

October 1, 2015

If you trade a five year old car for a new one, be prepared for a shock. Computer systems in cars have become ubiquitous. Last [Sunday's NY Times](#) had a long piece on the benefits and risks. For example, VW's code writers taught the engine's computer to sense when an emissions test was taking place and then alter the exhaust to pass the test.

Shwetak N. Patel looked over the 2013 Mercedes C300 and saw not a sporty all-wheel-drive sedan, but a bundle of technology.

There were the obvious features, like a roadside assistance service that communicates to a satellite. But Dr. Patel, a computer science professor at the University of Washington in Seattle, flipped up the hood to show the real brains of the operation: the engine control unit, a computer attached to the side of the motor that governs performance, fuel efficiency and emissions.

To most car owners, this is an impregnable black box. But to Dr. Patel, it is the entry point for the modern car tinkerer — the gateway to the code.

“If you look at all the code in this car,” Dr. Patel said, “it’s easily as much as a smartphone if not more.”

New high-end cars are among the most sophisticated machines on the planet, containing 100 million or more lines of code. Compare that with about 60 million lines of code in all of Facebook or 50 million in the [Large Hadron Collider](#).

“Cars these days are reaching biological levels of complexity,” said Chris Gerdes, a professor of mechanical engineering at Stanford University.

The sophistication of new cars brings numerous benefits — forward-collision warning systems and automatic emergency braking that keep drivers safer are just two examples. But with new technology comes new risks — and new opportunities for malevolence.

The unfolding scandal at Volkswagen — in which 11 million vehicles were outfitted with software that gave false emissions results — showed how a carmaker could take advantage of complex systems to flout regulations. ...

... And as the Volkswagen case has shown, these complexities create openings for automakers to game the system. Software in many of the German carmaker’s diesel engines was rigged to fool emissions tests. The cars equipped with the manipulated software spewed as much as 40 times the pollution allowed under the [Clean Air Act](#) during normal driving situations. Volkswagen executives admitted to officials in the United States that diesel cars sold in the country had been programmed to sense when emissions were being tested, and to turn on equipment that reduced them.

The German automaker got away with this trick for years because it was hidden in lines of code. It was only after investigations by environmental groups and independent researchers that Volkswagen’s deception came to light.

Errors in software, too, can be notoriously difficult to identify. ...

The car computer piece above was technical enough to require some humor now. We have Andy Malcolm, but before that, [American Spectator](#) published the transcript of President Trump's first presser.

Jorge Ramos: *President Trump, on your deportation plan...*

President Trump: *I didn't call on you.*

Jorge Ramos: *I represent Univision. I have a right...*

Trump: *Excuse me. Wait until my lawsuit against Univision gets to the Supreme Court.*

Jorge Ramos: *By then you'll have your sister on the Supreme Court.*

Trump: *She's smart, very smart. And she knows I love women and I'm in favor of women's health. Mexican women. All women. Sit down, or I'll appoint Ann Coulter U.S. Ambassador to Mexico.*

Ramos: *I have a question. What about your plan to deport eleven million or more...*

Trump: *Sit down, or the Secret Service will remove you.*

Ramos: *I'm a fully credentialed American citizen.*

Trump: *You have an accent. And you've never been nice to me. Besides, Helen Thomas asks the first question. Where's Helen? ...*

... Reporter: *Now, about the future. You did not have a vice presidential running mate...*

Trump: *Because, obviously, I'm irreplaceable. The Democrats ran a candidate for vice president because they didn't have confidence in their nominee. ...*

Here's [Late Night from Andy](#).

Meyers: *Kellogg's announced today that it will spend \$450 million to expand food distribution to Africa. Though sadly, it was reported Tony the Tiger was gunned down by a Minnesota dentist.*

Fallon: *With Hillary Clinton on the show the other night, security was very tight. The Secret Service was here all day sweeping the halls, the offices, the hard drives. It was very tight.*

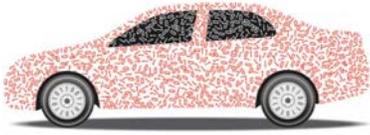
Conan: *Patriots' quarterback Tom Brady said he thinks it would be a great if Donald Trump was President. Which is really weird, because Brady doesn't like things filled with too much air.*



NY Times

Complex Car Software Becomes the Weak Spot Under the Hood

by David Gelles, Hiroko Tabuchi and Matthew Dolansept



Shwetak N. Patel looked over the 2013 Mercedes C300 and saw not a sporty all-wheel-drive sedan, but a bundle of technology.

There were the obvious features, like a roadside assistance service that communicates to a satellite. But Dr. Patel, a computer science professor at the University of Washington in Seattle, flipped up the hood to show the real brains of the operation: the engine control unit, a computer attached to the side of the motor that governs performance, fuel efficiency and emissions.

