita pizza (served after 5 p.m.), shrimp and scallops over pasta and chicken francaise. LAWRENCEVILLE INN 2691 Lawrence Road (Route 206), Lawrenceville, (609) 219-1900. Dinner Tues.-Thu. 5-9 p.m., Fri.-Sat. 5-10 p.m. Sun., Mon. by appointment only. Appetizers \$9-\$14, soups \$7-\$8, entrees \$12-\$28. Food: Upscale comfort food from tomato pies to steak frite help create an eclectic American menu designed with something for everyone. Special favorites were pot pie and tagliatelle with clam sauce. ENO TERRA 4484 Route 27, Kingston, (609) 487-1777. Lunch Mon.-Fri. 11:30 a.m.-2:30 p.m.; dinner Mon.-Thu. 5:30-9 p.m., Fri.-Sat. 5-10 p.m., Sun. 4-9 p.m. Bar (light menu) Mon.-Thur. 11:30 a.m.-10 p.m., Friday 11:30 a.m.-11:30 p.m., Sat. 2-11:30 p.m., Sun. 2-9 p.m. Appetizers \$6-\$14, entrees \$20-\$32, tasting menus \$49-\$79. Food: Proponents of "green" living will be impressed by Eno Terra's dedication to using local products and its environmental correctness. Culinary aficionados will be impressed by the very good food and oenophiles by the more than 300 wines. PASSAGE TO INDIA Lawrence Shopping Center, 2495 Business Route 1, Lawrenceville, (609) 637-0800. Daily 11:30 a.m.-3 p.m., 5:30-10 p.m. Indian menu: appetizers \$3.50-\$13.95, entrees \$6.95-\$18.95, buffets \$10.95-\$12.95. Mediterranean menu: lunch \$8.95, dinner entrees \$13.95-\$23.95. Food: Indian and Turkish cuisines are featured here, giving the customer options from shish kebabs to biryanis. CITY MARKET 74 North Main St., Lambertville, (609) 397-2929. Open daily 6 a.m.-9 p.m. Breakfast \$1-\$5.99, salads \$5.99-\$7.99, sandwiches \$5.99-\$7.99, meals \$5.99-

RECENT REVIEWS The Times of Trenton (New Jersey) May 15, 2009 Friday

\$6.99.Food:Breakfast, lunch or dinner, the deli case is full, and the choice is varied enough to offer meals to meat-eaters as well as vegetarians. Special favorites were market meals of lemon chicken and meaty lasagna.**POSITANO MEDITERRANEAN GRILL**5 Schalks Crossing Road, Plainsboro, (609) 799-8900. 10 a.m.-9:30 p.m. Mon., 10 a.m.-11 p.m. Tue.-Thur., 10 a.m.-11 p.m. Fri., 10:30 a.m.-11 p.m. Sat., 11:30 a.m.-9:30 p.m. Sun. Dinner antipasti \$8-\$12, entrees \$13-\$27. Lunch entrees \$10-\$13.**Food:**This is good, hearty, homestyle Italian fare served in generous portions. Favorites included the grouper Montese and the lobster ravioli topped with a delightful rosé sauce. **TIGER NOODLES** II3495 U.S. Route 1 S., Windsor Green Shopping Center, West Windsor, (609) 799-1469. 11:30 a.m.-9:30 p.m. Tue.-Thur, 11:30 a.m.-10 p.m. Fri and Sat., noon-9:30 p.m. Sun. Appetizers \$1.80-\$7, entrees \$8.50-\$32. Lunch \$6.50-\$7.**Food:**Very good Chinese food made with quality ingredients; favorites include Dragon and Phoenix and Happy Family. **SUMO SUSHI**12 South Main St. Pennington, (609) 737-8788. Lunch Mon.-Fri. 11:30 a.m.-3 p.m., dinner Mon.-Thu. 5-9:30 p.m., Fri.-Sat. 5-10 p.m., Sun. 4-9 p.m. Appetizers \$4-\$14, entrees \$13-\$30, sushi rolls \$4-\$13.**Food:**Top-notch sushi is the focus of this pan-Asian menu that includes tempuras, teriyaki, sashimi, pad Thai and Cantonese dishes.**TUSCANY AT THE TOWPATH HOUSE**18 West Mechanic St., New Hope, Pa. (215) 693-1599. Dinner 5:30-10 p.m., Thu.-Sat., 2-8 p.m. Sun. Bar open late. Entrees \$22, pasta \$17, appetizers \$10, soup/salad \$8.**Food:**Tuscan cuisine featuring a variety of hearty pastas and entrees made using the owner's mother's recipes. The meaty fettucine Bolognese is a house specialty. **PAPA'S TOMATO PIES**804 Chambers St., Trenton. (609) 392-0359. Daily 4-9 p.m, also lunch from 11:30 a.m.- 2 p.m. Friday. Tomato pies \$12-\$17; pasta dishes \$8.50-\$11.50 **Food:**Very good - Opened in 1912, it is the city's oldest continually operating pizzeria. Papa's crust makes the pies, with the cheese directly on the crust, the standout on a menu that includes pasta, sandwiches and salads.

SIMPLY RADISHING2495 Brunswick Ave., Lawrenceville. (609) 882-3760 11:30 a.m.-2:45 p.m. and 5-8:45 p.m. Mon.-Sat. Entrees \$15.50-\$18. **Food:**Good to very good - The customer comes first at family-owned and family-staffed Simply Radishing. Carefully constructed dishes from dinner salads to outstanding soups to a prix fixe entrée menu are made with care and an eye to pleasing the customer. Good value for the price.

LAMBERTVILLE STATION11 Bridge St., Lambertville. (609) 397-8300 "Altogether menu" 3:30 p.m.-closing Mon.-Fri.; lunch 11:30 a.m.-3 p.m. Mon.-Sat.; Dinner 4-9:30 p.m. Sun.-Thu., 4-11 p.m. Fri.-Sat. Entrees \$17.99-\$32.99

Food:Good to very good - From comfort food to wild game, the menu is designed to offer something for every taste and pocketbook. Comfort foods dominate the new reduced-price "Altogether Menu" where hearty meatloaf and a tilapia filet offer ample food and flavor for the price.

PAULIE'S ANNA ROSE234 West Upper Ferry Road, Ewing. (609) 882-1150 Lunch 11 a.m.-3 p.m. Tue.-Fri., dinner 5-10 p.m. Tue.-Sun. Entrees \$19-\$28.50. **FOOD:**Very good - Italian dishes form the core of the menu, which includes continental dishes as well as an Asian influence. The beef barley soup is a good starter. The crab cakes are a house specialty and the pasta dishes come with an outstanding tomato sauce.

PALACE OF ASIA540 Lawrence Square Blvd., Lawrence. (609) 689-1500 11:30 a.m.-10 p.m. daily. Entrees \$9.95-\$19.95 **FOOD:**Very good - A solid selection of Northern Indian cuisine bolsters the menu. The mixed appetizer for two is a good starter, with vegetable samosas, pakoras and papadam that arrive perfectly cooked and fried with a light touch, and the tandoori mixed grill is a hearty plateful of shrimp, two kinds of lamb and two kinds of chicken.

CAFE MULINO938 Bear Tavern Road, Ewing. (609) 883-5100 11:30 a.m.-10 p.m. Sun.-Thu. 11:30 a.m.-11 p.m. Fri., Sat. Entrees \$10.95-\$24.95 **Food:**Very good - Hearty northern Italian cuisine dominates the menu, which is designed to have a little something for everyone. Pastas and tomato sauce - which, like everything they serve, are made on the premises - stand out.

MARCELLA NORD7 Ferry St., New Hope, Pa. (215) 862-1700 Dinner 5-10 p.m. daily, bar open until 2 a.m. Lunch 11 a.m.-3 p.m. Wed.-Sun. Entrees \$14-\$26 **Food:**Very good to excellent - The menu features cuisine from Italy's Tuscany region. Highlights include the salsicci e Pomodoro - which features crumbled sweet Italian sausage contrasted with briny olives in a hearty tomato sauce over penne - and fradiavolo, laden with fresh and flavorful shrimp, clams, whitefish, scallops and mussels sautéed in olive oil.

THE FERRY HOUSE32 Witherspoon St., Princeton. (609) 924-2488 Lunch 11:30 a.m.-2:30 p.m. Mon.-Fri.; dinner 5-10 p.m. Mon.-Sat. and 4-9 p.m. Sun. Entrees \$24-\$34. **Food:**Very good to excellent - The chef's penchant for fish dominates the appetizers on this excellently executed menu, but there is plenty of variety among the entrees and other dishes. Recommended are the grilled fillet of beef and the back rack of New Zealand lamb. Save room for the creme brulee or raspberry sorbet dessert.

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JOJO'S TAVERN 2677 Nottingham Way, Hamilton. (609) 586-2678 11:30 a.m.-12:30 a.m. Mon.-Sat. noon-11 p.m. Sun. Entrees \$9.99-\$19.99. Food: Very good - A cheerful, friendly, family-run place with an extensive menu including pizza, pasta, burgers and chef's specials. The New York strip steak and babyback ribs are excellent entree choices, but tops is the shrimp and scallops over linguine.

