

PRELIMINARY PLANS TO RUN YOUR CAR ON TAP WATER!

IT ALSO WORKS ON YOUR
TRUCK / RV / MOTORCYCLE / AIRPLANE (ETC)

Will This Work?

These plans were sent to the *Spirit of Ma'at* anonymously, from someone who does not want his or her name printed (for obvious reasons).

We have had them checked by an expert who believes that they are real.

We also have talked with another individual who has patented a similar device, and we know by personal experience that the technology is sound.

So although we cannot guarantee it, we believe these plans will enable you to build a car that runs on water.

If you test it out, though, do as the writer suggests and use an old car that doesn't represent a loss of value if you can't make it work. And leave everything intact so that you can always reconnect back to gas if you have to.

But if you do get it working, please send us your experience for our readers. You could be a national hero and help save our country and our world.

We know for certain that an automobile will run on water. So this could be an interesting project for you mechanical types, with a great reward of never having to purchase gasoline for the rest of your life – and helping humanity at the same time.

Re The Need to Rustproof Your Exhaust System

It is possible to make a hybrid of both gas and water (a system that is being tested now in Mexico), which would eliminate the need to open the head and remove the exhaust system. Just a thought. It takes only a small amount of gas to keep the system dry.

The text sent from the anonymous individual was edited slightly for better reading. The following is his/her words and drawings, which has been given into the public domain.

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Introduction

It is suggested you try this out to begin with on a second vehicle you own, one that you don't need to live with everyday, until you perfect this technology.

Do-it-yourself plans allow the individual (that's you and me, folks) to make a difference. This is the easiest and lowest-cost way to convert your car to run on (relatively) free energy.

Now, with existing technology, anyone can stand up and make a difference by reducing the local automotive pollution, eliminate gasoline expenses, help restore our atmosphere, and breathe a little easier.

In putting these plans into operation, you will be making use of your entire existing system except for the fuel tank and the catalytic converter.

The Plan

Build and install a low-cost alternative method for running your vehicle (internal combustion engine) on tap water, using off-the-shelf components.

This is simply an efficient way to convert ordinary tap water into gaseous hydrogen and oxygen, and then burn these vapors in the engine, instead of gasoline.

This "minisystem" runs easily from your existing battery and electrical system, and it plugs into your carburetor with simple off-the-shelf fittings.

You will be installing a plastic water tank, a control circuit, a reaction chamber, a hi-pressure carb/FI¹ fitting, and 3 gauges, and then hooking into your existing carb/FI.

The simplicity comes from its being an "on-demand" system requiring no fancy storage or plumbing. You crank the gas pedal or throttle, and you electrically create more vapor for immediate consumption, on demand; low-high flow rate as needed, from idle to maximum power. The only real change is that you are using tap water as fuel, instead of the traditional petroleum-based fuel.

Given a choice, which way would you choose?

1 FI: Fuel Injection

Frequently Asked Questions

Q: Does it really work ?

A: Yes; this is well-established technology dating back to stainless steel. But be sure to follow these instructions using the proper mechanical and electrical assembly techniques, as this plan incorporates the best qualities of several techniques.

Q: How does it qualify as "free energy"?

A: If you're paying someone for the water you use, then it is not strictly free. But the alternative is to keep buying into expensive gasoline and its resultant hydrocarbon pollution.

Q: Is it safe?

A: Technically, it is safer than running on fossil fuel because you are no longer choking on your own emissions (health-wise). In general, it is practically as safe as your current gasoline arrangement. You will be installing a few simple safety devices, using current automotive standards.

Q: What kind of performance can I expect?

A: Properly adjusted, your modified vapor-only fuel system will run cooler, and at a modestly higher power level. The mileage performance expected from this design ranges from 50-300 mpg (of water), depending on your adjusting skills.

Q: Can I do the modification myself?

A: Why not? If you don't have any mechanical skills, and you know someone with basic mechanical and/or electrical skills, you can even delegate some of the construction. If you are using a fuel-injected engine, you may have to get a mechanic's opinion. [There will have to be an adapter inserted into the fuel-injection system, just as you would have to do if you were going to run on propane, hydrogen, or natural gas. Ed.)

Q: What is the environmental impact that my vehicle will have?

A: It will be producing H₂O steam (water vapor) and unburnt O₂ (Oxygen). Hence, it will be cleaning the environment, rather than dumping noxious toxins into it. Plus you will be helping to save our dwindling supply of atmospheric oxygen. Any excess vapor in the reaction becomes either steam or oxygen. You can also expect to be receiving more than casual interest from those around you.

Q: Isn't this really a steam engine?

A: No. Really. Exceedingly high temperature and pressure are not used. This is strictly an internal-combustion engine (burning orthohydrogen) with residual steam in the exhaust as a by-product.

Read This

There are a few things you should know about gasoline:

Gasoline as a fuel is not necessary; it is optional.

Gasoline versus Water

There is a lot of thermochemical energy in gasoline, but there is even more energy in water. The DOE (Department of Energy) has quoted about 40%, so it is probably much more than that.

Most people are unaware that "internal combustion" is defined as "a thermo-vapor process" — as in "no liquid in the reaction." Most of the gasoline in a standard internal combustion engine is actually consumed, (cooked, and finally, broken down) in the catalytic converter after the fuel has been not-so-burnt in the engine. Sadly, this means that most of the fuel we use in this way is used only to cool down the combustion process, a pollution-ridden and inefficient means of doing that.

How It Works

Exceedingly simple. Water is pumped as needed to replenish and maintain the liquid level in the chamber. The electrodes are vibrated with a 0.5-5A electrical pulse which breaks $2(\text{H}_2\text{O}) \Rightarrow 2\text{H}_2 + \text{O}_2$. When the pressure reaches say 30-60 psi, you turn the key and go. You step on the pedal, you send more energy to the electrodes, and thus more vapor to the cylinders; i.e. fuel vapor on demand.

You set the idle max-flow rate to get the most efficient use of power, and you're off to the races.

In the big picture, your free energy is coming from the tap water in an open system, as the latent energy in the water is enough to power the engine and hence drive the alternator and whatever belt-driven accessories. And the alternator is efficient enough to run the various electrical loads (10 - 20 amps),

including the additional low current to run this vapor reaction. No extra batteries are required.

STEP BY STEP CONSTRUCTION (Please refer to attached diagrams)

OVERVIEW - Here is the suggested sequence of steps:

1. Install the CHT² (or EGT³) gauge and measure your current operating temp range (gasoline), for comparison.
2. Build and test the controller to verify the correct pulse output.
3. Build the reaction chamber and test it with the controller (i.e pressure out).
4. Install the tank, controller, chamber, and pressure fittings.
5. Run engine and adjust the control circuit as necessary for best performance.
6. Install the stainless steel valves and get the pistons/cylinders coated with ceramic.
7. Coat the exhaust system with ceramic without the catalytic converter (or let it rust out and then replace the whole dang thang with stainless steel pipe sections).

