

May 1, 1995

Ms. Joann Byrd, Ombudsman
The Washington Post
1150 15th Street
Washington, D.C. 20071

Dear Ms. Byrd,

I read your interesting column for April 30, 1995. I am one that doesn't believe that the information in your paper is mostly accurate. In fact, I know that your paper deliberately suppresses information that is not politically correct. Not all the information that I want to bring to your attention occurred on your watch. (Documentation for the following information is attached.)

On 11/14/91 two Letters to the Editor were published that criticized Hobert Rowen's 11/7/91 article, *Detroit's Detour on Fuel Efficiency*. (I don't have a copy of that article.) It's possible that some of the information in Mr. Rowen's article could be from the 93 pages of documentation sent by me on 11/9/90. Mr. Rowen did not respond to that letter. My certified mail response to the 11/14/91 letters, was not published. The response included 95 pages of documentation indexed to my letter.

Mr. Rowen was not the only member of your paper that did not respond, I sent at least seven other letters, and all of them included documentation. Mr. Levey was the only person to respond, he sent a thank you note. I realize that receipt of an unacknowledged letter is easily denied. However, I believe that when a reader sends a letter to a reporter, common courtesy dictates a response. Could you please ask that this courtesy become policy?

It appears that not only your paper has a limited postage stamp budget. Prior to publication of the 11/14/91 letter, signed by Mr. Noack, I wrote to six of the eight people and organizations mentioned in his letter. (I don't have a copy of my letter to Ms. Claybrook when she was Secretary of Transportation.)

Our government sent more than 500,000 citizens to defend oil wells. A rational person might wonder why, with so many devices patented that turn water into fuel, this was necessary. The current government/industry program, Partners for a New Generation of Vehicles, has a goal of 80 MPG by the year 2002. The President of General Motors had the same goal for 1939. Shell Oil achieved, in 1973, 376.59 MPG. Is it possible that someone might question why our government is striving to achieve a 1939 goal, when 23 year old technology demonstrated 4.71 times that 1939 goal. That information is in my 11/14/91 letter.

If you want accuracy in your letters column, and also both sides of an issue, I ask that you again publish the two 11/14/91 letters from the auto industry spokesmen, and my response.

This is the 149th letter that I've written, since October, 1990, to the media about suppressed energy technology. The last reporter that I spoke with, on the Manassas Journal Messenger, said that my story was too big for his paper. This is not the first time that I heard this phrase. I believe that this phrase is reporter-speak for "Do you expect me to antagonize my advertisers?". If a story about deliberate suppression of technology information, by the government, and the media, is not "too big" for *The Washington Post*, I can fill in the details.

Sincerely,

Byron S. Wine III (70 [REDACTED])
P.O. Box 1956
Manassas, VA 22110-0806

Attachment # 1: Copy of receipt for my 11/14/91 letter.

Attachment # 2: Washington Post op-ed, 11/14/91 and my response; "Shell Oil book" pages 42, 222, 223 and title page; U.S. Patents, 4,177,779 & 3,470,494 & 3,980,053, one page from each; Journal Messenger, June 30, 1994; Pat Robertson 10/1/90; Insurance Institute for Highway Safety and Clinton letter; "Iron Mountain" excerpts 2 pages; Office of Technology Assessment, 4/4/91; Senate Energy and Natural Resources Committee, 4/4/91; Representative Frank Wolf, 8/25/93; Ralph Nader, 7/28/94; Mary L. Good, Dept. Of Commerce, 9/11/94 and her 10/14/94

Attachment # 3: 8 letters to Washington Post reporters; Levey, 10/4/90; Brown, 10/4/90; Dr. Gridlock, 10/4/90; Berry, 11/4/90; Rowen, 11/9/90; Krauthammer, 3/18/91; Oldenburg, 5/11/93; Rosenfeld, 4/21/94.

Attachment # 4: 6 letters to "citizen representatives"; Consumer Reports, 3/9/91; National Highway Traffic Administration, 3/16/91; Insurance Institute For Highway Safety, 3/16/91; Harvard University, 4/4/91; Public Citizen, 10/30/91; Center for Auto Safety, 1/6/92.

PS If you can't find the 95 pages of documentation sent with my 11/14/91 letter, I might have another copy.

The Washington Post

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JOANN BYRD
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May 3, 1995

Byron S. Wine III
P.O. Box 1956
Manassas, VA 22110-0806

Dear Mr. Wine:

I got your letter, and wanted you to know I'm passing along your suggestions to the editors here.

Whether stories will result, I don't know. But story suggestions take root in different ways, so your thoughts may well meld into the Post's coverage in some fashion.

Thanks for going to the trouble to write.

Sincerely,

Joann Byrd
Ombudsman