ELEMENTS 163 Bayard Lane, Princeton. (609) 924-0078. 5:30-10 p.m. Mon.-Thu.; 5:30-11 p.m. Fri.-Sat.; 5-9 p.m. Sun. Entrees \$23-\$75. Food: Good to excellent - The menu is nuanced and interpretive; every morsel is chosen, cooked and served with care. The sophisticated dishes are made with quality ingredients, with an occasional flash of brilliance. Recommended is the filet mignon.

BISTRO SOLEIL 173 Mercer St., Hightstown. (609) 443-9700 11 a.m.-9 p.m. Tue.-Thu., 11 a.m.-10 p.m. Fri.- Sat., 10 a.m.-3 p.m. brunch Sun. Entrees \$10-\$21. Food: Good to very good - A varied menu offers comfort food as well as choices for the adventurous. Offerings include everything from fish and chips and a daily pot pie to pumpkin risotto and salmon Wellington, a standout dish.

LOAD-DATE: May 15, 2009

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Cancellation No. 92049332 – Registration No. 3014986

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January 30, 2009 Friday

SECTION: STATE AND REGIONAL NEWS

ACC-NO: 20090130-GJ-Contract-lets-local-company-expand-0130

LENGTH: 642 words

HEADLINE: Contract lets local company expand

BYLINE: Kevin Hall, The Moultrie Observer, Ga.

BODY:

Jan. 30--MOULTRIE -- Economic doom and gloom can be tempered with a little good news locally, thanks indirectly to the U.S. military.

Southern Powder Coating has added seven jobs on the production floor and in management, company owner Wayne Odom told The Observer Thursday. The additions are to help meet a new contract with a military supplier.

Odom declined to identify the supplier due to competitive issues, but he said it provides the military with 45 percent of its hand grenades.

Southern Powder Coating won't be working with any grenades, though, Odom said. Their part of the work involves only one part -- the lever or "spoon" -- which the local company will paint then ship back to the other company for assembly of the whole grenade. The lever is the only part that will be at the plant on Highway 133; no explosives will be there, Odom said.

The contract calls for Southern Powder Coating to paint 400,000 to 500,000 of the levers per month, Odom said. That works out to 30,000 per day. To meet that need, Southern Powder Coating invested in some new equipment.

The new production line is the first brand-new, automated line Southern Powder Coating has bought since it started 20 years ago, Odom said. It's a unique design that allows the plant to paint two colors on the levers.

Workers hang seven of the curved metal levers on a rack, which rides a conveyor belt into the paint box. A spray gun applies blue powder, which has a magnetic charge that sticks it to the metal.

The conveyor belt continues to carry the rack to a second paint box, where another spray gun applies magnetized brown powder, but a shield is in place so that powder goes only on the last inch or so of the lever.

Contract lets local company expand The Moultrie Observer (Georgia) January 30, 2009 Friday

From there, the belt carries the rack of levers to the oven. The heat melts the powders and bonds them to the metal.

Once the racks leave the oven, workers remove the levers and inspect them, and the conveyor belt carries the rack back to the beginning for another load.

Several racks can be in use at one time, allowing Southern Powder Coating to paint a large number of such levers. In fact, Odom said, the production line was designed for 1 million parts a month; the contract calls for only half that at its maximum production, so Odom hopes to be able to add future contracts on the same production line.

It took eight weeks to design and produce the equipment, Odom said. It was received last Thursday night (Jan. 22) and on Monday the crew turned on the power. Workers were painting samples Tuesday.

"We had the purchase order, contract and parts before the equipment was even on the floor," Odom said.

Odom said the grenade company has been painting the levers with liquid paint for 30 years, but they wanted to get out of that part of the business. One reason was environmental; all government agencies have a mandate to purchase more environmentally friendly products, and liquid paint emits volatile organic compounds, a health hazard, while powder coating does not.

"They want to get out of the liquid business and produce a better product," he said.

Odom said Southern Powder Coating has been negotiating two years to get this contract, worth a million dollars in sales into the second year, and he hopes it will open the doors to future contracts with the company.

"It's a major investment for us," he said, "but we're pleased to be able to do it."

He expressed thanks to Southwest Georgia Bank for supporting the company's expansion.

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Sun Journal (Lewiston, Maine)

January 2, 2009 Friday

SECTION: ADVICE; Pg. C13

LENGTH: 781 words

HEADLINE: Stores set their own merchandise price

BODY:

Editor's note: As Sun Spots celebrates its 36th year of publication, Sun Spots writers thought readers would enjoy reading an assortment of questions and answers from the first few columns:

Dear Sun Spots: When shopping at the Lewiston Mall I noticed that two stores carried the same style dress, one was priced at \$12.95 and the other had a price tag of \$20.95. The dresses appeared to be of the same quality and material and I would like to know if this is fair to the consumer and how can this type of thing be prevented? Does the Chamber of Commerce have any control over this type of retailing? - D.M.W., Turner.

Answer: Check the dress over carefully and if you still feel that both are of the same quality, grab the less expensive one. However, there is no control over merchandise and when the store owner buys; it is his to sell at any price he wants, but competition being what it is, he governs it himself. William P. Tewhey, executive vice president of the Chamber of Commerce, said that there is nothing the Chamber can do about these things but sometimes what appears to be the same quality merchandise is not and an average person cannot tell the difference. At times the varied price difference comes in the tailoring and detail work.

Dear Sun Spots: Why don't the stores in the Lewiston-Portland area that carry larger sizes in clothes for women from 24 1/2 or 42 to 50 advertise the fact? Sears has a few which they keep hidden on a back rack. It would save us larger women four trips a year to Massachusetts to buy clothes that fit us. This goes for bras to blouses to slacks. Your stores could use a slogan, shop in Maine, Ex- New Yorker. - V.M.B., Gray.

Answer: The manager of B. Peck Co., Lewiston, reported that according to a survey there seems to be a definite need in the sportswear department for large sizes so to satisfy this trend the company went deeper into purchasing larger sizes in this area. However, they do not go up to 50-58. It was brought out that manufacturers also have a higher cost per garment on these sizes. He added that in the past six months there have been complaints of the same nature from people who wear the opposite size, such as the 3- to-7 groups. Space is limited in stores so generally it is occupied with sizes that the majority of the people call for.

Dear Sun Spots: Would you kindly publish the number of "degree days" that occurred in December of 1972 as compared with the degree days for December 1971? Would you also kindly publish the inches of precipitation for the

Stores set their own merchandise price Sun Journal (Lewiston, Maine) January 2, 2009 Friday

fall and winter months as compared with last year? Snowfall is of great interest in this respect when computing highway budgets for town meetings. Thank you for your consideration. May I suggest that the above information be published each month? - J.H.B., Fayette.

Answer: Degree days for December 1972 were 1,102 as compared with 1,093 for December of 1971. Through Jan. 4, 1973 the snowfall has been recorded at 49.17 inches. During the winter months, The Sun generally publishes degree day reports on a monthly basis. For 1972 fall and winter, September, October, November and December degree day totals amounted to 2,501 as compared to 2,167 for the same period of 1971. The same pattern is being followed this month. For the first 11 days of January the degree day total this year is 436 as compared to 402 for the corresponding 1971 period.

Dear Sun Spots: The January 1973 National Geographic Magazine carries an article about the oldest people in the world living in isolated pockets of Ecuador, Kashmir and the Caucasus. How many local people, if any, are over 100 years old? How many in the state? Some of these were over 130 years old. - No Name, please.

Answer: No Lewiston residents can compare with this age. However, Mrs. Gloria Roy of 99 Knox St. observed her 109th birthday Oct. 15, 1972. According to the Federal Census taken in 1970 and broken down to persons over 75 years of age, in the city of Lewiston there are 663 males and 1,262 females in this category. Statewide figures for those over 75 are 16,140 males and 24,902 females.

This column is for you, our readers. It is for your questions and comments. There are only two rules: You must write to the column and sign your name (we won't use it if you ask us not to). Letters will not be returned or answered by mail, and telephone calls will not be accepted. Your letters will appear as quickly as space allows. Address them to Sun Spots, P.O. Box 4400, Lewiston, ME 04243-4400. Inquiries can also be posted at www.sunjournal.com in the Advice section under Opinion on the left-hand corner of your computer screen. In addition, you can e-mail your inquiries to sunspots@sunjournal.com

CORRECTION:

LOAD-DATE: January 2, 2009

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MODERN Materials Handling

Modern Materials Handling

January 1, 2009

SECTION: FEATURES; Equipment Report; Pg. 40**LENGTH:** 1411 words**HEADLINE:** Dynamic storage;

If you can't beat the laws of gravity in a distribution center, use them to your advantage with dynamic storage.

BYLINE: By Allison Manning, Associate Editor**BODY:**

Depending on the number of SKUs passing through your distribution center, a dynamic storage option can help keep them moving. Dynamic storage, including gravity flow and push back rack, uses gravity to shift cartons or pallets down toward the receiving point.

Sure, for a warehouse with thousands of SKUs, simply putting an item statically on a shelf can work fine. But for a manufacturing plant or distribution center with only a few SKUs but huge throughput on those items, a more efficient storage system is necessary. Depending on what you're storing, a carton flow, pallet flow, push back or high density system might be what you need, especially if you're looking to save space.

