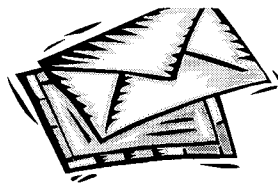


NHTSA ccmMercury Routing Slip



Printed: 12/1/2006

NHTSA #: ES06-007578

XREF #:

Delivery: HND

Rec'd Date: 11/29/2006

Doc Type: GEN

Address To: NOA010

Referred By: NPO-011

Doc Date: 11/20/2006

Due Date: 12/15/2006

S10 #:

DOT/I #:

RMP #:

Subject: LTR SUBMITTING COMPLAINT RE A DEFECTIVE ALTERNATOR ON HIS 1999 ACURA CL, ATTACHMENTS INCLUDING AN ARTICLE ON [REDACTED] NOT IMAGED FWD TO NVS-200

Ack Date:

Sign Office: SENIOR AA
VEHICLE SAFETY

Cleared Date:

File Loc:

Added By: SHARRIS x62534

Ack By:

Signature: RONALD MEDFORD

Cleared By:

XREF File:

Modified By: MICHELLE.RICE

Signed For:

Cleared For:

Closed Date:

Most Recent Comment:

Author:

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1017540's

2006 DEC -11 AM 8:40

Assigned To	Task	Asgn Date	Deadline	Returned Date
NVS-200	REPLY	12/1/2006	12/15/2006	
	Return Process	12/1/2006		12/1/2006
ODI	REPLY	12/1/2006	12/13/2006	
NVS-010	INFORMATION	12/1/2006		12/1/2006

Marie
12/4/06

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November 20, 2006

Mrs. Nicole R. Nason
Administrator, NHTSA
400 Seventh Street, S. W.
Washington, D. C. 20590

Re: Acura CL Vehicle Safety Issue

Dear Mrs. Nason:

If, as I suspect, you do have diplomacy and humor, and especially humor, you undoubtedly got along well with [REDACTED] when you worked for him.¹

Introduction aside, please review the enclosures - my unanswered letters of June 9, July 3 and August 18, 2006 to one Koichi Kondo, President of American Honda, Inc., and the transcript of an uninformed, nonsubstantive - and in context insulting - telephone call from a minor Acura employee.

¹ He and I were table mates at this year's October 31 Pumpkin Papers Irregulars Dinner (of which sinister [?] outfit I am a member). I had not met him before (although we have some mutual friends). At the table, and as principal speaker thereafter, he manifested a delightful combination of mental acuity and humor.

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Mrs. Nicole R. Nason.
November 19, 2006
Page 2

It would appear evident that the safety of some unknown number of American drivers well may be compromised when an Acura automobile, perfectly maintained, driven fewer than 40,000 miles, upon abrupt notice ceases to operate due to a manufacturing failure designed to be hidden from both owner and major Acura dealer/mechanic.

I seek no personal redress² - only appropriate governmental action in the interest of the safety of American Acura drivers - and, of course, have no information other than that enumerated in the enclosures.

Concluding, as I began, on a personal note, you are fortunate - if undoubtedly deservedly so - that the enclosed *USA TODAY* piece is complimentary. Our people so often are not similarly the beneficiaries of media attention.

Sincerely,



MARION EDWYN HARRISON

² Were I of the "trial lawyer" breed I doubtless would have filed a class action. However, I continually have opposed that approach - in four years on the American Bar Association Board of Governors and ten in the ABA House of Delegates (in the days when ABA was more law-oriented and less liberal-activist) and in my work as President of, and Counsel to, Free Congress Foundation (which last year sponsored a symposium on the subject, [REDACTED])

[REDACTED] Of course, this personal complaint does not implicate Free Congress Foundation.