YOU WILL NEED

- plastic water tank with pump and level sensor.
- control circuit, wiring, connectors, and epoxy.
- reaction chamber with electrodes and fittings.
- 3/8" stainless steel flex-tubing, fittings and clamps.
- carb/FI vapor-pressure fitting kit. - pressure, CHT (or EGT), & level gauges.
- stainless steel valves.
- copper mesh junction.
- ceramic surface treatment for cylinders & pistons.
- stainless steel or ceramic treated exhaust assembly.

2 CHT: Cylinder Head Temp

3 EGT: Exhaust Gas Temp

BASIC TOOLS

- drill, screwdriver and pliers
- hole cutter
- wire-wrap, solder-iron and clippers
- DVM and oscilloscope.

REACTION CHAMBER

Construct as shown in the diagrams. Use a section of 4" PVC waste pipe with a threaded screw-cap fitting on one end and a standard end-cap at the other. Make sure to drill-and-epoxy or tap threads thru the PVC components for all fittings. Set and control the water level in the chamber so that it well submerses the pipe electrodes; yet leave some headroom to build up the hydrogen/oxygen vapor pressure. Use stainless steel wires inside the chamber or otherwise use a protective coating; use insulated wires outside. Ensure that the epoxy perfects the seal, or otherwise lay down a bead of water-proof silicone that can hold pressure.

The screw fitting may require soft silicone sealant, or a gasket; its purpose is to hold pressure and allow periodic inspection of the electrodes. No leaks, no problems. Make sure you get a symmetric 1-5mm gap between the 2 stainless steel pipes. The referenced literature suggests that the closer to 1mm you get, the better. **You will want to get your chamber level sensor verified before you epoxy the cap on.**

Make your solder connections at the wire/electrode junctions nice, smooth, and solid; then apply a water-proof coating, e.g. the epoxy you use for joining the pipes to the screw cap. This epoxy must be waterproof and be capable of holding metal to plastic under pressure. **You will want to get your chamber level sensor verified before you epoxy the cap on.**

CONTROL CIRCUIT

The diagrams show a simple circuit to control and drive this mini-system. You are going to make a 'square-pulse' signal that 'plays' the electrodes like a tuning fork; which you can watch on an oscilloscope. The premise given by the literature is: the faster you want do go down the road, the 'fatter' you make the pulses going into the reaction chamber. Duty cycle will vary with the throttle in the vicinity of 90%MARK 10%SPACE (OFF/ON).

There is nothing sacred about how the pulse waveform is generated; there are many ways to generate pulses, and the attached diagrams show a few. The diagram shows the NE555-circuit approach from the referenced patent. The output switching transistor must be rated for 1-5 amps @ 12VDC (in saturation).

Go with a plan that works for you or your friendly neighborhood technoid or mechanic, and go get all the circuit elements from your local electronics store, such as Radio-Shack or Circuits-R-Us, including the circuit board, IC sockets, and enclosure/box.

DigiKey has better selection, service, and knowledge; plus they have no minimum order. Be sure to use a circuit board with a built-in ground plane, and to accommodate room for mounting 2 or 3 of the gauges. Mounting the reaction chamber in the engine compartment will require running a stub to your pressure gauge where you can watch it.

You can easily make 30-gauge wire-wrap connections between the socket pins and thru-hole discrete components having wire leads. Also make sure to get spec sheets on any IC you use. More details of the best circuits to use will be announced pending prototype testing. **You will want to get your chamber level sensor verified before you epoxy the cap on.**

Throttle Control

If you have a throttle position sensor, you should be able to access the signal from the sensor itself OR from the computer connector. This signal is input to the circuit as the primary control (i.e. throttle level = pulse width = vapor rate).

If you don't have such a signal available, you will have to rig a rotary POT (variable resistor) to the gas linkage (i.e. coupled to something at the gas pedal or throttle cable running to the carb or FI. If you make the attachment at the carb/FI, be sure to use a POT that can handle the engine temp cycles. Don't use a cheezy-cheapy POT; get one rated for long life and mechanical wear; mount it securely to something sturdy and stationary that will not fall apart when you step on the gas.

Control Range. The full throttle RANGE (idle-max) MUST control the vapor rate, i.e. pulse-width (duty). The resistor values at the throttle signal must allow the

throttle signal voltage, say 1-4 Volt swing, to drive the VAPOR RATE. You will be using this voltage swing to generate a 10% ON 'square' pulse. The patent implies using a 'resonant' pulse in the 10-250 KHz frequency range; but it is not explicitly stated so.

In this circuit, you will simply tune to whatever frequency makes the most efficient vapor conversion. You will have to get into the specs for each IC you use, to insure you connect the right pins to the right wires, to control the frequency and pulse width. You can use spare sockets to try out different discrete component values. Just keep the ones that are spec-compatible in the circuit, and get the job done.

You crank up the throttle signal and put more electrical energy (fatter pulses) into the electrodes; verify you can get 10% duty on the scope (2 - 100 usec on the horizontal time-base). Your averaging DVM will display the 90%-10% DC voltage across the output transistor (Vce or Vds or Output to Ground). Set and connect DVM in the supply current and measure .5 - 5 amps, without blowing the DVM fuse. Now verify that you got everything you wanted.

Verify your wiring connections using your DVM as a continuity detector. Check your wiring 1 at a time and yellow line your final schematic as you go. You can best use board-mount miniature POTs for anything you want to set-and-forget. The LEDs are there to give you a quick visual check of normal vs abnormal operation of your new creation. **You will want to get your chamber level sensor verified before you epoxy the cap on.**

CARB/FI CONNECTION

The diagram also shows that fittings are required to the carb/FI I. There are ready-made kits (such as by Impco) available for making your pressure fittings to the carburetor or fuel-injector as the case may be. You will necessarily be sealing the built-in vents and making a 1-way air-intake.

The copper mesh comprises the inadvertent backfire' protection for the reaction chamber. Make sure that all vapor/duct junctions are air-tight and holding full pressure without leakage. Your new 'system' is considered successful and properly adjusted when you get the full power range at lower temp and minimum vapor flow without blowing the pressure safety valve.

CHT (or EGT)

Monitor your engine temp with the CHT (cylinder head temp) or EGT (exhaust gas temp) instead of your original engine temp indicator (if any). Your existing gauge is **too slow** for this application and will not warn you against overheating until after you have burnt something. **Make sure that your engine runs no hotter than in the gasoline arrangement.** VDO makes a CHT gauge with a platinum sensor that fits under your spark plug against the cylinder head (**make sure it is really clean before you re-install your spark plug (as this is also an electrical ground).**)

ENGINE/EXHAUST TREATMENT

Get the valves replaced with stainless steel ones **and** get the pistons/cylinders ceramic-treated ASAP when you have successfully converted and run your new creation. Do not delay as these items **will rust**, either by sheer use or by neglect (i.e. letting it sit). You could make max use of your current exhaust system by using it with your new deal until it rusts through, then have your mechanic or welder friend to fit a stainless steel exhaust pipe (no catalytic converter is required). But it could be easier and cheaper to send your existing exhaust system out for the ceramic treatment, and then simply re-attach it to the exhaust ports.