GRAVITY FLOW RACKS

Carton flow

Gravity flow racks can handle both cartons and pallets, depending on what's needed. In fact, carton or case flow systems are elemental to many operations, says Don Derewecki, president of Gross & Associates|TranSystems (732-636-2666). The systems are used to index individual cartons to a pick face.

Carton flow rack is normally used in picking systems or smaller case systems, and in pick-to-belt operations, according to Dick DeFoe, Steel King's national account manager for dynamic storage (www.steelking.com, 800-826-0203). For production parts picking, most manufacturers find that small plastic totes weighing less than 35 pounds are a great fit for flow rack handling and presentation, according to Keith Soderlund, Creform's vice president of sales (www.creform.com, 800-839-8823).

At medical equipment company MEDRAD, installing Creform's flow racks at each worker's station saved labor and time, smoothing out the flow of parts and components into the assembly areas. The moveable flow racks provided storage and efficient feeding of items for packing. Packaging times were reduced by more than 3 minutes for some products.

Soderlund says some gravity flow racks include error proofing systems, which ensure that the correct parts are being pulled. "This is becoming increasingly important on assembly lines with mixed model production," he says. "Repairing the mistake of choosing the wrong part can be very expensive and time consuming."

Dynamic storage; If you can't beat the laws of gravity in a distribution center, use them to your advantage with dynamic storage. Modern Materials Handling January 1, 2009

Pallet flow

When multiple pallets with the same SKU need to be stored, pallet flow racks can help organize your building.

Pallet flow storage is an alternative when equipping a new building amidst rising capital and operating costs, "Generally, what they're looking for is more space in their warehouse without having to add on or put in a new addition," DeFoe says.

Because gravity flow operates as a first in, first out (FIFO) process, they are commonly used in industries managing in perishable goods. A dairy supplier may place pallets filled with gallons of milk in a gravity flow rack, ensuring that no pallet is neglected or sits on a shelf too long.

"Everything has a lifespan on it," DeFoe adds. "They have to turn the stock over and get the freshest out."

In the dairy section in a grocery store, a worker can stock gallons of milk from the refrigerated storage room, allowing the product to slide down the incline, while a customer picks from the front. It works the same in a warehouse. One lift truck can load pallets for storage, while another on the other side can take them out.

Frazier Industrial president Carlos Oliver (www.frazier.com, 800-614-4162) says flow racks are big in food and grocery applications because of the density, selectivity and durability requirements. In other industries, such as retail, the density isn't needed because of the high SKU counts and low number of pallets per SKU.

Push back racks

With only one access point, push back racking operates as a first in last out (FILO) system. In a standing refrigerator with only one access point, loading bottles of soda is a push back operation. As each bottle of soda is added, the one added previous is pushed back. When a bottle is taken out, the rest behind it slide forward to the point of entry.

The denser your product, the more likely you are to choose push back over gravity flow.

"Where your ratios are more than eight pallets per SKU to 15 pallets per SKU, those are more in line with the use of push back," Oliver says.

With push back, an open aisle on the opposite end is unnecessary for loading, says DeFoe, allowing the racking to be pushed directly against the wall, saving space. But it has to be an item that doesn't require first in first out, such as a fast moving or nonperishable product. And only one access point means it's impossible to load and unload at the same time, as can be done with gravity flow rack.

Push back racking is limited as to how many pallets deep it can be, DeFoe says. "It takes a strong lift truck to push pallets back uphill," he said.

HIGH-DENSITY SYSTEMS

Dynamic storage is a mature technology. But there have been innovations, from battery powered carts to better wheel and track systems.

Some SKUs have dozens of pallets, more than can be handled by a push back rack or gravity flow system, and stacking pallets too deep with either system can be unproductive and unsafe. High density systems marry drive-in and push back racking.

One product that addresses this issue is a battery cart on which the pallet sits, with power carrying the pallet along a rail, rather than it relying on gravity. All the lift truck needs to do is deliver the pallet to the cart, with no pushing necessary. Ray Chase, executive vice president at Konstant (www.konstant.com, 847-364-2400), calls this racking his company developed a "poor man's AS/RS system," suitable for an environment where people are more comfortable working with mechanical systems.

This double-sided system, called the Pallet Runner, operates between 10 and 30 pallets deep, but can do projects with single pallet selectivity up to 60 pallets deep and five pallets high.

Chase says that in the supply chain, manufacturers and those at the first step of distribution had a very small SKU set that might represent a huge portion of the volume. The companies handled the product in pallet loads, but had between 50 and 100 of the same pallet repeated. Push back wasn't getting the job done.

Dynamic storage; If you can't beat the laws of gravity in a distribution center, use them to your advantage with dynamic storage. Modern Materials Handling January 1, 2009

"Many in the industry will be 10 deep, but you can't find a fork truck that can push 10 pallets back," Chase says. "Six deep is about it for a fork truck to push back."

One bread company uses this kind of high-density storage to handle freshly baked loaves. On one side of the system is the bakery where the loaves are prepared and placed into the system. The general warehouse is on the other side. Similar applications are used for the beverage industry. "Anything where it's just a lot of the same item," Chase says.

High-density systems are a good choice in areas where space is at a premium, such as a freezer or refrigerator, Derewecki says. The high cost of cooling that part of the warehouse demands more efficient storage. Chase says his company has seen significant success in frozen applications, down to -22 degrees Fahrenheit.

SAFETY

Too steep of an incline or lack of proper braking, and that pallet you loaded on the other side will pick up major speed. Suppliers are working to eliminate the incline, or pitch, needed to use gravity in a push back rack or pallet flow. Less pitch means less forward force on the lowest pallets, and less wear and tear on the lift trucks needed to push the pallets back. Chase says his company has gotten its push back pitch down to 3/16-inch, while the industry standard is between a 1/2 and 7/16-inch.

Braking is also an issue. When he entered the business 30 years ago, DeFoe says there was only one braking option on flow rack: skate wheels. These wheels didn't brake so much as just act as slowing mechanisms for the pallets. "If you loaded a pallet 20 deep and didn't have brakes, it would pick up speed," DeFoe says.

Now, improved braking devices include more plastic, high impact wheels, rather than steel, accommodating different weights. Some can slow down pallets weighing up to 25,000 pounds. One system guides pallets down the line one at a time, keeping them captured within the lane, rather than allowing one to slide down on its own with gravity. The pallet stays in place until the system indexes it forward. "There's no live pressure on the products," LoadBank International president and CEO Doug Hughes (www.loadbank.com, 800-458-9010) said of his company's SafeLANE—an alternative to centrifugal braking systems, brake roll, and other gravity pallet handling systems.

LOAD-DATE: January 9, 2009

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December 1, 2008

SECTION: Pg. 70 ISSN: 1070-194**LENGTH:** 679 words**HEADLINE:** Class by itself**BYLINE:** DEBORAH MCGUFFIE-SCHYHOL**BODY:**

Perkins Specialized Transportation Contracting is not just your average heavy hauler. Neil Perkins, president of the Northfield, MN-based company, says his operation is part of a very small market niche where everything transported by his fleet is extremely large, extremely heavy or both. "It's all we do. This type of work requires intense focus on the project at hand."

Perkins operates throughout North America. Customers are primarily energy, electrical, oil, gas and other heavy manufacturing companies, for whom the Perkins fleet moves a variety of items from electrical generators and turbines to boilers, reactors and vessels for oil refineries. It's not unusual, for instance, for a truck to travel empty from Minnesota to Florida to move a nuclear reactor 60 mi., then return home empty once again.

Unlike typical over-the-road fleets, the ratio of trucks to trailers is much greater in the Perkins fleet since most hauls require at least two tractors - one to pull and one to push the trailer with its heavy load. "We have 20 Class 8 tractors, primarily C-500 model Kenworths powered by Caterpillar 500- and 660-hp. engines," Perkins explains. "They are spec'd with 70,000-lb. planetary rear ends and most have an Allison automatic transmission with a 4-spd. manual behind it."

Using modular components, Perkins is capable of putting together ten trailers at any given time to meet the very specialized requirements of each haul. The ten trailers, Perkins explains, can be assembled in 4,000 different configurations, such as by adding or deleting axles, adjusting cargo space length- and width-wise, and extending the width of the trailer anywhere from 8? to 20 ft.

"We also have about a dozen support vehicles, most of which are Dodge Sprinter vans," Perkins states. "They are fully equipped with all the warning lights, signs, tools and parts for on-road repairs. Their primary function is to escort the load as per the permit requirements of the various states they travel through."

When a load leaves the Northfield, MN, yard, it generally has a crew of five people going with it - a pull-truck driver, a push-truck driver, front escort vehicle driver, rear escort and a field superintendent in a pickup truck, whose job it is to manage the entire move in the field.

Each job Perkins accepts requires a long lead time to carefully plan out the logistics of the haul and to apply for and receive the proper permits for oversized, overweight transport. "We have a job slated for 2011 that we're working on putting together now," Perkins says. "Dealing with the regulatory environment is without a doubt the most challenging part of our operation. Each state has its own set of rules governing the configuration of our equipment, and permit application lead times can vary from five working days to four months."