To most car owners, this is an impregnable black box. But to Dr. Patel, it is the entry point for the modern car tinkerer — the gateway to the code.

“If you look at all the code in this car,” Dr. Patel said, “it’s easily as much as a smartphone if not more.”

New high-end cars are among the most sophisticated machines on the planet, containing 100 million or more lines of code. Compare that with about 60 million lines of code in all of Facebook or 50 million in the [Large Hadron Collider](#).

“Cars these days are reaching biological levels of complexity,” said Chris Gerdes, a professor of mechanical engineering at Stanford University.

The sophistication of new cars brings numerous benefits — forward-collision warning systems and automatic emergency braking that keep drivers safer are just two examples. But with new technology comes new risks — and new opportunities for malevolence.

The unfolding scandal at Volkswagen — in which 11 million vehicles [were outfitted with software](#) that gave false emissions results — showed how a carmaker could take advantage of complex systems to flout regulations.

Carmakers and consumers are also at risk. Dr. Patel has worked with security researchers who have shown it is possible to disable a car’s brakes with an infected MP3 file inserted into a car’s CD player. A [hacking demonstration by security researchers](#) exposed how vulnerable new Jeep Cherokees can be. A series of software-related recalls has raised safety concerns and cost automakers millions of dollars.

Cars have become “sealed-hood entities with complicated computers and modules,” said Eben Moglen, a Columbia University law professor and technologist. “All of this is deeply nontransparent. And all of this is grounds for cheating of all sorts.”

The increasing reliance on code raises questions about how these hybrids of digital and mechanical engineering are being regulated. Even officials at the [National Highway Traffic Safety Administration](#) acknowledge that the agency doesn't have the capacity to scrutinize the millions of lines of code that now control automobiles.

One option for making auto software safer is to open it to public scrutiny. While this might sound counterintuitive, some experts say that if automakers were forced to open up their source code, many interested people — including coding experts and academics — could search for bugs and vulnerabilities. Automakers, not surprisingly, have resisted this idea.

“There's no requirement that anyone except the car companies looks at the code,” says Philip Koopman, an associate professor at the department of electrical and computer engineering at Carnegie Mellon University. “Computers can now exert almost complete control over your car. But if that software misbehaves, there's nothing you can do.”

Fear of Hacking

Andy Greenberg steered a 2014 white Jeep Cherokee down a highway in St. Louis, cruising along at 70 miles per hour. Miles away, two local hackers, Charlie Miller and Chris Valasek, sat on a leather couch at Mr. Miller's house, laptops open, ready to wreak havoc.

As Mr. Greenberg sped along, both hands on the wheel, his ride began to go awry. First, the air-conditioning began blasting. Then an image of the hackers in tracksuits appeared on the digital display screen. Rap music began blaring at full volume, and Mr. Greenberg could not adjust the sound. The windshield wipers started and cleaning fluid sprayed, obstructing his view. Finally, the engine quit.

Mr. Greenberg was on a highway with no shoulder. A big rig blew past, blaring its horn.

“I'm going to pull over,” Mr. Greenberg said. “ 'Cause I have PTSD.”

The episode was in fact [a stunt](#) orchestrated by the hackers and Mr. Greenberg, a writer for Wired magazine, to demonstrate the Jeep's very real vulnerabilities. The article appeared on July 21.

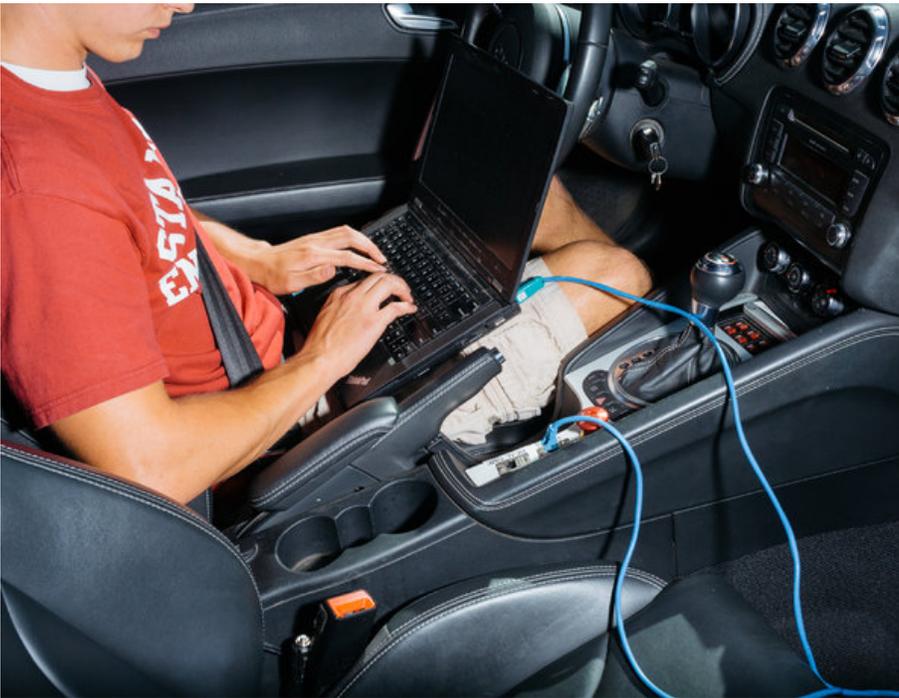
Days later, Fiat Chrysler, the maker of Jeep, [announced a recall](#) of 1.4 million vehicles to fix the flaws the hackers had identified — the first known recall intended to address a possible hacking threat.