GENERAL INSTRUCTIONS

1. Do not discard or remove any of the old gasoline setup components, e.g. tank, carb/FI, catalytic converter, unless necessary. Better to always leave an easy way to revert back to something that at least runs, just in case. Some people are leaving their gasoline setup completely intact, and switching back and forth at will, just to have a backup plan.
2. Set your throttle circuit so that you get minimum vapor flow at **idle**, and maximum vapor flow at **full power** without blowing the pressure relief valve. In this way, you control how 'lean' your mixture is by the strength of the pulse (i.e. "fatness" at the optimum pulse frequency).
3. If you just don't get enough power (at any throttle setting), it means that you need to (1) change the pulse frequency, (2) change the gap between the electrodes, (3) change the size (bigger) electrodes, **or** (4) make a higher output pulse voltage (last resort). Always use an output transistor,

such as a MOSFET, that is rated for the voltage and current you need to get the job done. OK so you might have to play around with it some. Isn't that where all the Fun is anyhow?

4. If you get **any** engine knock our loud combustions (not compensated by adjusting the timing), it means that you need to install an additional coil in the chamber, and drive the coil with an additional pulse signal (about 19 Hz on the .1sec time base (see diagram). Here, you will be slowing down the burn rate just enough so that the vapors burn thru out the power stroke of the piston. Be sure to include a board-mount POT to set the correct strength of this 2nd pulse signal into the coil. This is a stainless steel coil of about 1500 turns (thin wire) that you can arrange like a donut around the center pipe (but NOT touching either electrode), directly over the circular 1-5mm gap. You want **no knocking** at any power/throttle setting; smooth power only, but also no excess hydrogen leftover from the combustion.
5. Build the canister(s) as tall as you can without compromising your ability to mount them conveniently near the dash panel, or in the engine compartment, as the case may be. This way, you can always make the electrodes bigger, if necessary without undue hardship. Remember that anything in the engine compartment should be mounted in a bullet-proof, vibration and temperature tolerant fashion.
6. If you have to drill a thru-hole for wiring or plumbing thru metal, make sure to also install a grommet for protection against chafing. Always watch your chamber pressure range from IDLE (15-25 psi) - FULL POWER (30-60 psi). Set your safety-pressure relief-valve to 75 psi and make sure it's rated for much higher.
7. **Shut OFF the power switch and pull over if there is any malfunction of the system.** Your engine will last longest when it still develops FULL POWER+ at some minimum temperature that we are sure you can find, by leaning back the Royal Vapor Flow and/or by making use of the water-vapor cooling technique (see diagram). Keep good mpg performance records, and periodic maintenance/inspection. Keep it clean; save some money; clean the air; heal the planet; happy motoring; tell a friend; enjoy your freedom and self-empowerment.
8. There lacks documented material for perfecting this vapor system thru a fuel injector; there may be some details you will discover on your own as working prototypes progress. For example, you may be restricted to inject

the hydrogen/oxygen vapor **without any** water vapor, as it may rust the injectors. If engine temp and CHT is a problem, then you will want to re-think your plan, e.g. ceramic-coating the injectors. There is always "replacing the FI system with a Carb."

9. If you install the water-vapor system (for lower operating temp/stress), you will want to lean the mixture (vapor/air) for minimum vapor flow rate to achieve any given throttle position (idle - max). Make sure that you get a minimum flow for IDLE and a modestly sufficient flow for MAX, that does the cooling job without killing the combustion.
10. If you cannot find stainless steel pipe combinations that yield the 1-5mm gap, you can always regress back to alternating plates of +/- electrodes.
11. If you are concerned about the water freezing in your system, you can (a) add some 98% isopropyl alcohol and re-adjust the pulse frequency accordingly; or (b) install some electric heating coils.
- 12. Do not let ANYONE ever compromise your dream, your freedom, your independence or your truth.**

REFERENCES

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Stanley Meyer 'Method for the Production of a Fuel Gas' US Patent 4936961, www.uspto.gov
Creative Science & Research, 'Fuel From Water', www.fuelless.com
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Peter Lindemann "Where in the World is All the Free Energy", free-energy.cc
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C. Michael Holler "The Dromedary Newsletter" and "SuperCarb Techniques"
Stephen Chambers "Prototype Vapor Fuel System" xogen.com

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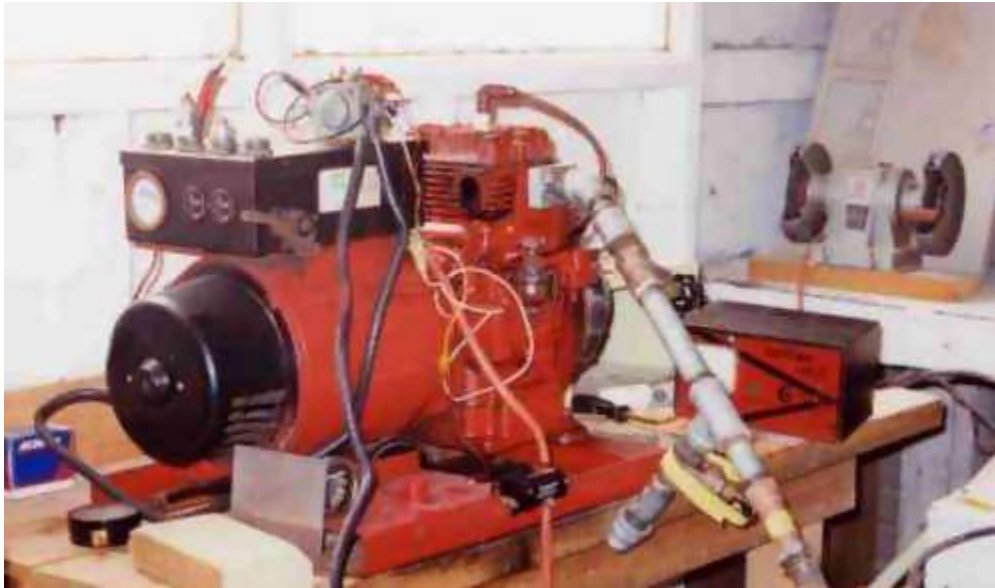
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ADDITIONAL REFERENCES

from *Spirit of Ma'at LLC*

1. "Running a Gasoline Engine on Hydrogen Using Water", June 2003
2. "The Water Car", February 2002
3. "Water Karma", December 2002 - various water references including the Water Car.
4. "Car Plans" - six drawings illustrating the mechanics and electronics needed to build this type of car.

Running a Gasoline Engine on Hydrogen Using Water by Drunvalo Melchizedek



Last year (in the [February 2002 Spirit of Ma'at](#)) we brought you a set of plans for converting an ordinary car to run on water. These plans were sent to us anonymously, but we had them checked out by scientists and they seemed to be using a similar technology to one we knew was working. We reported about further developments in this area last December in an article titled [Water Karma](#).

Believing that the "believability gap" is a potent force preventing the realization of using water as fuel, we have continued to research other technological solutions. Two of these — both based upon inventions by the same company — are reported below. One of the reports includes [footage of Drunvalo attending a live demonstration](#), in a format that you can watch on your computer.