Class by itself Fleet Owner December 1, 2008

Perkins Specialized Transportation Contracting does all its own vehicle maintenance other than warranty work. Its well-equipped shop also is capable of doing just about any kind of metal fabrication, and Perkins manufactures all its own fenders and headache racks for the tractors, its own stainless steel hydraulic fluid reservoirs and push blocks for the fronts of tractors. Eight full-time technicians handle preventive maintenance and repairs, metal fabrication, equipment assembly and warehouse operations for the company.

There are 35 field personnel, including drivers, crew persons and field superintendents. "One of the primary initiatives we established some time back was to hire and train people to work our way. We put them through an extensive training program. While they usually start out as a crew member or escort driver, our people are all given the opportunity to work their way up through the ranks as they learn our policies and procedures," Perkins reports.

Despite the complexity of the projects Perkins undertakes and the high level of skills it requires of its drivers and crew, the company has some people who have been onboard for as long as 25 years. This speaks well for Perkins in a day and age of high driver turnover rates.

LOAD-DATE: December 6, 2008

TTAB – STK, LLC v. BACKRACK, INC.
Cancellation No. 92049332 – Registration No. 3014986

EXHIBIT C2



FOCUS - 1 of 1 DOCUMENT

Copyright 2008 Toronto Star Newspaper, Ltd.
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The Hamilton Spectator (Ontario, Canada)

September 13, 2008 Saturday
Final Edition

SECTION: BUSINESS; Pg. A17

LENGTH: 179 words

HEADLINE: WHO DOES THAT?

BYLINE: Rosie-Ann Grover, Special to The Hamilton Spectator

BODY:

Who: Verduyn Tarps

What: A family-owned and operated tarp manufacturer for raw haulage on industrial, flat deck trucks. The tarping systems, including Falcon rack kits, Eagle Slider Systems and Condor Side Rolls are major sellers, but accessories such as chains, binders, cargo straps, corner protectors, coil bunks, rubber straps, truck lights, coil lumber, headboards, head-ache racks and storage boxes do well.

Where: 398 Kenora Ave., Hamilton

Established: May 1, 1986

Number of employees: 35

Largest tarp: 100 x 180 feet.

Cost: Depending on tarp size and system, prices start at \$15,000 to \$20,000.

Market slice: Three years ago, the founder and one of three brother-owners, Lloyd Verduyn, opened a shop in Detroit. With 15 employees, predominately the focus is tarps and tarping systems. Clients are drawn from California, Pennsylvania and West Virginia. Servicing across Canada, the 20,000 square-foot Kenora location also houses a small public retail outlet that comprises 10 per cent of overall sales. Within 80 kilometres, they face eight major competitors.

rgrover@thespec.com

GRAPHIC: Photo: Cathie Coward, the Hamilton Spectator , Chris Foster is shop foreman at Verduyn Tarps.

LOAD-DATE: September 13, 2008

TTAB – STK, LLC v. BACKRACK, INC.
Cancellation No. 92049332 – Registration No. 3014986

EXHIBIT C3



6 of 114 DOCUMENTS

Copyright 2008 Sun Media Corporation
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Edmonton Sun (Alberta)

September 12, 2008 Friday
FINAL EDITION

SECTION: NEWS; Pg. 4

LENGTH: 342 words

HEADLINE: Cops on the hunt for sexual sicko

BYLINE: BY MICHELLE THOMPSON, SUN MEDIA

BODY:

A pervert appears to be slithering through communities west of Edmonton, prompting police to issue a warning about the round-faced creep.

"Given the nature, the extent and how many incidents there were, investigators have been working extremely hard on this," said RCMP spokesman Cpl. Wayne Oakes. "We want to do everything we can to ensure the safety of Albertans, and to ensure this little spree does not continue any further."

Cops say the latest reported sexual assaults happened Monday, when at least six victims in two communities were targeted in a span of a few hours.

Beginning at about 4 p.m., the pervert assaulted at least one woman at a Hinton store. At 4:45, the same man is believed to have tried to lure two teenaged girls into his vehicle. Minutes later, police suspect the same sicko convinced a seven-year-old girl into his vehicle, but she managed to jump out a few moments later.

About 5:45, a man with the same description sexually assaulted two women in the Edson Wal-Mart, 90 km east.

Fifteen minutes later, a vehicle matching the description of the **truck** in the Hinton cases was seen at a gas station at the east end of Edson.

"We can advise that in this set of circumstances, the allegations of these offences did not result in any significant degree of harm," Oakes said. "Any act of sexual assault is not permissible and should not be tolerated."

Police believe the Wal-Mart incidents are connected to the attempted luring of two teen girls, as well as the attempted abduction of the seven-year-old girl in Hinton.

Cops are looking for a white man, about five-foot-five and medium build, with a round face, round glasses and short brown hair. He may have a small goatee. He wore a white T-shirt with a black shirt underneath, and khaki pants.

Cops on the hunt for sexual sicko Edmonton Sun (Alberta) September 12, 2008 Friday

Cops say the man was driving a dark blue or black 2000 Dodge Dakota with a B.C. licence plate. The truck had a lot of after-market modifications, including a front bush bar with square fog lights, **headache rack**, hoodscoops, box rails, chrome-plated mud flaps, tube running boards and black rims.

GRAPHIC: photo Suspect in Hinton and Edson sex attacks is shown in footage from a surveillance camera.

LOAD-DATE: September 12, 2008

TTAB – STK, LLC v. BACKRACK, INC.
Cancellation No. 92049332 – Registration No. 3014986

EXHIBIT C4



11 of 114 DOCUMENTS

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September 2, 2008 Tuesday 4:00 PM EST

LENGTH: 456 words

HEADLINE: 1917 International **Truck** And 1947 International Harvester **Truck**: No Relation! [Down On The Street Bonus Edition]

BODY:

Sep. 2, 2008 (delivered by Newstex) -- This is , where we check out interesting street-parked cars located in places other than the . Today we've got more fine photos from field operative and . This time he's found a couple of ancient **trucks**, one made by the (Mack precursor) International Motor **Truck** Company 91 years ago, the other by International Harvester a mere 61 years ago. Jump away to see all the photos and read UDMan's description.

These images were shot at my dealer in Bridgeport, CT. He was holding an open house, and these **trucks** are part of his personal collection. Both are fairly rare, but one of these took a little research on my part. Introducing a 1917 International Model F. No this is not an International Harvester, but is actually a product of the International Motor **Truck** Company, which resulted in a merger of Mack Brothers Motor Car Company, and Saurer Motor **Truck** Company. Here is a brief history from Wikipedia: 1911: The Saurer Motor **Truck** Company, headed by C.P. Coleman, had the rights to manufacture and sell heavy **trucks** under the Saurer brand name at its plant in Plainfield, New Jersey. On September 23, 1911, the Saurer Motor **Truck** Company merged with the Mack Brothers Motor Car Company of Allentown, headed by J. M. Mack, to form the International Motor **Truck** Company (IMTC). IMTC would continue to make and sell **trucks** using the Saurer name until 1918. The capitalization of IMTC was \$2.6 million total (\$1.6m for Saurer, or 61.5%, and \$1.0m for Mack Brothers). Observations about the Red International. I thought it was very similar to Mack **Trucks** made at this time period, with Mack's characteristic radiator mounted aft of the engine. In the front is the Hand Crank, and yes, this is the way you start the **truck**. The engine is a 4 Cylinder, but no one really knows the horsepower. From what I understand about the shifters is that one is for forward motion, and the other lever is for reverse, but I really have no clue. I do know that the tires are solid rubber, no air, on wooden spoke wheels. The headlamps are typical brass era, and I'm lead to believe that the way they are illuminated electrically, though they could still be an early form of Acetylene lamps. Anyway, this is truly an interesting beast. Introducing the 1947 International KB11. From my limited research, this was one of the larger **trucks** made by IH back then, except for the severe duty logging tractors. The engine is an IH Manufactured engine, very heavy duty, and six cylinders. Horsepower rating, torque, number of forward gears? Haven't got a clue. However, take a look at the custom grill guard, rear **headache rack**, and custom winch. Another great looking early **truck**. Newstex ID: GAWK-0007-27839064

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LOAD-DATE: September 2, 2008

TTAB – STK, LLC v. BACKRACK, INC.
Cancellation No. 92049332 – Registration No. 3014986

EXHIBIT C5



16 of 114 DOCUMENTS

Copyright 2008 San Angelo Standard-Times
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San Angelo Standard-Times (Texas)

April 10, 2008 Thursday

SECTION: NEWS/LOCAL

LENGTH: 1011 words

HEADLINE: Possible tornado causes damage in San Angelo

BYLINE: Staff report

BODY:

Trucker Ruben Espinoza will long remember his first trip to San Angelo.

The Phoenix-based driver parked his rig at the Barry light manufacturing plant near Glenna Drive and Houston Harte late Wednesday afternoon, detaching the trailer and parking the cab between two other trailers on the lot. He expected to have the load of slippers he delivered unloaded today.

He was awakened by wind and hail just after midnight as a storm roared through.

"It was throwing me up and down like a basketball," he said.

This morning, National Weather Service meteorologists Buddy McIntyre and Hector Guerrero were at the building to determine whether a tornado struck it.

"We had wind gusts between 60 and 75 mph. Straight-line winds could have done some of the damage. But on the radar, we saw a couple areas of pretty strong rotation," said Mark Cunningham of the National Weather Service at Mathis Field. "I wouldn't be surprised if there was a tornado. There is significant damage in San Angelo."