Though automakers say they know of no malicious hacking incidents so far, the risks are real. Stefan Savage, a computer security professor at the University of California, San Diego, said that automakers were “in a state of panic” over the prospect. “They are trying to figure out what to do, quickly,” he said.

“Cars already have very complex computer systems across the board,” said Elliot Garbus, vice president for transportation at Intel, the computer chip maker, which has a fast-growing autos division. “We're at the beginning of this evolution, and there's a question of how do we do a better job of securing the vehicle from cyberthreats, and those threats are significant.”

Aware of the threats, most major carmakers have started to explore the idea of sharing critical information about security. General Motors last year appointed a chief product cybersecurity officer, the first automaker to create such a position.

Tesla has hired a new security chief from Google, who previously oversaw security for the Chrome web browser. And in early August, the company began offering \$10,000 to outsiders who find security problems. (It had been giving \$1,000.) “We are hiring!” the automaker wrote on a whiteboard at Def Con, a premier computer hackers’ conference in Las Vegas, in announcing the prize.



A student works on a computer hooked up to self-steering car at the center.

At the same conference, Tesla’s chief technology officer awarded the company’s commemorative “challenge coins” to two computer researchers. The researchers had revealed how to plug into the Tesla S computer system, unlock the sedan and stop the car under certain conditions — vulnerabilities that the company says are now patched.

Congress has moved to pressure automakers to more urgently address such risks. In July, Senator Edward J. Markey, Democrat of Massachusetts, and Richard Blumenthal, Democrat of Connecticut, introduced new legislation that would require cars sold in the United States to meet tough standards of protection against computer attacks.

While a future of malevolent hackers taking over steering wheels across the land still feels a bit like science fiction, more mundane issues are already turning up. Recalls over software are mounting. In July, Ford said that it would recall 432,000 Focus, C-Max and Escape vehicles because of a software bug that could keep the cars’ engines running even after drivers tried to shut them off. Ford dealers will update the software to fix the flaw, the automaker has said.

And last month, Toyota recalled 625,000 hybrid cars over a software malfunction that could bring the cars to a sudden stop; it recalled 1.9 million Prius hybrid cars last year for a similar problem.

Of course, software isn’t always the cause of flaws. One of the deadliest defects discovered in the last few years did not arise in chips or code: It was a [mechanical problem with the ignition switch](#) in some General Motors cars.

Hidden in Code

Software has made cars better. In fact, without software innovations, automakers could not meet tightening emissions standards in the United States, said Mr. Gerdes, the Stanford professor.

When a new car is stopped at a light, or in gridlock, for example, its engine might rev without prompting from the driver. That might feel like unintended acceleration to the driver, but inside what Mr. Gerdes called “the chemical plant” in your car, tightly controlled reactions are taking place. The internal emissions system has realized that the catalyst is getting cool, and if it gets cool, it won’t be as effective at reducing emissions. So the brains of the car command the engine to rev, creating hotter exhaust that keeps the catalyst warm.

And as the Volkswagen case has shown, these complexities create openings for automakers to game the system. Software in many of the German carmaker’s diesel engines was rigged to fool emissions tests. The cars equipped with the manipulated software spewed as much as 40 times the pollution allowed under the [Clean Air Act](#) during normal driving situations. Volkswagen executives admitted to officials in the United States that diesel cars sold in the country had been programmed to sense when emissions were being tested, and to turn on equipment that reduced them.

The German automaker got away with this trick for years because it was hidden in lines of code. It was only after investigations by environmental groups and independent researchers that Volkswagen’s deception came to light.

Errors in software, too, can be notoriously difficult to identify.

Jean Bookout was driving a 2005 Camry eight years ago on an Oklahoma highway when the car accelerated through an intersection and slammed into an embankment. Ms. Bookout, then 76, was injured, and her passenger, the 70-year-old Barbara Schwarz, died.

Experts who reviewed the source code for Toyota’s electronic throttle system — and testified in a lawsuit arising from the Oklahoma case — found that it contained bugs.

They also testified that Toyota had failed to follow proper coding rules and protocols. The resulting code, as one expert described it, was “spaghetti.”