President Bush has made a challenge to the American people to begin running our cars on hydrogen as soon as possible, and has allocated over one billion dollars for research to find out how to do that.

In a suburb of Toronto, Canada, a small company called Rothman Technologies, Inc., has in fact discovered not one but two viable methods for breaking down ordinary water into hydrogen and oxygen. Neither method involves the need to spend a billion dollars. They are simple answers. The existing engines in our automobiles could work with these

systems with very little alteration and no need for an external support infrastructure like the one now provided by gas stations, and which would be required by fuel-cell technology.

To understand how these water-fuel systems work, it helps to begin by realizing that ordinary water is actually a "battery" containing vast amounts of energy. Water is H₂O — two parts hydrogen combined with one part oxygen. And, as President Bush says, hydrogen is an excellent fuel.

The amount of energy in the water molecule is thus vast, and has absolutely nothing to do with the amount of energy it takes to break down that molecule. This is an extremely important point, as so many people — even scientists — are unclear on this concept. And yet if we can find an economical means to break down the water molecule, our energy problems are over.

Instant Hydrogen Gas

The first process shown to us by Rothman Technologies uses water, salt, and an extremely inexpensive metal alloy. The gas that results from this process is pure hydrogen, a fuel that burns without the need for external oxygen — and gives off no pollution whatsoever.

The primary owner of Rothman Technologies is a man who holds about fifty Patents Pending on a variety of mechanical devices, chemical compounds, novelties, and fuels. But it is his invention for using a metal alloy to break down the water molecule that is of interest to us here.



In behalf of *Spirit of Ma'at*, I visited Rothman Technologies last February (2003) in order to witness first-hand what several people had told us was true: This company was running a 12-horsepower, gasoline-powered electrical generator using water as "fuel." The generator was a gasoline combustion engine exactly like the one in your car.

They admitted that the system was crude and would have to be improved. Nonetheless, they could and actually did show us a gasoline engine running on water (click on pictures for larger versions).

This engine was mounted on a lab bench in a garage area, with the door open for ventilation. On the floor were thirteen half-gallon containers linked together with tubes, all connected to a central, larger tube that ran directly to the carburetor of the motor.



In the containers was ordinary water plus an electrolyte (i.e., some type of salt).

When a piece of metal alloy was dropped into the electrolyte mixture, hydrogen instantly began to form at an amazing rate. The hydrogen gas traveled to a main tube, and from there straight to the carburetor.

Note: In order to speed up the process for demonstration purposes, a salt other than sodium chloride was used, but in practice normal table-salt added to water, or sea water, would probably be the cheapest alternatives. In any case, the type of electrolyte used is not important to the overall "proof of concept" that water can be broken down to run a combustion engine.

A company representative pulled a rope to start the motor, and after a couple of tries, the motor caught and continued running. We watched the motor run for twenty minutes or so (it was really cold, with the doors open in the Toronto January winter, so we decided that twenty minutes was enough "proof of concept"). This engine, using water and salt as the primary fuel, and metal alloy as a catalyst, was definitely running!

According to the company's representative, this metal alloy is so inexpensive that an engine can run for four hours on a piece that would cost about half a cent (Canadian).

It is also noteworthy that, according to the man we spoke with, seawater could be used directly as the primary fuel, thus eliminating the need for added salt.

I was there with Michael Ballin, who works with Rolling Arts TV, a television channel in Los Angeles that supports the Antique, Hot Rod, and Racing Car industry and sees automobiles as an art form. So the video footage that you will be able to watch was shot by Michael for his company.

Watch the video – click one of the links below:

(if you see nothing, you need the RealAudio viewer - download it FREE from www.real.com)

1. Low stream (modem): <http://www.spiritofmaat.com/archive/watercar/waterengine.ram>
2. High-speed stream (DSL): <http://www.spiritofmaat.com/archive/watercar/waterenginehq.ram>

Another Amazing Breakthrough

Rothman Technologies, Inc., also has another method of converting water to fuel. It's called electrolysis. This method breaks water down into Brown's gas, which also is a perfect fuel for gasoline engines, and, with one exceptional change, it is similar to the method we featured in this webzine last year (see [The Water Car](#), and [Convert Your Car to Run on Water](#), plus my December 2002 update to both of these articles, [Water Karma](#)).

Why is Brown's gas a better fuel than pure hydrogen? Here is our opinion.

The environment is experiencing tremendous problems at the moment, and one of the most serious of these is that we are losing our oxygen. The oxygen content of the air is becoming so low that it threatens our very existence in some areas. The normal oxygen content of our air is 21 percent. But in some places it is only a fraction of that! In Tokyo, Japan, for example, the oxygen content of the air has dipped to 6 or 7 percent. If it reaches 5 percent, people will begin to die. Tokyo has even put oxygen disbursement centers on its street corners, so that people can get emergency oxygen if they need it.

Eventually, if something is not done, this low-oxygen situation will affect each and every one of us.

Brown's gas, created through an electrolytic process, actually *may contribute* oxygen to the air supply, rather than leaving it the same (as with fuel cells and pure hydrogen), or consuming it (as with fossil fuels). It is for this reason that we feel it will be the future technology of choice for running our vehicles.

Comparing the Technologies

To be complete, before we explain Rothman Technologies' innovation in creating Brown's gas from water, let's look at all three types of hydrogen-fuel solutions — fuel cells, pure hydrogen, and Brown's gas — and see how they work relative to oxygen production or consumption:

Fuel Cells: This method uses oxygen from the atmosphere to complete the burning of the hydrogen in the fuel cell. What comes out of the tail pipe is oxygen and water vapor, but the oxygen originally came from the atmosphere, not from the fuel. And so the use of fuel cells neither takes away nor contributes to the oxygen content of the air.

Hydrogen: This fuel is complete in itself. It does not need oxygen from the atmosphere to burn, which is an improvement over fossil fuels in saving the oxygen in our air supply. In fact, when hydrogen burns perfectly, nothing at all comes out of the tail pipe. If salt and metal alloy are used to create hydrogen, then there will be residues of that in the exhaust, but hydrogen fuel does not contribute oxygen to the atmosphere.

Brown's gas: This is the most perfect fuel of all for running our vehicles. Like pure hydrogen, it is made from water, i.e., hydrogen and oxygen, but it burns in the combustion engine so that, depending on the setup, it may actually release oxygen into the atmosphere. In that case, what comes out of the tail pipe is oxygen and water vapor, just as with fuel cells; but the oxygen comes from the water that's being used to create the

Brown's gas fuel. So burning Brown's gas as fuel can add oxygen to the air and thus increase the oxygen content of our atmosphere.

Whenever we are burning Brown's gas in our vehicles, we can be at the same time contributing to the solution of a very dangerous environmental problem.

From this point of view, Brown's gas would be the ideal automotive fuel of the future.