Throughout the city, trees were blown over, limbs were knocked off trees, and garbage cans and other objects littered the streets. Business signs were damaged by wind-driven debris. Reports to the weather service, Cunningham said, included golf ball-size hail.

The storm moved across the city on a north-south axis from west to east, and the damage was widespread throughout town.

McIntyre said the damage patterns inflicted by tornadoes are different from those caused by strong winds.

"What we're looking for with tornado damage is a fairly long torn patch, but narrow," he said. Damage caused by straight-line winds flows outward, but with a tornado, the damage points to center because of the rotation.

Possible tornado causes damage in San Angelo San Angelo Standard-Times (Texas) April 10, 2008 Thursday

The storm inflicted significant damage on the Barry plant, bashing in the building's southwest corner and overturning a tractor-trailer rig parked in front of the plant.

On Glenna Road, a block from the Barry building, a small delivery **truck** lay on its side by the road at 5 a.m. while police and AEP Texas crews attended to traffic signal failures off the expressway at the Arden Road exit. Nearby, in the 200 block of Amistad Street, a carport had been ripped to pieces, and parts of it lay in a neighbor's yard across the street.

Later this morning, across the field from Barry's at Houston Harte Expressway and Glenna Drive, Orig-Equip Inc. owner David Folmar and employee Joel Bolding assessed the damage to their business.

"We came in at about 1 a.m., and all four doors in our warehouse section were blown out,," said Folmar. "The north doors are gone. We still haven't found them."

Folmar added that some special-order items being held for customers were lost in the storm.

"The only thing holding a couple of the doors on were these locks," Bolding said.

The business sustained damage to inventory including **headache racks** that were twisted.

"Some of our bedliners are gone," added Bolding, "And I can't find my jacket or my flashlight."

Busker's Body Shop, on Glenna Drive, sustained little damage to property, with only one garage door blown off, and a storage building moved by the high winds.

"We were pretty fortunate. We had the place covered in prayer," said employee Daniel Kure.

Just up the expressway in the 2400 block of Chestnut Street, a GA Auto Glass of San Angelo **truck** sat beneath a fallen tree. Branches and leaves covered the street around it.

In south-central San Angelo, at Washington Drive and Irving Street, Wanda McIver stepped carefully through the remains of the roof of the building where she and her husband ran their family business.

"I sold (but carried the note on) the building after my husband passed away. It burnt and was a complete loss, but the new owner rebuilt it."

The building was once home to Sunset Motor Freight and was most recently the River of Joy Impact Center.

"I just came by to check on it because I got a lot of calls about it," McIver said.

Local Realtor Brenda Jackson received a call from a homeowner this morning requesting that his home at 9561 S. Bryant Lane be taken off the market.

"He called and told me to pull the listing. I haven't been out there yet, but I was told all that's left is a slab," Jackson said. "As far as I know, it's gone."

On U.S. Highway 277 about a mile south of San Angelo, winds snapped a half-dozen power line poles, some at their base and others about six feet above the ground.

Fred Hernandez, spokesman for AEP, said the worst damage to the power transmission system occurred in Veribest, where 11 poles were sheared off, cutting off electricity to the entire community.

The lights won't be back on there until this evening, Hernandez said.

Possible tornado causes damage in San Angelo San Angelo Standard-Times (Texas) April 10, 2008 Thursday

Two breakers were knocked out in the Southland neighborhood of San Angelo, Hernandez said, but power was restored within a short time to the 2,200 customers affected. He said some poles might have been knocked over in the Glenna Drive-Houston Harte area.

"Surprisingly, we got out of it fairly well. Our whole crews were out all night last night," Hernandez said. "I was expecting a little more damage. How well you keep your lines maintained, clearing vegetation away, is important at times like this."

The fast-moving cold front that carried the storms moved off to the east before dawn. Cunningham said high winds will continue today and a red flag wildfire alert is in effect. Although the storm dropped enough rain to flood streets in the early morning hours, it wasn't enough rain to mitigate the fire danger, he said.

The weather service lists a preliminary rain tally of just 0.12 inches.

The weekend should bring fair weather, he said, which is expected to continue through next week.

Send us storm photos

Do you have photos of storm damage? Share them with Standard-Times by visiting gosanangelo.com and clicking the Community Photos link. Standard-Times photo by Cynthia Esparza*The National Weather Service determined a tornado hit Barry of San Angelo on Barry Avenue early today. No information is yet available on the tornado's magnitude on the Fujita scale.*shot/archived 4.10.080410CEtornado.jpg

LOAD-DATE: April 10, 2008

TTAB – STK, LLC v. BACKRACK, INC.
Cancellation No. 92049332 – Registration No. 3014986

EXHIBIT C6



19 of 114 DOCUMENTS

Copyright 2008 Farm Journal Media
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Farm Journal

February 15, 2008

LENGTH: 410 words

HEADLINE: New Products

BYLINE: By Michelle Kowalski

BODY:

Cords Under Control

Cordpro allows you to easily manage cords and cables. The unit contains the entire cord or cable of any electrical device inside its donut-shaped housing, which prevents cords from getting tangled and allows only the exact amount of cord needed to be dispensed. The item can be used for any cords from power tools to water hoses to large electrical machinery. Price range: \$7.50 to \$29.95. Contact: BurkTek Inc., P.O. Box 10736, Kansas City, MO 64188; (800) 700-6784; www.cordpro.com.

Always In Reach

HTP America's TIG Torch holder keeps your torch at arm's length and prevents it from falling on the floor. The holder magnetically attaches to your welding table and can be easily repositioned as needed. MIG holders are also available. Contact: HTP America, 3200 Nordic Road, Arlington Heights, IL 60005-4729; (800) 872-9353; www.usaweld.com.

How Wet Is That Soil?

Two plug-and-play Soil Moisture Smart Sensors from Onset Computer Corporation accurately measure soil volumetric water content and integrates Decagon ECH20 dielectric probes for long-term monitoring. The low sensitivity to temperature and saline broadens the range of soil types to be monitored. The design enables the sensors to be plugged into HOBO Weather Stations and Micro Stations. Price: \$139. Contact: Onset Computer Corporation, P.O. Box 3450, Pocasset, MA 02559-3450; (800) 564-4377; www.onsetcomp.com.

Easy to Handle Welder

Hobart's Handler 125 EZ is a gasless, self-shielded flux-cored wire welder with a single control knob to set the volts and wire feed speed to match the metal thickness. It has a maximum output of 125 amps. The welder comes ready to work on mild steel using 0.03" or 0.035" flux-cored wire. It penetrates and welds metals from 18 gauge to 3/16" thick, weighs 50 lb. and plugs into a 120-volt outlet. Contact: Hobart Welding Products, P.O. Box 100, Lithonia, GA 30058; (877) 462-2781; www.hobartwelders.com.

The Long Arm of Light

Need added visibility? The Swing Light Kit from Harper Industries installs on flatbed **trucks** and bale beds. Mounted to the inside of the **headache rack** for shielded protection, the swing lights can swing out and away from the **headache rack** to shine in any direction along the side or to the front and back of a pickup. The mobility also allows lighting beyond the first loaded bale and illuminates the entire side of the **truck**. Contact: Harper Industries, 151 E. Hwy 160, Harper KS 67058; (800) 835-1042; www.deweze.com.

LOAD-DATE: March 14, 2008

TTAB – STK, LLC v. BACKRACK, INC.
Cancellation No. 92049332 – Registration No. 3014986

EXHIBIT C7



23 of 114 DOCUMENTS

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**farm industry
news**

Farm Industry News

August 1, 2007

SECTION: Pg. 24 ISSN: 0892-8312

LENGTH: 107 words

HEADLINE: Light for evening work

BODY:

NEW SWING lights to help you see all around your pickup are available from Harper Industries. You can install the swing light on any flatbed **truck** inside of the **headache rack** for shielded protection, then move it out and away from the rack to shine across the front, back or sides of the **truck**. Adjustable lights allow you to easily see 180840 840 321 155degrees840 840 321 155 on either side of the cab, including when the **truck** bed is loaded.

Suggested retail price: \$195. Contact Harper Industries Inc., Dept. FIN, 151 E. Hwy. 160, Harper, KS 67058, 800/835-1042, visit <http://www.deweze.com> or <http://www.freeproductinfo.net/fin>, or circle 150.

LOAD-DATE: July 30, 2007

TTAB – STK, LLC v. BACKRACK, INC.
Cancellation No. 92049332 – Registration No. 3014986

EXHIBIT C8



24 of 114 DOCUMENTS

Copyright 2007 The Tulsa World
Tulsa World (Oklahoma)March 16, 2007 Friday
Final Home Edition**SECTION:** Local; Pg. A9**LENGTH:** 469 words**HEADLINE:** Worker filling potholes on highway struck, killed**BYLINE:** CLIFTON ADCOCK World Staff Writer**BODY:**

/ A car slams into the back of the work crew's **truck**, where the man was standing. A road worker was killed Thursday when he was struck by a car as he and his crew attempted to patch potholes on the Inner Dispersal Loop. / Oklahoma Highway Patrol Trooper Ricky Humdy said the car's driver exhibited physical signs of drug use and that investigators found a bag of marijuana in the vehicle.

