

April 5, 2006

Mr. Norman Y. Mineta  
Secretary of Transportation  
U.S. Department of Transportation  
400 7<sup>th</sup> Street, S.W.  
Washington, DC 20590

Dear Secretary Mineta,

As a concerned citizen I can not understand how the proposed and existing CAFÉ standards as described in the paper, "Summary of Fuel Economy Performance" dated March 2005 were derived. Historically, documents show fuel efficiencies much greater than in the paper. Some of the documents show:

77 years ago the President of General Motors predicted 80-mpg by 1939; 70 years ago Ford Motor Co. tested a 170-mpg Pogue carburetor; 33 years ago Shell Oil Co demonstrated a 376-mpg automobile; 29 years ago a 100-mpg Ford V-8 was demonstrated; 23 years ago Peugeot advertised a 72-mpg @ 56-mph Diesel. 4 years ago an English newspaper article announced a 104-mpg Toyota Diesel and 94-mpg VW/Audi Diesels. Commercial fuel cell vehicles have been available in Europe for years. Many U.S. Patents exist for devices that separate the elements of water for use as fuel, one patent was granted in 1898.

Some vehicles do not require so called "fossil fuel", they run on the abundant components of water. A Philippine engineer has demonstrated vehicles for 31-years using this fuel.

The attached CD has a 15-minute video demonstrating a car running on the components of water and also documentation for the above achievements.

Could you please explain the wide difference between previously achieved mpg and the CAFÉ Standards?

Thank you,

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Attachment: "Energy Information" CD