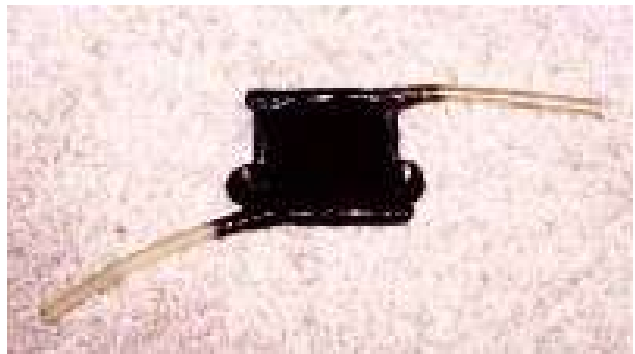
A New Brown's Gas Technology

The main problem with most of the Brown's gas systems we have seen so far is that, although they work, they do not seem to generate enough hydrogen to supply a piston engine under normal road conditions. Rothman's exceptional change has to do with the use of a special electrolysis technology.

In normal electrolytic processes, the electrolysis unit is just sitting in water, and it produces a specific amount of Brown's gas.

But the Rothman Technologies invention involves an electrolysis unit that increases the Brown's gas production by an order of magnitude. (For the scientists among our audience, you read that correctly: The Rothman Technologies system literally creates ten times more Brown's gas than normal electrolysis systems do.)

The company found that in the type of specialized electrolysis they have invented, the Brown's gas and the water are mixed together. A milky-white substance comes out the end of the Rothman electrolysis device and goes from there into a unit that separates the Brown's gas from the water. The Brown's gas travels to the motor to run the engine, and the water is then recycled back to the electrolysis device to be re-used.



This invention, on which Rothman Technologies, Inc., has a Patent Pending, is possibly the most important discovery that's ever been made in electrolysis technology. Increasing the output of electrolysis by ten times finally gives sufficient breakdown of the water to Brown's gas to actually run a normal car engine, and would seem to make electrolysis systems the method of choice for the future.

To the inventors among our readers

Now you know that it is absolutely possible, and not just a crazy fantasy, to run a car on water. You have watched the "proof of concept" and seen it for yourself.

And so, my friends, I now wish you luck in the world's race to find a way to save ourselves from ourselves. Whoever finally produces the first viable watercar will solve our energy problems once and for all and will go down in history as a hero.

It could be you.

The Water Car

Upcoming Video, and "Is It Safe for the Ecology?"

by Drunvalo Melchizedek

Besides giving you more information about the Water Car and about an upcoming instructional video, this article addresses the issue of whether using water as fuel is safe and ecologically sound.

We at the Spirit of Ma'at seriously considered the possibility that our last issue — to be quite blunt — would survive on the Internet for perhaps one or two hours before "someone" would make it disappear.

Like our flag after 9-11, though, it's still there. And since that's so, we can only conclude that the Powers That Be have decided to "Let the games begin"!

The successful publication of plans to convert a gasoline engine to run on ordinary tap water is a world coup, both for the people and for the planet. With this in our hands, it is now only a matter of time before everyone realizes that water is a better and healthier fuel for our transportation. The person or persons who anonymously gave this knowledge to the world should — and I believe, will — be remembered as heroes.

Upcoming Video Presentation

The Water Car works, and we know this for certain. But soon you, too, will know, for you will see it before your eyes in a beautiful, professionally produced documentary showing the actual conversion of an ordinary car to run on ordinary water, with eminent scientists to explain every step of the way.

This time, the plans come from an inventor who has patented an almost identical method to that which appears in our first article, [Convert Your Car to Run on Water](#). His are the cars we've seen in operation, and he is now stepping forth to share this technology with the world.

Also, this inventor has taken the design further by finding a method to solve the rust problem without the necessity to ceramicize or replace anything in your car's motor.

This video documentary should be finished within a couple of months.

Ecological Safety of Water as Fuel

But before we created this video, there was a question that needed to be addressed, and this concerned the validity and wisdom of using water as fuel. Could water as fuel not have the result of using up our supply of water, and possibly destroying the precious balance of the Earth's ecosystems?

One of our thoughtful readers asked us about this. Below, slightly edited for readability, is our response. We trust that it will calm any concerns you may have in this regard.

Is Water as Fuel Ecologically Safe?

Dear [name withheld],

The following is my opinion, and I recognize that others may think differently.

This potential problem of running cars on water and using so much water that it destroys the atmosphere and probably all life of Earth has been considered for over 30 years now.

In 1970, a company I consulted for in Canada invented a simple catalytic device to break water into hydrogen and oxygen so that it could be burned. After a great deal of thought, we destroyed the plans, thinking in the same way as some of you that it would eventually use up the world's supply of water and harm or destroy the Earth.

However, in recent times I have changed my mind, and here is why.

Temporary Measures

Foremost, the idea of running gasoline engines on water would only be used as a temporary measure and as a stepping-stone to far better technologies, which already exist and which would quickly replace this idea of running cars on water.

But until the strangle-hold of the oil companies is broken, these higher technologies will never come out, and the use of petroleum will continue. This is the consensus of the scientists that I have spoken with. What I have heard around the world is: "If we use the water car technology, this will open the way to even simpler and greater technologies that are clean and harmless."

Water Asteroids

Further, it has been found that the Earth's water supply is not static, as most of us have believed. The amount of water on Earth is increasing every day. In fact, it has been discovered in the last few years that vast amounts of water are daily arriving from space in the form of water asteroids! These huge, megaton water asteroids hit the upper atmosphere, immediately vaporize, and eventually settle down to Earth.

One place where you may view photos from NASA of these arriving water asteroids is in Dr. Emoto's first book, *The Message From Water*.

Why these water asteroids are only coming to Earth and not to other planets such as Mars is a mystery. And whether or not this is something that is just happening now or if it's been happening for the history of the Earth is another question that no one knows the answer to.

Melting Poles

On top of this, ocean levels are rising because of the melting poles. As a result, there is beginning to be too much water on Earth. I have talked with scientists who feel that it would actually help if a small amount of water were somehow used at this time — such as for the running of cars.

Increased Oxygen

Running cars on water will help to improve another ecological situation that is crucially impacting the survival of life, and that is the dwindling supply of oxygen on Earth.

The only thing coming out of the tailpipe of a car running on water is oxygen and water vapor, or steam (which quickly condenses back into water). Running cars on water would help replenish the oxygen in our atmosphere.

The Need for a Quick Solution

Even further — and this to me is the primary reason for switching to water as fuel — our current ecological problem is so great that if we do not do something to lower the use of fossil fuels, our Earth will be destroyed. It will no longer matter if she has water or not.

Sometimes a person ingests something that is potentially dangerous in order to become healthy. Running cars on water is akin to this concept.

In Conclusion

I agree with you. It could be potentially dangerous if we were to continue to use water as fuel for an excessive period of time.

But all things considered, this solution is the best of what the governments will allow at this time. Even the governments are preparing to run cars on fuel cells, which is hydrogen. But hydrogen burns oxygen, it does not release it.

And in order to implement this technology, we will not have to change our engines — only our source of fuel, and then only for a few years until far better methods will be publicly available.