/ The victim, a Tulsa man in his mid-20s whose name was not released Thursday, was killed about 3:10 p.m. when a car swerved from the middle eastbound lane of U.S. 75 onto the right shoulder and struck him and the back of the three-man crew's work **truck**, Humdy said. / By coincidence, Tulsa Fire Capt. Larry Bowles was pulling onto the southwest leg of the Inner Dispersal Loop from an entrance ramp only feet from where the accident had just occurred. / Bowles, the first emergency responder on scene, said the man was killed instantly. / The two other men on the **truck** were not injured, but the driver of the car, a woman who was not identified Thursday, was taken to a hospital, Bowles said. / After the investigation is complete, Humdy said, troopers likely will pursue a negligent homicide charge against the woman. / The road crew works for CP Integrated Services, which contracts with the Oklahoma Department of Transportation for highway repairs, said Martin Stewart, risk manager for the Transportation Department. / "It's an unfortunate accident," Stewart said. "It's a very sad day for us." / The three workers, one driving the flatbed **truck** and two on the back, where the road patch material is kept, were on the right shoulder with the **truck's** overhead yellow flashing lights on and a lighted arrow sign on the **truck's** headache rack, Stewart and Humdy said. / The victim apparently was standing on a step on the rear of the **truck** when the car, which was traveling about 60 mph, swerved onto the shoulder and struck him and the **truck**, Humdy said. / The impact pushed the **truck** forward about 20 feet and crushed the front of the car, a Chevrolet Cavalier. / The victim had joined CP Integrated Services about six months ago, Stewart said. / "People know how Tulsa streets and highways are right now," he said, referring to the many potholes that developed during the winter. "They should be alert for us." / Thursday's fatality was the second auto-pedestrian accident in Tulsa in as many days. / The Highway Patrol identified Norma K. Peach, 29, of Tulsa as the pedestrian who was killed Wednesday night on Interstate 44 near 145th East Avenue. / She had been attempting to cross the interstate from north to south and was struck in the eastbound lanes by a Ford Escort, according to the OHP. / The car's driver was not injured, but Peach died at the scene. // Clifton Adcock 581-8367 / clifton.adcock@tulsaworld.com /

LOAD-DATE: March 17, 2007

TTAB – STK, LLC v. BACKRACK, INC.
Cancellation No. 92049332 – Registration No. 3014986

EXHIBIT C9

TTAB – STK, LLC v. BACKRACK, INC.
Cancellation No. 92049332 – Registration No. 3014986

EXHIBIT C10



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FleetOwner

Fleet Owner

September 1, 2006

SECTION: EQUIPMENT: NUTS & BOLTS; Pg. 52 ISSN: 1070-194

LENGTH: 308 words

HEADLINE: bulletins

BODY:

ArvinMeritor will open a 300,000 sq.-ft. facility in Wuxi, Jiangsu Province, China that will initially manufacture trailer axles and suspensions for export to North America and Europe, as well as trailer makers in China. Production is estimated to begin in the first half of 2007.

One-use dielectric grease tubes are now available from Phillips Industries. Called Qwik-Shot (Part no. 80-250), they protect electrical connections and minimize corrosion by sealing out high heat, moisture and contaminants. <http://www.phillipsind.com>

The 2006/2007 edition of the Aftermarket eFactbook is now available from the Automotive Aftermarket Industry Assn. on CD-ROM. Charts and tables can be printed or copied and pasted into Excel, PowerPoint and other software packages. The eFactbook is available to AAIA members for \$199 and to non-members for \$449, with discounts on multiple copies. To order a copy of the eFactbook or the printed Factbook, call 301-654-6664. <http://www.aftermarket.org>

Through a partnership with Interstate Battery System of America, Carrier Transicold dealers now sell the high-performance PowerRush 12v batteries for refrigeration units. Available in capacities of 950, 750 and 700 CCA, the batteries are backed by an 18-mo. warranty. <http://www.trucktrailer.carrier.com>

A dip-slide kit for to test for biological contamination in fuel (\$14.95) and a lab package to identify fuel instability (\$99) are now available from Dieselcraft Fluid Engineering. The lab package determines whether fuel is up to ASTM standard #HLOO-0021. <http://www.dieselcraft.com>

Roll-Rite's revised "Fleet Spec & Pricing Guide" streamlines the dump truck tarp selection process by requiring only truck body length and cab guard rise (see "Quick Pick Tarp" section.) Also includes new tailoring options. For a free copy, call 1-800-297-9905 or email: info@RollRite.com

LOAD-DATE: September 13, 2006

TTAB – STK, LLC v. BACKRACK, INC.
Cancellation No. 92049332 – Registration No. 3014986

EXHIBIT C11



36 of 129 DOCUMENTS

Copyright 2005 Nationwide News Pty Limited
Hobart Mercury (Australia)

November 24, 2005 Thursday

SECTION: LOCAL; Pg. 13

LENGTH: 396 words

HEADLINE: Safety query on log trucks

BYLINE: MICHELLE PAINE

BODY:

TEN of 12 Tasmanian log truck accidents in nine months were rollovers, documents tabled in parliament yesterday revealed.

The statistics, which included a fatality, showed instability concerns within the industry had still not been addressed, the Greens said.

The information on heavy vehicle accidents was provided by Infrastructure Minister Bryan Green in answer to a question by the Greens' Bass MHA Kim Booth.

They relate to accidents up until March 31.

Since then, another four log trucks had been involved in accidents, including a fatality near Burnie last week.

Jamie Allan Medhurst, 30, of Stowport, died when he lost control of his truck near the Hampshire woodchip mill.

Mr Booth attacked the Government's handling of the issue.

"Effectively the Lennon government has decided that the safety of log truck drivers and the travelling public is a lesser concern than protecting the interests of the forest industry and this is to be condemned," he said.

"We believe no analysis has been done on the centre of gravity of those trucks which rolled over."

Mr Green said the Government was taking action.

He said the industry had to be taken forward and authorities and the industry couldn't be told to "forget all the investments you've made".

"We have to make sure the drivers are trained properly and that they drive according to the legal specifications of the truck," Mr Green said.

"Having said that, we had the report and we acted on it straight away by establishing a heavy truck group which is looking at this issue and will make recommendations to me."

He said an industry group had met twice to discuss the issues.

"You don't do it by simply imposing something that is going to have a negative impact on the forest industry," Mr Green said.

There is growing concern about the safety of log trucks.

Engineer Wolfgang Wissman told The Mercury last year that his study of log trucks showed they were dangerously prone to rollover.

Mr Wissman said trucks must be speed-limited to 80km/h or fewer logs carried to address a fundamental design fault.

Chairman of timber giant Gunns, John Gay, said Mr Wissman's study had led to new safety requirements for 400 log trucks and trucks carting pulp wood bins that it had on contract.

This included extra chains on loads, **cab guards** and tail gates to prevent logs sliding off the back of trucks.

LOAD-DATE: November 23, 2005

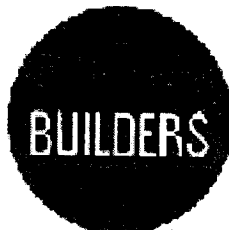
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EXHIBIT C12



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Trailer/Body Builders

October 1, 2008

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HEADLINE: Utility Trailer Sales Southeast Texas sets up a one-stop shop with ten times the space and a variety of products that drive sales

BYLINE: BY RICK WEBER

BODY:

If the parts-display area at Utility Trailer Sales Southeast Texas' old location in Pharr was more like a convenience store, then consider the parts-display area at the new facility a full-fledged supermarket.

At the old facility, the parts display was 900 square feet, occupying a cramped 30'x30' area. The counter was small and most of the parts weren't even in view - they were stored in the warehouse.

At the new 57,000-square-foot facility - which opened in June 2007 - parts are king. The display area is more than 10 times bigger - 12,000 square feet - and is anchored by a counter consisting of the front and side section of a 52' reefer, furnished with six computer terminals.

Just like in a supermarket, the front of the room has aisle end sections featuring eye-catching items designed to stimulate sales. In many cases, they are items that customers would not expect the facility to carry - such as Freon and hose kits for recharging systems.

"We rotate product quite a bit on the end caps," says parts manager Robert Garza. "We'll bring something up here and show it so customers know we have it. Once we've established that, we'll move it and bring something else up, so we're constantly showing something a customer might not think we have. We want to be a one-stop shop. We have whatever a customer needs for a pickup truck or big rig."

Just like a supermarket, the area has shopping carts and baskets. That's not something Garza would ever have

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thought to have in the old location because that area was so small and so parts-shy that large-scale shopping was not encouraged.

"Generally, when people come in now, they see a few more items than they came for," says Jonny Loring, president/general manager of Utility Trailer Sales Southeast. "They'll say, 'I need this, and oh, I need that.' Usually, they walk out with more than they came for. They'll come in waves. Guys are coming with their family. We didn't ever see that across the street at the old location."

Says Garza, "You'll see them walking down aisles and putting things in their cart like they're at a supermarket. This is more family-friendly, I guess you could say. Before, their wives would sit in the car and wait. Now the wives come in and might see something and say, 'This might make a good Christmas present.'"

The concept has been heartily endorsed by Loring's father, Jon, CEO of Utility Trailer Sales Southeast. Five years ago, he used it at the Houston location on Wallisville Road, 345 miles northeast of Pharr. Even though it is just seven miles from the other Houston location on Blaffer Street, they found that the Blaffer sales actually went up while Wallisville kept growing.