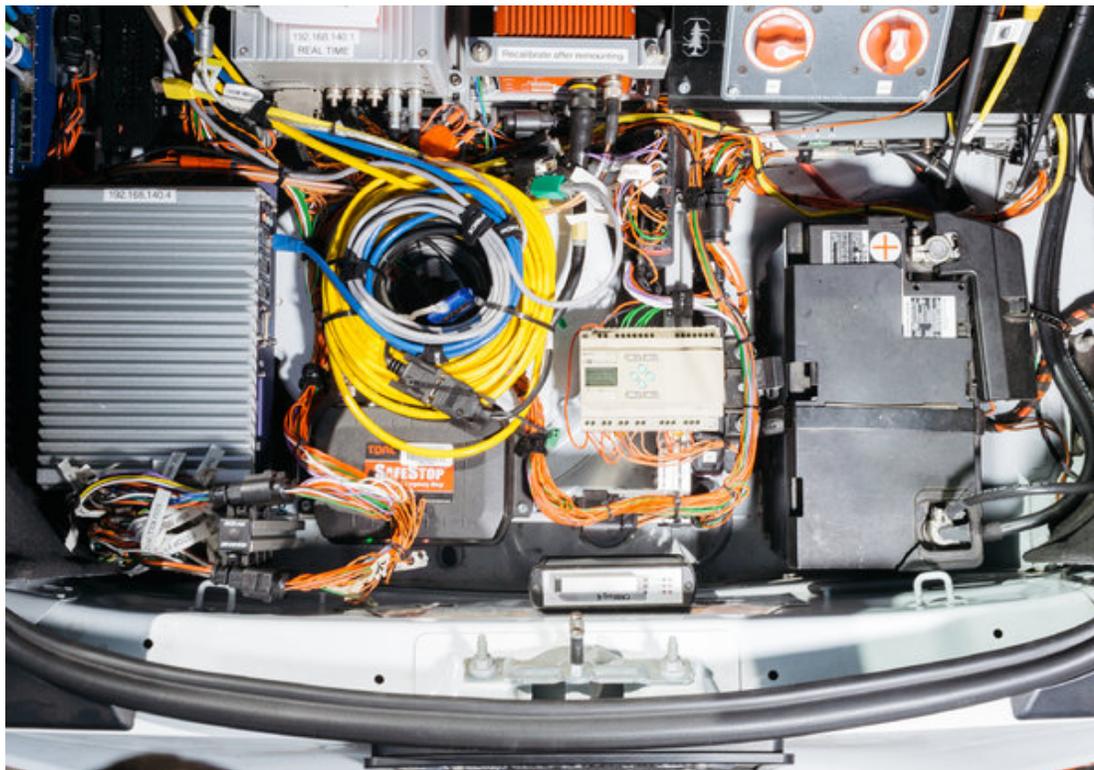
An Oklahoma jury awarded \$3 million in compensation to the plaintiffs. Toyota settled before the jury could consider awarding additional damages; to this day, the carmaker disputes that its electronic throttle system is flawed.

Enlisting the Public

Nat Beuse heads the office of vehicle safety research at N.H.T.S.A., the nation’s auto safety regulator. At a sprawling research lab in East Liberty, Ohio, a team of engineers from Mr. Beuse’s office are hacking into vehicles, tracking down safety defects as well as vulnerabilities that might allow an outsider to manipulate the critical functions of a car, like its brakes or steering.

It was in Ohio that the agency confirmed that a patch meant to fix the Jeep hacking would actually work. Now, N.H.T.S.A. investigators at the test facility are looking for vulnerabilities in other systems.

The agency is also testing a standard for writing code recently developed by the automakers. And it is studying whether black boxes in cars that record data, like a vehicle's speed in a crash, can be programmed to record electronic faults.



Computer components sit in the trunk of one of the self-steering vehicles.

But Mr. Beuse acknowledges that checking the millions of lines of code in automobiles is too gargantuan a task for regulators. In some cases, automakers can use two or three different versions of code in the same model year, he said.

“Whether you can actually police every little piece of software and electronics in a vehicle — I think the scope of that question is too large almost to answer,” he said. “What we’re focused on are very, very critical systems that affect safety — steering, throttle, braking and anything to do with battery systems.”

One model that N.H.T.S.A. has studied is the one now used by the Federal Aviation Administration, which regulates commercial aircraft. The F.A.A. dispatches representatives to plane manufacturers to directly oversee the software design process for the critical systems that control flying.

“They go in periodically, and say, ‘Show me what you’re doing and convince me that you’re doing a good job — or else I’m not signing off, and it’s not going in an airplane,’ ” Mr. Koopman of Carnegie Mellon said. “Can you tailor this so that it works for the car business? That’s a question I don’t have an answer for. But it’s clearly an option.”

