

# BEHIND THE WHEEL

## 200 miles on one gallon of gasoline? Why not?

By ANNETTE CULLER-PENNEY  
JM Contributing Writer

MANASSAS — "Why not," is exactly what angry Manassas resident Byron S. Wine III asks, and asks and asks, but no one in a position of power or even close to that will answer.

If he does get a response, according to Wine, it's generally a condescending brush-off.

He has found through research facts that he says substantiate his belief that gas shortages are hoaxes

### Opinion

— that there is a conspiracy of silence by oil, automobile and political interests, and some news media.

Wine believes that these interests want to prevent the public from knowing about dozens of patents and successful engine experiments that prove autos can go hundreds of miles on limited fuel consumption, and not necessarily oil.

He learned from a 1978 copy of *Gallery Magazine* that the death of Chrysler's turbine car, built about World War II was, "caused by powerful, oil-connected interests. After the Rockefeller bought into Chrysler the project was ended."

"There is just too much documentation that proves cost-effective fuel efficiency is here. But, the government does not seem eager to solve our energy and environmental crises if it means upsetting too powerful oil or auto lobbies," Wine said.

"Foot dragging committees listen to 'experts' who declare that high gas mileage is not feasible, that the cars would be too small, that the automobile would have to be reinvented, and people would not buy them.

"These comments fly in the face of predictions and successful experiments. We could have cheaper oil if we looked to our own vast resources, especially in Alaska.

"We have patents. We have the ingenuity to produce high mpg vehicles, and only those so-called experts concerned with arriving at a politically correct decision are depriving the public of this tremendous and proven, decades-old energy technology."

Wine has sent documentation and letters to hundreds of environmentally interested people and groups, congressmen, auto makers, oil companies, radio/TV news outlets, dozens of publications, columnists, and others. He did hear from Sen. Ted Kennedy's office via a form letter bearing no relation to the subject of solving the energy crisis, and a Department of Energy letter via Sen. John Warner's office which Wine called "a smokescreen type answer and of no value."

His own Congressman, Rep. Frank Wolf, never replied to any of his letters. Many letters to editors trying to arouse interest in this situation have been dispatched with an occasional one being published.

Presidential candidate Bill Clinton was one of the few who sent Wine a nice letter of thanks in Feb. 17, 1992, and assured him Wine's information would be shared with those developing his energy policies.

In the early 1990's, Wine dashed off a rebuttal response to letters to the editor in the *Washington Post*, complete with 90 pages of photo copies of patents, reports, and letters to and about energy authorities. To Wine, this information showed that energy efficiency is not a pipe dream, but an idea that appeared to have been thwarted by those powers not wishing to recognize any other form of fuel except gas.

The *Washington Post* did not publish his letter.

He told the *Post* that the 1977 Shell Oil book, "Fuel Economy of the Gasoline Engine" (ISBN 0-470-00132-1) said Charles Kettering, General Motors president in 1929, predicted cars would get 80 mpg by 1939. It showed a 1947 Studebaker getting 147.95 mpg, a Fiat doing 244.35 mpg, and an Opel



Harold Miller — Journal Messenger

Manassas resident Byron Wine has found through research facts that car engines can get more than 200 miles to the gallon of gas, and fuel shortages are hoaxes. He is trying to bring this to light.

reaching 376.59 mpg all apparently proven in Shell Oil's mileage marathons in 1949, 1968, and 1973.

Cars in these tests were limited to changes in carburation and ignition timing and tested in a closed airfield at average minimum speed of 30 mph. Getting the most out of fuel vaporization was an important key.

Tom Ogle patented a vaporization device and got extremely high

gas mileage, he said. The U.S., G.R., and NASA have patents on vaporizing carburetors. In 1983, Steven R. Reed Automobile Manufacturing Corp., Newport Beach, Calif., showed a 200 mpg, two passenger, diesel electric automobile.

At least seven patents exist for devices which break down water into its two gases — hydrogen and oxygen — for use as engine fuel,

Wine pointed out. Wine believes that an internal combustion engine can be run on hydrogen and oxygen gases generated on demand by electrolysis of water.

Wine is not shy about peppering public officials with facts and figures. He wrote Brian O'Neill, president, Insurance Institute for Highway Safety late last year regarding O'Neill, his engineers and his academy experts not believing the existence of viable technology to produce 376 mpg engines or engines that burn water. Wine wrote, "What better proof that automobiles can burn water for fuel than the hydrogen fueled Cadillac Seville in President Carter's inaugural parade and the many patents for powering engines by water fuel or the hydrogen fueled car that Mazda plans for 1995." Even Clinton has plans to triple the current 28 mpg average auto fuel situation."

No ordinary windmill-tilter, Wine puts his money where his interests lie, and that is in saving the environment through greater fuel efficiency. He has spent thousands of dollars in the past 22 or so years on research to prove his point that the public is being coerced into believing they cannot have high fuel economy. His ire was piqued in the early 1970's as gas prices began to rise.

This Lake Jackson resident is imbued with getting the facts about increasing fuel mileage and prodding the public to action to break what he calls the "conspiracy of silence." He organized the Carburetor Club in 1980 where he works at the Walter Reed Center to get others interested in developing a super carburetor for vaporizing gas. The response was very good, he noted.

His research revealed some scary backlashes dealt those tinkering with developing high fuel mileage machines. Don Novack, 46, a former computer and aircraft engineer toured the U.S. in the 1970's holding seminars on how to get over 100 mpg from any car through modification techniques. He was slapped

with a lawsuit, cut off from his funding and his life was reportedly threatened.

He noted that research on efficiency fuel projects have been shut down, or bought out, and, according to Wine, all sorts of bureaucratic bungling and roadblocks were thrown in his path.

Novack of Kansas and Tom Ogle, a mechanic of El Paso, are inventors. Novack owns a car that gets 218 mpg, and Ogle's Galaxy runs 140 mpg.

Novack came to Washington, D.C., to try and get patents, unravel some red tape, etc., and stayed with Wine. Wine called his then state senator Chuck Colgan, and told him about this great mileage made possible by a carburetor that vaporized. According to Wine, Colgan said he was not interested.

Wine said that Ogle was offered \$25,000,000 by one of the major oil companies to buy his invention, but that Ogle refused. Later, unable to get funding, and being thwarted at every turn in obtaining permission to market, he sold to a Seattle-based fuel company, according to news reports.

However, when that firm tried to raise funds through selling shares, Wine says the SEC nixed the move.

Wine is concerned that magazine sources on this subject cannot be found in the Library of Congress. Wine stated that *Argway Magazine* ceased publishing altogether shortly after publishing "Over 100 MPG," by Gregory Jones in 1977.

Wine perseveres, working to compile documentation to prove his point. A Richmond native, he came to Manassas in 1971 to help build TV station Channel 53. He has an associate degree in electronics from Tampa (Fla.) Institute of Technology. He lives with his wife, Sandra, a computer specialist with the U.S. Department of Commerce, and his 16-year-old daughter, Mercedes.

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