Jonny says that despite the economic downturn, parts sales are up \$50,000 in Pharr over what they were in the 12-month period before the move to the new facility.

"We're stocking \$900,000 in parts inventory," Jon says. "And if you're stocking that much, you're selling a good bit."

The sales have been fueled by the increased popularity of items that were not moving as well or being displayed at the old location - chrome parts and accessories, along with safety-related products.

"In this part of the world, they like chrome and lights," Jon says.

"A lot of flash, lot of chrome," Robert adds.

"In Houston, they sell a lot of air bags," Jon says. "Our market is different. We don't have that down here. For example, we sell more brakes. People do their brake jobs here. In Houston, they send them more to the shop. There are just more owner-operators down here. Owner-ops are just about on the way out around the nation, but down here, they're more prevalent. These guys are individuals and probably have been in business for themselves for so long, it'd be hard for them to work for somebody else."

Garza says their customers include a few major fleets, smaller regional fleets, and owner-operators, most with between four and 10 trucks.

"We've got customers with 1500 trailers and others with 10 trailers," Jon says, "and the 10-trailer customer is just as important to us."

Says Garza, "Every customer is an individual customer, and we treat them as fairly as possible. We get them what they need in a timely fashion."

Since the Mexican border is just eight miles away, that is a huge part of the facility's business.

"Most of our Mexico business is walk-in customers who buy product and install it themselves," Garza says. "The other Mexico business we do is through agencies, where we bring in orders and deliver them to the agency and process the paperwork through that agency. With a few, we have established accounts."

Says Jon, "We started going to Mexico in the late '70s. We know a lot of people. If you treat people the way you want to be treated, over the years everybody knows you're going to be honest with them. You've got to make money

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when you're in business. But you don't have to make it all at once. Just grow your business and keep growing it. And do it in such a way that everybody's happy."

"A lot of it is word of mouth," Garza says. "If somebody comes in and gets treated right, it spreads quickly. A lot of people found out right away where our new location was. We only moved across the highway. But believe me, people found out the way the facility was set up, and they were coming in here. They were saying, 'So and so told me. He already came in and said I need to come look at it.'"

"Word is spreading through the grapevine. Truckers communicate. If you treat them right, they talk good about you. If treat them wrong, they talk very bad about you. And the bad spreads a lot quicker than the good. We're doing the right thing, because it's spreading to the good."

Then there's the Utility name.

"Everybody knows there's quality there," Jon says. "They test their product before they put it out on street. They know it's going to do good. And if there is a problem, they will take care of it."

Known to all

Marketing is limited to a flyer program and advertising in a local-level truck magazine.

"In this particular area of the Rio Grande Valley, everybody pretty much knows everybody, almost from Laredo to Brownsville," Jon says. "They know we're here because we've been here so long."

The parts-display area has six sections of gondolas, plus extensive wall space.

"To utilize the most of our wall space, we went with flat wall, which is more expensive but for the money is well worth it," Garza says. "We can hang tons of LED lights and anything that has display potential. We have tons and tons of different LED lighting. We've gone above and beyond, just to accommodate all the guys with trucks, having them nice and neat. LED lighting is a plus when you want to be seen, not just for DOT reasons.

"We use that display all along the north wall and west wall, which gives us no wasted space. On the end, we went with shelving for basic bigger objects like air filters, cam shafts, and U-bolts."

Garza says the area was set up to make it easy to instantly see the variety of items available. An attempt was made to group similar items together.

One area has lights and cargo control - tarps, straps, bungees, winch bars. There's an electrical aisle, which also includes air brakes and slack adjusters. Farther on down are air hoses and air valves. Then suspension products and all kits, studs, and nuts. In the next section, fasteners and door products. There's also a section for all hinges for any kind of trailer, a section for safety products such as strobe lights, safety lights, headlights, and flares, and another one for bearings, seals, and hubcaps.

"I chose to have open space in the back for display purposes," he says. "Here we have every kind of mud flap you can imagine, toolboxes, wheels, seats. Back here we can put **cab guards**, quarter fenders, half fenders. We have bumpers on racks. Along the wall is all chrome - anything they want to add to a truck.

"It's all in the open concept. We don't frown on the customer coming in and saying, 'Well, maybe this is it. Can I open this box?' By all means go ahead. The customer is free to shop and look.

"We have catalogs for specific items that we don't stock. We'll special order. We do a lot of customer requests. I think that's something a lot of companies don't do anymore. You come in and say, 'I need this gizmo for this '38 truck.' Well, if we don't have it, we're going to find it for you. We're not going to send you somewhere else. We bring it in

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from anywhere we need to. We bring in pieces from everywhere from New York to Oregon. We'll take that extra step to bring the customers to us and keep them. Purchase orders come onto my desk every day where we bought some gizmo and brought it in for a customer. If it's something that you're going to be needing on a constant basis, we'll stock it for you."

And they stock a lot of unexpected products: jack stands, wash brushes, oil filters for tractor-trailers and Thermo King units, oil products.

"This retail space has made a big, big difference in how we can take care of customers on a daily basis," he says. "And all 12,000 square feet are in AC. Its' not like they're in a warehouse, all sweaty and sticky."

Jonny says 75% of Pharr's parts sales are walk-in and 25% delivery. They have three delivery vehicles, with daily local delivery and scheduled days for other areas in south Texas.

Through their ADP inventory system, they run a weekly stock order report to track what to bring in.

"It tells us how many pieces of each product were sold each week, and we order based on that order history," Garza says. "Some of the fast-moving items we always bump up a little bit so we don't run out. We overstock a little bit, but not too much. Our main key is customer service and not running out of parts. We don't want the customer to walk in and discover we have run out."

The evolution

When Garza started working at the Pharr facility in 1990, there was not even a service area. Service technicians worked off an uncovered 40'x40' concrete slab - rain or shine. Three trailers served as the storage area for drums, extrusions, springs, and landing gear.

The service area arrived in 1992, along with service manager Joe Stephens.

In subsequent years, they kept adding to the property to increase the size to 10.5 acres, but the result was a facility that was not as efficient as they wanted it to be.

"It wasn't laid out right," Jon says. "It was a T-shaped property, long and narrow. We got an acre at a time. It was just pieced together. We started with one building - the office and our parts department - then added the service department, which was not attached to the main building. Then we attached the parts warehouse to the opposite end. Then we put both buildings together, and added more space to warehouse. Things got very crowded. And it was just a mudhole over there."

Says Jonny, "It was operable. But the guys work hard and deserved a better place."

When they moved across Highway 281 to occupy the 18-acre spread, they leased 4.5 acres of the old property and left the rest vacant, with plans to lease it.

The new facility is the company's largest and includes a 9600-square-foot parts warehouse, 10,000 square feet of office space, and a 14-bay shop.

Garza and Stephens (now the service manager in Houston) were instrumental in designing it, taking the best aspects of the 40,000-square-foot Wallisville Road location and adding a bit more space.

"With everything we've ever built, we ran out of room, for the most part," Jonny says. "With this one, we still have room to grow. We have a back slab already laid so that we can add another six bays for future growth, so it would be a 20-bay shop.

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"We made the retail space bigger than in Wallisville. We have a service department, which Wallisville doesn't have. We made space to have a service parts man incorporated in the back, so he can service the mechanics from the back window instead of them having to come to the front counter. Our previous shop wasn't logistically sound - the parts warehouse and mechanics were separated by a lot of space."

The parts warehouse is encased in fencing, with aisles separating the racks where all overstock and bulk items are stored.

"Everything is inside, with the exception of suspensions," Garza says. "We order 20 of them at a time, so we don't have space for them inside. But everything we used to have outside in the old building is now inside: rails, aluminum extrusions - all on cantilevered racking. We are a lot more efficient because everything here is on a rack. If somebody looks in the system for a part number, you're going to find it with not a lot of confusion. For inventory purposes, it's easier.

"It's much cleaner. In the old place, when you went to cut aluminum rails in 100-degree heat, that was not the best place to be. You were going to burn your fingers just touching that thing. Here, being inside keeps everything nicer and newer looking and in better packing. That's what we want customer to see - we are striving to be better at what we do so we have parts that look like they are well-kept. That's a key for when you buy something. That's a plus."

New service manager Rudy Liendro, who served as interim service manager in San Antonio until December, says they have been adding new equipment on a monthly basis, including a 20-ton lift jack two months ago.

He sings the praises of the new facility.

"This is a lot wider between bays than most facilities," he says. "There's room so that we can easily move toolboxes or forklifts or heavy equipment. We can move scissor jacks without having to worry about hitting another trailer. In San Antonio, it is not as wide. The mechanics really enjoy it. They're not bumping or hitting anything."

They're also enjoying the temperature. At the previous shop, there were only two small doors on the north side. In this shop, there are nine doors facing south and five doors facing north, facilitating the air flow from the southerly breeze.

"It's a nice place to come work," Garza says. "I feel morale has picked up. When you come into a newer facility, I kind of see people taking care of the facility. They want to keep it looking nice. They want to keep their areas nice and tidy. It does make a big difference.