If it were to carry out those inspections, N.H.T.S.A. would need skilled people. The agency estimates that it has 0.3 staff members for every 100 fatalities in automobile crashes; the F.A.A. has at its disposal over 10,000 staff members for every 100 fatalities on commercial aircraft, according to N.H.T.S.A.

“Companies are trying to use state-of-the-art software,” said Mr. Gerdes of Stanford. “If you are going to attempt to regulate that, you need to have similar expertise in-house, and that can be challenging from a recruiting and compensation and talent perspective.”

Given the challenges of regulating complex software, some experts are calling for automakers to put their code in the public domain, a practice that has become increasingly commonplace in the tech world. Then, they say, automakers can tap the vast skills and resources of coding and security experts everywhere to identify potential problems.

“We should be allowed to know how the things we buy work,” Mr. Moglen of Columbia University said. “Let’s say everybody who bought a Volkswagen were guaranteed the right to read the source code of everything in the car,” he said.

“Ninety-nine percent of the buyers would never read anything. But out of the 11 million people whose car was cheating, one of them would have found it,” he said. “And Volkswagen would have been caught in 2009, not 2015.”

Automakers aren’t buying the idea.

Fiat Chrysler’s security chief, Scott G. Kunselman, told the hackers in the Jeep incident that it would be inappropriate and irresponsible for them to publish technical details about the breach because it would amount to a how-to guide for criminals to remotely attack a vehicle, according to a summary of the correspondence provided by the company. The company declined to make Mr. Kunselman available for an interview.

Volkswagen, through its trade association, has been one of the most vocal and forceful opponents of an exemption to a copyright rule that would allow independent researchers to look at a car’s source code, said Kit Walsh, staff attorney at the Electronic Frontier Foundation, a nonprofit advocacy group for user privacy and free expression.

“If copyright law were not an impediment,” he said, “then we could have independent researchers go in and look at the code and find this kind of intentional wrongdoing, just as we have independent watchdogs that check vehicle safety with crash-test dummies.”

“Keeping source code secret does not prevent attacks,” Mr. Koopman of Carnegie Mellon said. “Either the code is vulnerable or it’s not.”

In the past, the Environmental Protection Agency has sided with automakers and opposed making automotive code public. There is a community of computer car tinkerers who tweak code to improve performance. The E.P.A.’s logic was that car owners might try to reprogram their cars to beat emissions rules.

The Volkswagen trickery has turned that argument on its head. The agency declined to comment on the copyright issue, and on Friday it announced it would conduct additional emissions testing on carmakers.

“Is the problem of individuals modifying their cars individually more serious than the risk of large-scale cheating by manufacturers?” said Mr. Moglen of Columbia.

Senator Blumenthal, a co-sponsor of the computer security bill, said that he would approach the E.P.A. about opening access to vehicle source code so that deceit could be prevented.

Automakers “should not prevent the government or consumers from fixing their software,” Mr. Blumenthal said.

“The reality is that more and more decisions, including decisions about life and death, are being made by software,” Thomas Dullien, a well-known security researcher and reverse engineer who goes by the Twitter handle [Halvar Flake](#), said in an email. “But for the vast majority of software you interact with, you are not allowed to examine how it functions,” he said.

“The misbehavior of Volkswagen’s cars would have been easily spotted,” he said, “if someone had looked at the code.”

American Spectator - Special Report
President Donald Trump Holds First News Conference
Inspired by the Trump interview on 60 Minutes (Sept. 27, 2015).
by Arnold Steinberg

(Transcript by Arnold Steinberg)

Jorge Ramos: President Trump, on your deportation plan...

President Trump: I didn’t call on you.

Jorge Ramos: I represent Univision. I have a right...

Trump: Excuse me. Wait until my lawsuit against Univision gets to the Supreme Court.

Jorge Ramos: By then you’ll have your sister on the Supreme Court.

Trump: She’s smart, very smart. And she knows I love women and I’m in favor of women’s health. Mexican women. All women. Sit down, or I’ll appoint Ann Coulter U.S. Ambassador to Mexico.

Ramos: I have a question. What about your plan to deport eleven million or more...

Trump: Sit down, or the Secret Service will remove you.

Ramos: I’m a fully credentialed American citizen.

Trump: You have an accent. And you’ve never been nice to me. Besides, Helen Thomas asks the first question. Where’s Helen?

Reporter: Mr. President, she died nearly four years ago.

Trump: While she was dying, I was creating jobs. Politicians talk and talk. All she did was write and write, for sixty years, and she still could not afford to buy a one bedroom unit in my cheapest building. A loser. So why did she stop working?

Reporter: She said Jews should leave Israel and go back to Germany.

Trump: My lawyer is Jewish. I like Jews. Many of them, just like the Saudis, buy apartments from me. I can unite Jews and Arabs. I know how to do it! And the biggest Chinese bank is one of my tenants. I love the Chinese. They love me. Mel Gibson has a Trump condo, but many Jews work for me. Ivanka works for me. I love Israel.