The Water Car conversion makes use of present cars, and that is a definite plus. But there are new technologies that go far beyond the conversion of water to Brown's gas. Knowing what I do about what's out there, I can tell you that once when these new technologies become available, the automobile as we know it will be completely obsolete.

I hope this helps your fears. As I mentioned, I had the same fears myself once, and I would never act or give information unless I believed that it was the best course to follow.

However, I am not the last source. I believe that the people themselves will become clear enough in time to make the right decisions. I believe in you.

Thank you for your insight. Please don't stop questioning everything.

In love and service,

Drunvalo

Water Karma

by Drunvalo Melchizedek

There is some old karma around water that needs to be attended to.

Water in its primal form is a mirror to human consciousness and can be whatever the dreamer perceives. It is the medium that Consciousness forms to make the realities we all live. Water is Life itself. Without water, Earth would resemble Mars.

I have been studying water for a long time, not only its possible natures within the human body but also possible applications of water to help heal our planetary situation. Knowing this central position of water to the Mandala of Life, all research was performed with understanding of the sacredness of this medium to All Life Everywhere.

Most of this research has completed itself by a resulting understanding or experience. But some of this research has not completed itself.

Besides the Water Car, which needs to be talked about, there is the issue of the Turkish Water and the unbelievable "karma" that resulted from that one. One thing I have learned for sure is that human nature has strong hidden agendas. But rather than condemn, perhaps we can simply understand.

So here in this article I will attempt to lay on the table, to the best of my ability, what we have now found and believe to be true about water, and some of the applications that have been suggested. These subjects are the ones you have been asking about.

And although we may be wrong on our conclusions — that is for you to decide — this discussion will hopefully give you a point of reference for your own study of water. And if study is your desire, we suggest that you look to Victor Schauberger and his primary book, *Living Waters*. His understandings are invaluable to a true exploration of water.

Water Applications

The Water Car

1. Does it work?

The water car, the water car. This has been a tremendous struggle. First of all, I told you that I had seen a water car run, so I knew it was possible. But what I didn't know at the time was that a little bit of gasoline was being used. Not much. The ratio was 93 percent water to 7 percent gasoline.

The inventor of that particular system (we'll call him Inventor A) was the person we were consulting with when the anonymously-sent water-car plans (from Inventor X) were published in the *Spirit of Ma'at*. These published plans were very similar to what was used in the cars of Inventor A, the ones we'd seen and knew that they worked.

It was our hope that someone out there would find a way to complete a water car using these plans.

Two people in England did claim to have a car running from these plans. If this was true, however, they have not come forward to prove this to us. Also, according to a German magazine that we communicated with, people in the Philippines are creating water cars. So far, however, we have not received proof of this, either.

Inventor A (who has asked that his name be withheld) also believes that a 100-percent water car can be built — but again, he has not yet proved this. As we mentioned, he does have a car running on 93 percent water (one advantage of the 93 percent version is that it does not rust out the motor).

2. How is a water car possible?

There have been many people, and even some scientists, who have tried to tell us that a water-car is impossible, claiming that a small amount of electrical power could never be converted to enough energy to run an automobile.

But their concepts are not sound. Water is like a battery containing a huge amount of energy in potential: namely, the hydrogen and oxygen itself.

So the amount of energy that is contained within water is sufficient. What is involved is solving the problem of simply splitting the water molecule. The two are not mathematically related.

What we believe, from speaking with experts, is that the Holy Grail of this problem will be arrived at in finding the true waveform of water. At that point, a very small amount of energy will split the water molecule into a vastly explosive substance, at a rate that will allow a car to run on ordinary water. We are not ready to give up on this one. Not yet.

3. What about the water-car video?

It was with Inventor A of the 93 percent water car that we believed we would be able to create the video showing how this was done.

However, just as we were preparing to finish the final problem, enabling us to create a video of a true 100-percent water car, a huge investment company out of San Francisco talked the inventor into selling his invention. He was literally bought out.

And so, no video. At least, not for now.

4. What I witnessed in my past

Besides seeing the 93 percent water car actually drive, there was an earlier system shown to me in 1971. I was witness to an interesting invention. It used no power whatsoever.

There were two water-proof cubic boxes, side by side. Inside each of the cubes were hollow spheres made of a catalytic substance. Each sphere was made of a unique material, and as water passed over one sphere it broke water down into hydrogen, which passed into the center of the sphere and created (as I remember) a negative base outside the sphere.

The other sphere broke water down into oxygen, which passed into the center of the sphere and created (as I remember) a positive acid outside the sphere.

When the base and acid recombined they formed water.

But the hydrogen inside one sphere moved up a tube and the oxygen moved up another tube and were combined and ignited. The resultant flame was extremely hot.

I watched this invention working perfectly over a period of time and could see that, theoretically, it would run for as long as water flowed over the spheres. So I know for certain that it's possible to keep a hot flame burning through water alone.

5. An additive to keep the water car from rusting

An interesting side effect of this research into a possible water car has unfolded. It could be significant in the possibilities of healing the Earth's air.

We have been investigating an additive to gasoline and diesel that theoretically makes an internal combustion engine waterproof, so that when the engine was converted to run on 100 percent water, it would not rust.

This additive has never before been sold to the public, although it has been used by big business and governments for about fifteen years.

The test results we have seen should be known by everyone who seeks answers to air pollution. This additive changes the way gasoline and diesel burns so that 96 percent of the nitrates and 36 percent of the hydrocarbons are burned before they go into the atmosphere.

This is truly significant if you live in a polluted city with a high ozone problem. Nitrates are one of the major chemicals creating ozone.

The research data on this product is extensive. First of all, it is completely non-toxic. The FDA says so, and the people who sell it are even ready to drink it on television.

Even if it were not non-toxic, it burns very close to 100 percent efficiently (99.99 plus).

Also of interest to automobile owners is the possibility that this additive may cut down significantly on maintenance costs and hugely prolong the life of the engine.

The *Spirit of Ma'at* is still observing due diligence on this research. At the moment, the additive is being tested in a foreign country. And in the near future, if everything falls in place, we will be writing a special article about this substance, and doing everything we can to make it available to you.

We will report on this more in the future.

Slim Spurling's Devices

Hardly a day goes by without someone's asking us about Slim Spurlings rings, coils, and harmonizers. All I am able to do is give my experience on this subject. I am not an expert on these devices, but I have been experimenting with them now for many years.

What I have found is that some of these devices are psychotronic and some are not — psychotronic meaning that they work in harmony with human consciousness. The psychotronic effects explain why some of these devices, such as the Harmonizer (both personal and environmental), work better with some people than others.

But I have found that the AcuVac coil and the rings work simply by their design. They do

not seem to rely upon consciousness for their effects.

When used for structuring water, the rings do appear to change the quality for the better, not just of water itself but also of other substances, such as wine and foods.

I was in Japan with several expert and professional wine tasters who all agreed: The wine that sat in a Slim Spurling ring for a few seconds was dramatically changed. They told me that even cheap wines were changed into fine wines by this process.