"We have a place to grow here. We can grow the mechanics and the bays. The guys are happy. It's a good feeling to want to come to work. Not a lot of people want to go to work every day. But when you can enjoy a place you go to, that's one of the keys to making a successful run. The Lorings have made sure in their whole group that employees are happy and their needs are being met. A family business has its perks."

Long-time parts manager Robert Garza has found great success with Pharr's 12,000-square-foot parts-display area.

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TTAB – STK, LLC v. BACKRACK, INC.
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EXHIBIT C13



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CONSTRUCTION EQUIPMENT

Construction Equipment

September 1, 2008

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HEADLINE: PayStar 5900i SBA Expands Capabilities;
New axle setting shoulders more weight and aids maneuverability, while the truck lives up to its "premium" billing

BYLINE: By Tom Berg, Truck Editor

BODY:

Let's see... Here's an online ad for an '82 International PayStar down in Texas, apparently an oil-field rig with what looks like a 25,000- or 50,000-pound winch ready to pull hefty, skid-mounted pieces of drilling and extraction equipment over a rear-set roller onto a long, steel flatbed. Its Cummins 400 almost certainly smokes nicely (didn't they all in those pre-emission days?), and specs include "6 and 4" double-stick manual gearboxes, 20,000-pound steer axle, 50,000-pound tandem with a 6.80 ratio and a wheelbase of 280 inches. Think of the work that thing has done in its 24 years of life. And, wouldn't it be a handful to drive?

By contrast, check out this month's Hands-On Trucking ride - a 2008 PayStar long-wheelbase 10-wheel with a high-sided steel dump bed, with lots of frame space for two or three pusher axles, strong front and rear axles, and a gutsy Caterpillar C13 complete with a diesel particulate filter. All its aluminum is highly polished, and chrome covers about anything else not painted gloss black. This, too, could do a lot of construction-related hauling, and accomplish it in style and effortlessly, too, because it's also got a thoroughly modern Allison automatic transmission.

One specification the two trucks share is a setback front axle, generally available throughout the PayStar's history, but something missing until recently from the latest iteration of the builder's 5000i series of vocational trucks. The builder announced it about a year ago and the 5900 SBA, as this model is called in International's data book, is now in production at the vocational-truck plant in Garland, Texas, joining the originally available axle-forward version.

The rearward setting of the steer axle alters the balance of weight among all axles and can make the truck more legally useable in certain geographical areas. Mostly it's axle-weight states with peculiar formulas for certain configurations - "tri-axe" setups with a single, high-capacity pusher or "quads" with two pushers, for instance. However, some bridge-formula states encourage multiple pusher and tag axles, and the axle-back design is better able to take up a sizeable share of the load. A side benefit is greater maneuverability for a given wheelbase because there's more room for

PayStar 5900i SBA Expands Capabilities; New axle setting shoulders more weight and aids maneuverability, while the truck lives up to its "premium" billing Construction Equipment September 1,

the front wheels to cut toward the frame. The 5900 SBA thus expands possible applications and allows dealers to resume selling a premium model into that specialty market.

And, of course, customers have another vehicle to choose from, which right now might not matter too much because business in general is painfully slow. That doesn't mean nothing is happening, and there are some operators who are ready to acquire this type of truck. If they are already International customers, and even if they're not, they and their drivers will be pleased with the latest PayStar. It is truly a premium truck, with a stout and roomy aluminum cab that can be trimmed as richly as any reasonable trucker would want, a firm but smooth ride, terrific driveability, and easier maintenance that comes from a longer engine compartment compared to the WorkStar 7000 series.

Driving a modern and nicely appointed PayStar is one of life's trucking pleasures, in my opinion; so is wheeling its brother, the 9900i highway tractor. They share the cab and interior and basic hood design, but of course the rigors of on/off-road work changes many other things in the 5000i series. That this one had an Allison was disappointing to me, because wheel time in PayStar axle-forward trucks and tractors showed that they are also easy and even fun to shift when set up with manual transmissions. And shiftability is one of the tests of a truck model's value, not just to the driver but to the owner, because hard shifting irks the driver and leads to various driveline damage.

Nonetheless, an Allison is what I had and what I happily drove. This was actually back in March, during the Conexpo-Con/Agg show in Las Vegas. Athena Campos, International's vocational segment marketing manager; and Melissa Gauger, mechanical engineer/marketing manager for severe service trucks, had driven me to McCandless International Trucks north of the city where the long truck was waiting. Gauger pulled it out of the lot to the dealership's offices, and I looked over the vehicle and then shot some photos.

My lens found the Cat C13, among the engine options in this line and which early this year was not remarkable. But now it is because come 2010, Cats will disappear. As we've reported, Caterpillar is leaving the truck-engine business at that time. About then, Cat dealers will begin selling an International-built, Cat-branded on/off-highway truck which well could be based on the 5000i series. So maybe this is a preview of that; we'll see.

The Cat fired up readily and idled easily, smokelessly and odorlessly. Gauger climbed into the passenger seat and I punched D for Drive, released the parking brake and we headed out, using a variety of city streets and boulevards, stopping and starting and letting the Allison do the work. It's amazing how an automatic or automated mechanical gearbox completely changes the character of a truck and vastly expands the list of people who could drive it - your stock-broker brother-in-law who's burned out from the rat race or a 40-something neighbor lady whose kids are grown and gone and needs to earn some extra dough, for example. If they both like to drive, they could drive this truck.

Yeah, they'd still need a bit of training because the PayStar is a big and heavy truck and must be respected as such. Gauger had arranged a test load consisting of about 10 tons of crushed stone, bringing gross weight to about 46,400 pounds. It required the Cat to work but not sweat. Acceleration was quick, especially because of the uninterrupted-power feature of a fully automatic transmission, and brakes were strong when the stop signs and traffic lights came up.

The truck's long wheelbase told me to give it some room in turns, but I was leaving way too much during hard-right turns on city streets. That's because the setback front axle's tight wheel cut had me bending the corners quicker than expected. Soon I was spinning the steering wheel sooner and using only the curb lanes of each street.

Freeway travel was even easier. We took Interstate 15 northeast to the Las Vegas Speedway, then swung over to Las Vegas Boulevard which arrows more directly north and intersects with I-15 about 10 miles up. This includes about a mile and a half of 3 percent upgrade which the Cat-Allison team handled well while Gauger and I enjoyed the stark desert scenery. From there it was back south on the interstate to the dealership.

The Allison has electronic controls and six basic ratios, including overdrive 5th and 6th, and these worked well with the 4.56 axle ratio to give the truck some reasonably long legs. Revs were at 1,700 or so at 65 mph - much faster

PayStar 5900i SBA Expands Capabilities; New axle setting shoulders more weight and aids maneuverability, while the truck lives up to its "premium" billing Construction Equipment September 1,

than for a highway engine, but about what Cat prescribes for a vocational model. At lower road speeds the transmission's planetary gear sets provide many more ratios to aid performance, even as its torque converter is locked up to reduce slippage much of the time. Allison's vocational Rough Duty Series includes a case with PTO mounting provisions, but otherwise is no stronger mechanically than highway versions. Any warranty is shorter to reflect the tougher life an RDS is likely to see.

Even with the automatic, the PayStar had all the characteristics of a premium truck, and more. Interior trim was not the top-of-the-line Eagle, but more than fancy enough for me with practical grey cloth-and-Vinyl coverings, and included power windows. The instrument panel was attractive and complete, with the wide, two-segment flat panels sporting a wood-grain finish; many gauges telling me what was happening to the engine and other systems; while electro-mechanical switches to the right controlled locking differentials and other mechanisms. On the floor was a control box for the Warren dump body, which I left alone.

The box sat nearly 2 feet behind the cab to allow enough room for the 18-inch-diameter diesel particulate filter. The **cab guard** was notched to make some room, but the box could be mounted closer if a cove were built into the bed's corner for the big single exhaust. Or order a horizontal frame-mount DPF with one or two tail pipes, or let the tail pipe exit down below. In any case, the DPF versus body situation needs some careful thought before you'd wrap up any order form.

From my point of view, the PayStar provides true value for the \$3,000 or so extra it costs over a similarly equipped up WorkStar. It's as nice to drive as anything out there, and will probably hold up as well as any other premium truck. My quick search of ads on the Net showed PayStars as old as 1978. Maybe International should hold a contest to find the oldest one still working. It might prove something.

SPECIFICATIONS

Tom Berg

Truck : International PayStar 5900i SBA, conventional-cab vocational chassis with setback front axle

Engine : Caterpillar C13 Acert, 430 hp @ 2,100 rpm, 1,550 lbs.-ft. @ 1,200 rpm

Transmission : Allison automatic 4500-RDS wide-ratio 6-speedw/overdrive 5th and 6th

Front axle : 20,000-lb. Meritor MFS-20-133A wide-track on 18,000-lb. taperleafs and 2,000-lb. rubber auxiliary springs

Rear axles & suspension : 46,000-lb. Meritor RT-46-160Pw/locking rear differential and 4.56 ratio, on 46,000-lb. Hendrickson HMX-460-54 walking beam

Wheelbase : 248 inches

Brakes : Meritor S-cam w/Meritor-Wabco ABS

Fuel capacity : 100 gallons

Body : Warren 18-ft. steel

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Directory

BODY:

Alphabetical Listing (A-CH)

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