Reporter: Why do you feel that way, Mr. President?

Trump: Israel knows how to treat its veterans. And they have a wall. The Chinese built the best wall...so far. But no one builds a wall like Trump, you'll see. It will be YOU-UUGE. And with a big welcome beautiful doorway for people who speak English and who read my book.

Reporter: Helen Thomas opposed Israel's wall.

Trump: You see, anyone who is anti-wall goes down in the polls. Besides, is that the face you would want to open each presidential news conference?

Reporter: For years, Mr. President, Helen was the UPI reporter who traditionally asked the first question. Regardless of her looks...

Trump: Excuse me, but what if you had Carly Fiorina on 'The View' answering a question from fat, ugly Rosie O'Donnell who attacks beauty pageants? Carly is a beautiful woman, inside and out, I've said that, but listening to Carly gives me a headache, looking at Rosie verges on a migraine. Look, with my YOU-UUGE inheritance I was able to buy many disgusting-looking New York politicians. I knew Congresswoman Bella Abzug, and fair is fair: Megyn Kelly, you're no Bella.

Reporter: Gloria Steinem doesn't like your tone.

Trump: Christians are being beheaded. And she talks about my tone. Many journalists are horrible, horrible people. I never heard of Rich Lowry until he talked about my private parts. There will be no more questions unless reporters are nice to me.

Reporter: But Mr. President, you must hold news conferences for the American people.

Trump: I'm going to increase ratings like you've never seen. We're going to run commercials, with the money going to the vets. I'll pick a Twitter woman to ask the opening question each news conference, because...

Reporter: Twitter doesn't have reporters...

Trump: A Twitter woman will cover me. I'll be able to say, 'She has a good figure. If I were not president, I would be dating her.'

Reporter: Isn't that sexist?

Trump: People are tired of political correctness.

Reporter: What about your marriage?

Trump: Before me, no one was elected president with A.D.D. That's why I can cover so many subjects in thirty seconds. Ronald Reagan was great, I admired him, and he admired me. We were both divorced. And he was the first divorced man to be president. I'm the first twice-divorced man to be elected president. Now, what do I do? When I get that 2AM call, do I want to be high energy or always with the same person? I could be the first president divorced while in office. Divorced people are not losers. I love divorced people. And they love me, if you know what I mean. Besides, many African-Americans are divorced. African-Americans are in my buildings, even as tenants, and they have no problems with the police.

Reporter: I'm from El-Jazeera and Arab lives matter.

Trump: Be fair to me or I'll buy your network and say, 'You're fired.'

Reporter: Would you be open to your successor being a Muslim?

Trump: The U.S. Constitution says no religious test, unless of course the Muslim was an anchor baby. Muslims love me. Muslim veterans in America know I'm on their side, if, of course, they served in our military. McCain was not good for veterans. Rick Perry was a veteran, and the V.A. prescribed glasses to make him look smarter. That was not priority. But we can't have a First Lady wearing a hejib.

Reporter: You mean a hijab.

Trump: Burka, that word I know. That was a gotcha question. When the time comes, I'll know more Arab words than you ever will.

Reporter: When will that time come?

Trump: Timing is everything in making a deal. I don't learn anything until there is 'a need to know.'

Reporter: After your two terms in office, will you support a Muslim, or not?

Trump: I'll pick the right Muslim who respects my legacy -- the best Persian rug merchant I can find who prays five times a day on a prayer rug that shows no signs of wear. Those people are good negotiators. They don't need to read *The Art of the Deal*, but it will soon be in Arabic, because Palestinians need it. They could have moved to Syria.

Reporter: What about the Koran?

Trump: I'm a Presbyterian.

Reporter: Many of the Palestinians are secular.

Trump: Even the Pope has sciatica. We'll throw chiropractors into the deal.

Reporter: Will you admit more Arab male refugees now? They want to leave France because they say they are unfairly blamed for raping women who dress provocatively.

Trump: I'm going to send the beheaders back and keep the good ones. And there are many good ones. Many, many good ones.

Reporter: How will you know the beheaders?

Trump: Why would I put my strategy out there? I can say this: San Francisco will not be a sanctuary city for beheaders. Of course I can't tell you how I know this, but beheaders are getting Obamacare for carpal tunnel syndrome, and we have a tremendous number of unreported beheadings. They behead people who try to get the facts out about the beheadings. Look, once we identify a beheader, I can keep out all eight wives, and an average of thirty-eight children. Think of all those income tax exemptions we don't have to provide.

Reporter: Let me ask you about tax policy. You pledged to tax hedge fund managers at regular rates, not the lower capital gains rate.

Trump: That applied only to stocks. They can still invest in real estate at preferred rates and go bankrupt four times, as I did, using the same law available to all Americans who can take advantage of it.