Some of the tasters also were wine sellers, and they purchased big rings in order to run their cases of wine through them, believing they would thereby make a fortune. However, after a few months they removed the rings, because they found that they were beginning to lose money on their expensive wines.

Why? Because the people they sold to could tell the difference. Their customers had begun to purchase only the cheap wines. Human nature.

If for no other reason, these devices are exceptional for learning how energy moves and how it can be changed.

I have rings on all the outlets of water in my house, because they structure water, and I can taste the difference. It's also important to place them on outlets to your bath or shower. Remember, when you take a bath, within twenty minutes sixteen ounces of water will pass through your skin into the interior of your body. So the water you bathe in is just as important as the water you drink!

Using Magnets to Structure Water

Magnetic Water Softening: Does It Work?

Magnetic research for applications with water has evolved to everyday applications. You can go down and buy water softening systems that use only magnets — usually hexagonal — instead of salt to soften the water.

But there is a problem with magnetic water softening. The magnetic field that suspends molecules in the water with other molecules is destroyed as the water moves through pipes. I have witnessed how magnets clamped on the water pipes at the water heater worked perfectly — there was no calcium build-up on the electrical coils — but then as the water moved away from the source, through a pressurized pipe, it became became harder and harder.

After traveling through about 20 feet of pressurized pipe, the magnetically softened water I observed had lost roughly half of its softness, and after about 50 feet, the calcium buildup was the same as when there was no softening device in the system.

So in order to work, magnets need to be on each and every outlet, which is an expensive proposition.

Magnetic Treatment: Is It Good for You?

Is magnetic water good for you? From everything I have seen so far, the answer is no. The one exception that I am aware of is products made by the Nikken, a company that seems to understand the relationship of magnetic fields to the human body. But still, I am not yet certain.

Turkish Water to Heal the Environment

As simply as it may have seemed to use this water to heal the rivers, lakes, and even oceans of the world, it has become clear from my interaction with the Turkish water that this will probably never happen, at least not coming out of Turkey.

There has been deception here, and so my suggestion is to be very careful, especially if you are thinking about investing money or energy.

Water and Zero Point Technologies

This one is for the future, but so many of you have asked about this information that I want to say something here.

Perhaps one of the greatest uses I have seen of water is its ability to tap into zero-point energy. With water and water alone, I believe it is possible to tap into a near-infinite source of energy.

It's worth your while to study carefully the free-energy water machine of Victor Schauberger. During World War II, Schauberger invented a machine containing only water that was not only reused indefinitely to produce free energy, but that opened the real possibility for space travel.

I have seen enough to know that the Schauberger device is real and that Schauberger's technology will probably someday be the rule. A small model, only 9 inches high and 18 inches wide, produces 2,000 horsepower — forever!

Our government has the plans and has even patented essential parts of the invention to keep it out of our hands. But it is inevitable, because it is so simple, that one day Schauberger's technology will belong to the world.

The best part of this machine is that it seems alive, and everything near this machine

when it is operating becomes healthy and feels complete and whole. It operates only from the movement of water moving through Sacred Geometrical chambers.

A Galaxy of New Waters

Dr. Lorenzen's Clustered Water

Dr. Lee Lorenzen discovered how to make a type of primal water that is necessary, as I see it, for life to emerge for one level to another. It is called clustered water, and is being studied all over the world.

When a baby is born, its body is filled with clustered water. It must be important and primal, for this is the water that is present at our beginning. Further, the DNA molecule, down the center of its core, also is filled with clustered water. Again, we are looking at primal source.

So what is clustered water?

Under certain conditions, water can form awesomely beautiful six-sided crystals. Water that has these crystals, according to Dr. Lorenzen, is alive. And so you can buy these crystals — usually frozen and concentrated — from his company. The only problem is that they are very expensive. It would cost you at least \$50.00 US a month just for your drinking water for each person.

Dr. Flanagan's MicroCrystals

Dr. Flanagan is an extraordinary scientist and a man who should be listened to. His work in energy fields opened the world to new ways of seeing. And his work in understanding water has been impressive.

But we spent three years studying Dr. Lorenzen's water, and so we still have not had enough time to do the actual "street work" for studying Dr. Flanagan's work. However, I have listened to more than fifty people who have tried Dr. Flanagan's Micro-Crystal water and who tell me it is excellent. I doubt if you will have a problem with this one.

The Pi Machine

Dr. Lorenzen's water was imported into Japan by Nikken, the magnet company, for many years. Then they decided to create a machine that would cluster water that could be drunk immediately.

This solved one of the constant problems that Dr. Lorenzen experienced in the beginning: How to ship frozen clustered water without destroying the product from over heating.

And so the machine was called the Pi machine and now sells for about \$800.00 US. However, this is another product we have not yet tested. If someone wants to donate one, we will test it. Again, there have been no negative reports, but the clustering is achieved, as we understand it, through the use of magnets.

Prill Water

This is another water that we have not yet tested, but you keep asking about it. I do feel that it has real promise, because so many people are reporting that it has really helped them heal their diseases and make them feel and look younger.

Also, Prill water is not expensive. Once you make your first gallon, you can siphon off 3/4 of the water for drinking, and then fill up the old bottle full again and have another 3/4 gallon the next day. It becomes free.

Turking Water for Drinking

In the Turkish Water, I saw the possibility of the Earth's being able to heal herself from the poisons that have plagued her. The initial tests I saw in Washington, DC, appeared amazing and showed incredible promise. But it was very clear that this promise applied only to environmental applications. At no time have I ever felt that this was a water that people should actually drink. It does not make sense to drink this water, since it breaks down hydrocarbons, which is what the human body is made of.

People have taken my words out of context and falsely claimed, on many Internet sites, that I am in favor of drinking this water. I feel that these sites are using these distortions of my words to make money for themselves, without caring about people.

To be clear, I ask that you do not drink this Turkish water until there has been very careful, long-term testing by the FDA. I have reason to believe that it could be dangerous to your health. Let's get it out into the open, and have this Turkish water tested. Let's know the truth.

Magnetic Water for Drinking

As mentioned above, I have seen too many negative reports to suggest even trying magnetic water for drinking. If you have something positive for me, let me see it. Again, the only possible exception is Nikken magnetic water coming from the Pi machine, but still, the results are not yet known.

Other Waters

We have tested over 40 waters, each one making outrageous claims. Sometimes they are what they say, but most of the time they are not.

Here are two that I've experienced:

Walter Baumgartner's egg shaped water vortex machine. The water can be felt immediately when it enters the body. There is no doubt that something is going on. Under the vision of the Kirlian photograph, Walter's water has a prana field that extends from the glass of water out about eight inches. It is worth a try.

A strange double-vortex machine Two men in Arizona created a double vortex machine to enhance water. It was impressive and was about the size of a small writing desk. Each vortex rotated in opposite directions and then combined the water. There were several different other functions taking place only fractions of a second apart from each other within the vortexes. The result was a water that was similar to Walter Baumgartner's in its pranic field. And you would feel this one, too.

But when we sent this Arizona water to our lab in Canada, the results were startling. The water was filled with lead! The inventors could hardly believe the results since there was no lead anywhere in the entire device. It was checked a second time and the results were the same. They finally decided to stop selling the devices because they never could figure out where the lead was coming from.