Reporter: Is this part of your economic plan?

Trump: Absolutely, provide opportunity, not minimum wage jobs. Just like the way I used eminent domain. If you like a piece of property, give money to a politician, get the government to condemn it, and buy it on the cheap.

Reporter: May I change the subject? Why are you still funding Planned Parenthood?

Trump: I said during the campaign I would fund it, and I would not. We've had stupid people running our country, stupid people at Planned Parenthood, and stupid reporters like you.

Reporter: You once said you learned about foreign policy from television. So let me ask...

Trump: Excuse me. Anyone can be knowledgeable, fluent and articulate, like Marco Rubio who owed money to credit card companies. I am rich. Very, very rich. I was never briefed for any presidential debate. I will not change now. Wm. F. Buckley Jr. wanted to be governed by names at random from the telephone book and thus endorsed me before he died. I want to be as uninformed as the American people. They want a strong leader who does not need a teleprompter. The election's mandate is clear – a president who talks off the cuff, stream of consciousness, imprecisely and not preoccupied with consequences. People know I'm smart, very smart. We know that presidents who read daily CIA briefings do bad deals.

Reporter: You said you would resolve our problems with Russia by meeting with Putin.

Trump: I will say this, Putin is high-energy, but people like him ride horses in Central Park, with or without a shirt. I won't give this has-been the time of day unless he releases our hostages.

Reporter: Russia doesn't have any hostages.

Trump: They are holding Americans who know where Obama was born. I won't do any deal with Russia until we find out if Obama was born in China or another country ripping us off. And remember, John Kerry was 73 and riding a bicycle. That's why the Iran deal was the worst.

Reporter: What now?

Trump: We have a win-win situation, that's the way my deals work. I sent Henry Kissinger to see the Iranians. He didn't say anything, just grunted and mumbled and recited the Paris Vietnam accords from memory. But his wife Nancy used to work for Nelson Rockefeller, and the Rockefellers put the Shah in power. She is taller than Henry and also wears high heels. She even wore a burka. If I were a woman in my eighties, I also would wear a burka. That's politically incorrect, I know. I love women in their eighties. Anyway, she intimidated them to accept an unlimited number of Mexican rapists who are here illegally.

Reporter: How many rapists?

Trump: Excuse me. Not just rapists but also other bad people, really bad people who do bad things. Do you understand these are not nice people? The agreement provides they convert from Catholicism to Islam. Santorum is a Catholic. Huckabee is not a Presbyterian. They and the evangelicals will not oppose me on this, because I went to Sunday school. Chris Christie complains, because he was a choir boy. But he's fat and was not molested. Scott Walker doesn't care, because union membership will decline; he's always unintimidated. Ben Carson is aboard, as long as no Seventh Day Adventists with gifted hands are involved in the deal.

Reporter: What do we get out of this?

Trump: Excuse me. We're going to make America great again. I'm going to find all the relatives of these rapists and bad people and also send them over to Iran for family reunification. I am for families. I'm a nice person. Really nice. No one is for families more than this president. That's why I have three. Family values.

Reporter: Throughout the election you said the Bible was the most important book to you, and you brought it with you when you spoke before evangelical groups. Now that you're president, will you tell us any scripture that is meaningful for you?

Trump: I can never disclose this information because it might be used by ISIS. I explained this at last week's Congressional Prayer Breakfast. Obviously you are an incompetent reporter.

Reporter: Why in your inaugural address did you say that Congress is the dumbest in history?

Trump: I did not say 'in history'; I said dumb, low-energy, lightweights who are corrupt lackeys of Wall Street special interests. You have to insult them to get anything done. If they don't pass what I want, then no White House tours for their constituents, no FBI tours, so souvenir pens. They hit me, I hit them back, twice as hard. I will not take criticism unless I deserve it. And I never do.

Reporter: What happened to the usual honeymoon with Congress for a new president?

Trump: Honeymoons are for losers who owe money on student loans. I was first in my class at Wharton.

Reporter: How can you have a truce with Congress?

Trump: Let's face it -- a lot of them are stupid people who don't want to be called stupid.

Reporter: But they have to represent their district or state....

Trump: I was so nice to Marco Rubio, even with his low net worth, and he attacked me anyway. He was a clown, disloyal even to Jeb Bush who was his mentor. They pretended not to hate each other. You know it when I hate someone. I am straightforward. Do you want to feel my hair? I will be the greatest jobs president that God ever created.

Reporter: Are you getting Ford to build a plant here instead of Mexico?

Trump: I'm talking to them about a new Edsel hybrid plant in Wisconsin, which is depressed because Scott Walker was a terrible governor and didn't graduate from college. I can tell you this, off the record. I cut a deal last night on the phone with VW to put its giant plant, not in Mexico, but in Detroit. They will use untrained, unskilled labor at premium hourly rates. In return, I promised that the original designers of the Obamacare website will create new software to measure their diesel emissions, and VW will self-inspect at the Detroit site.

Reporter: What's your forecast for economic growth and the unemployment rate?

Trump: Excuse me. I'm not going to tell you my strategy and let hedge funds get advance word and make money.

Reporter: Now, about the future. You did not have a vice presidential running mate...

Trump: Because, obviously, I'm irreplaceable. The Democrats ran a candidate for vice president because they didn't have confidence in their nominee.

Reporter: But what if something happens to you now?

Trump: Ask Melania. I am in better shape than anyone in Seal Team Six. And we're not treating Navy Seal veterans properly. They sit for days in the same chair in the waiting room for an appointment with a doctor who doesn't speak English. They want the American dream – to live in a Trump Tower and use the high-tech gym.

Reporter: And what do you want for your legacy?

Trump: I am rich, very rich. And smart, very smart. And a really nice person. People don't realize that. But I want to be remembered for making America great again. I have written a will that clearly says to whom I am leaving the presidency.

Reporter: Thank you, Mr. President.

IBD

Late Night

by Andrew Malcolm

Fallon: Republican candidates are already prepping for their next debate. It will start at 8 p.m. and end when Donald Trump runs out of air.

Meyers: NBC made Arnold Schwarzenegger the new host of 'The Celebrity Apprentice.' Not only did they fire Trump, but NBC gave the job to an immigrant with an anchor baby.

Fallon: His Washington visit is actually very educational for the Pope. You know, because he's only ever read about purgatory.

Conan: For the first time on U.S. soil, the Pope said a Mass canonizing an American saint. So congratulations to Saint Oprah.

Fallon: You can tell Trump's star is fading. Today he was named a contestant on 'The Celebrity Apprentice.'

Fallon: With Hillary Clinton on the show the other night, security was very tight. The Secret Service was here all day sweeping the halls, the offices, the hard drives. It was very tight.

Conan: Patriots' quarterback Tom Brady said he thinks it would be a great if Donald Trump was President. Which is really weird, because Brady doesn't like things filled with too much air.

Fallon: Donald Trump left Trump Tower with his son, Donald Jr. The crowd booed. So Trump said, "I guess they really don't like you Donald, Jr.!"

Meyers: Donald Trump has seemed more composed and toned down recently, and has started using prepared notes. Now instead of just calling people "losers" and "morons," he reads it off a card.

Meyers: The CEO of BMW fainted onstage at the Frankfurt auto show this week. And in classic BMW fashion, he fainted across two parking spaces.

Conan: Donald Trump said he would replace ObamaCare with something called "DonaldCare." Trump claims it would save billions of dollars by denying coverage to "preexisting Hispanics."

Meyers: Dr. Ben Carson defended his comments about not advocating a Muslim be president. He posted on Facebook that he believes Sharia Law is the "central tenet of Islam." While most people on Facebook believe Sharia Law is a show about a black lady judge.

Conan: In Texas the other day, Donald Trump told an adoring crowd, "We are killing it! We are really killing it." Of course, he was talking about the Republican Party.

Meyers: A new study has found that 8% of Americans sleep naked. Unfortunately, the study was conducted on the F train.

Conan: Donald Trump is leading among Christian Evangelical voters. Apparently, Evangelicals like him because a Trump presidency would mean the world really is coming to an end.

Conan: According to analysts, Hillary Clinton is now trying to make herself seem more relatable to the average person. So today, she spent the day criticizing Hillary Clinton.

Meyers: A new study suggests people who fidget at their desks are more likely to die because the person next to them "had to make it stop."

Conan: Big news from Facebook. Mark Zuckerberg announced that a "Dislike" button is finally coming to Facebook. So finally, a way to tell your friends how you really feel about their baby.

Meyers: Actor Dwayne "The Rock" Johnson announced today that he and his girlfriend are expecting a baby. The Rock is overjoyed, while his girlfriend is honestly kind of scared.

Meyers: Today was National Double Cheeseburger Day. To celebrate, Americans removed one of the patties from their usual triple cheeseburgers.

Meyers: Kellogg's announced today that it will spend \$450 million to expand food distribution to Africa. Though sadly, it was reported Tony the Tiger was gunned down by a Minnesota dentist.



incicaps.com/azmanya-cavanari



HA BI DE ORTADOGUNUN LIDERI MI
OLACAKMIS OYLE BISEYLER DEDI

incicaps.com/e/270109/

capspot.com

V.W. LIED TO
GIVE US MORE
POWER AND
BETTER
MILEAGE.



Q: WHO is **MORE GUILTY** of **DECEIVING** the
PUBLIC with their **EXAGGERATED POSITIVE**
ENVIRONMENTAL IMPACT?



@Ramireztoons

www.investors.com/cartoons



VOLKSWAGEN BUG