A Philosophy of Water

People in the world of water are great thinkers, and they have devised some outstanding and unique methods to alter water in ways they would like to see. Water will cooperate. For it really is a mirror.

The bottom line is that most of the world's researchers who are searching for the reality that lies behind water see it as being either alive or dead. When water is alive, so is everything in and around it. And dead water leads directly to death. So what is it that makes water alive?

Remember when Genesis says, "And the spirit of God moved over the waters"? From everything I have understood from all my teachers, water's deepest secret is found in its movement. The way water moves. There are movements that water can make that energize it to a point of consciousness. And there are some that de-active the water, leaving it as just a molecule, without life. The spirit of God does not "move over" it any longer.

The subject of water is one of the most immense in all the universe, and one of the most important. So if you are becoming fascinated by the Source of Life, you are not alone. And for some reason, this moment in history appears to be the moment of limelight for water. I'm sure there is a good reason.

The work of men like Dr. Emoto from Japan is proving that water is a mirror of human consciousness.

Let us, each in our own way, become researchers of water. And may it lead us to a long and healthy life.

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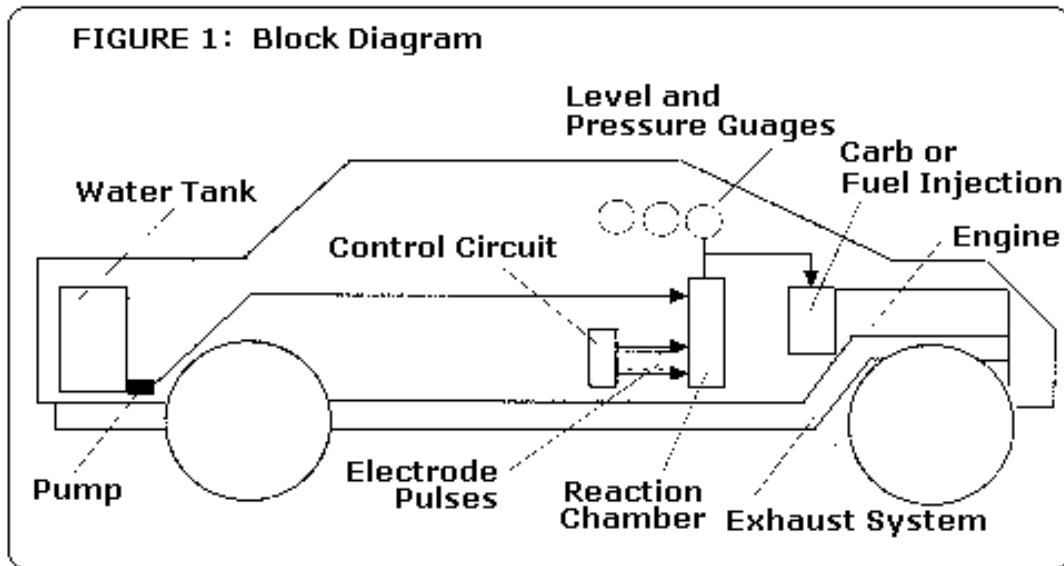
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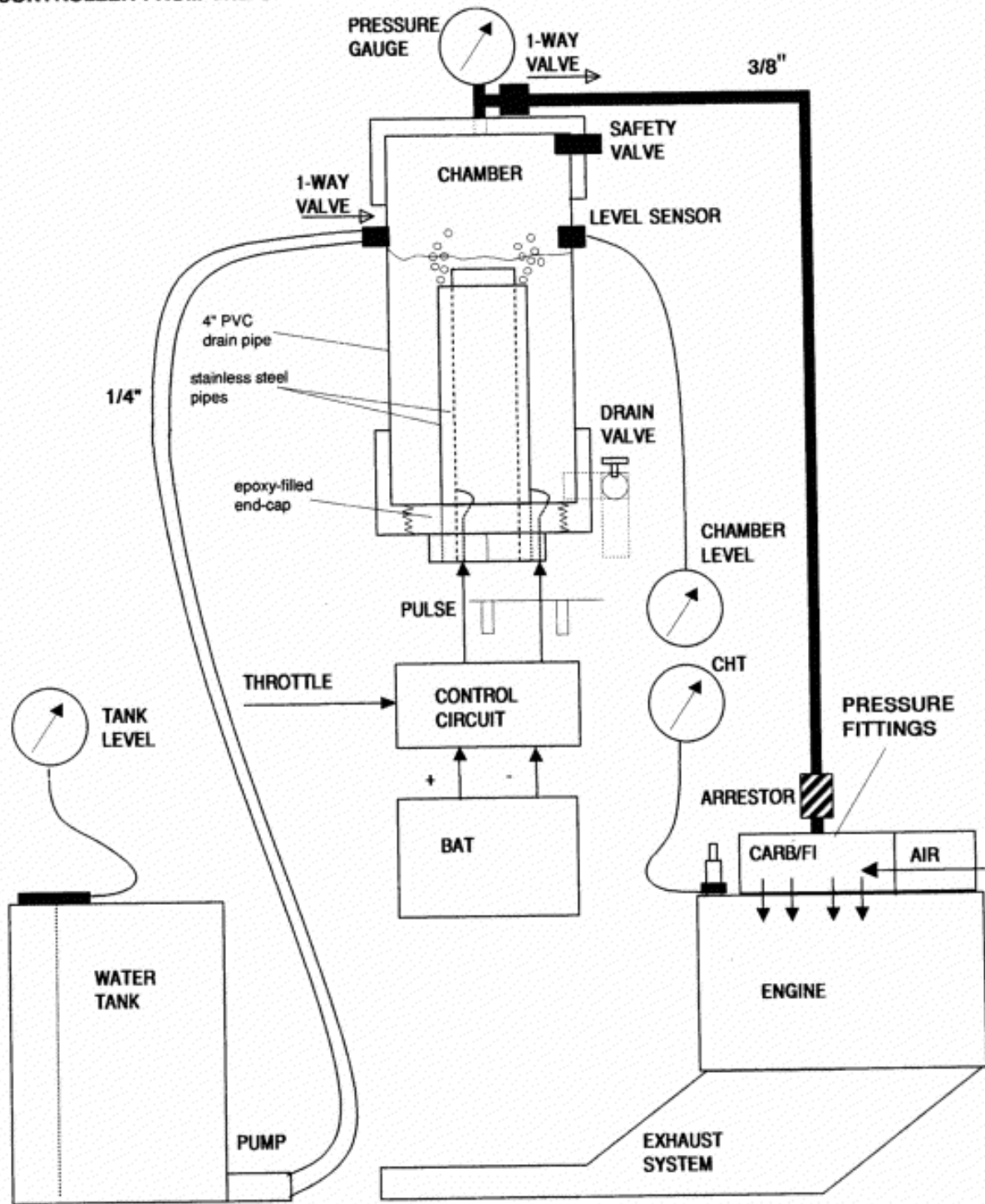
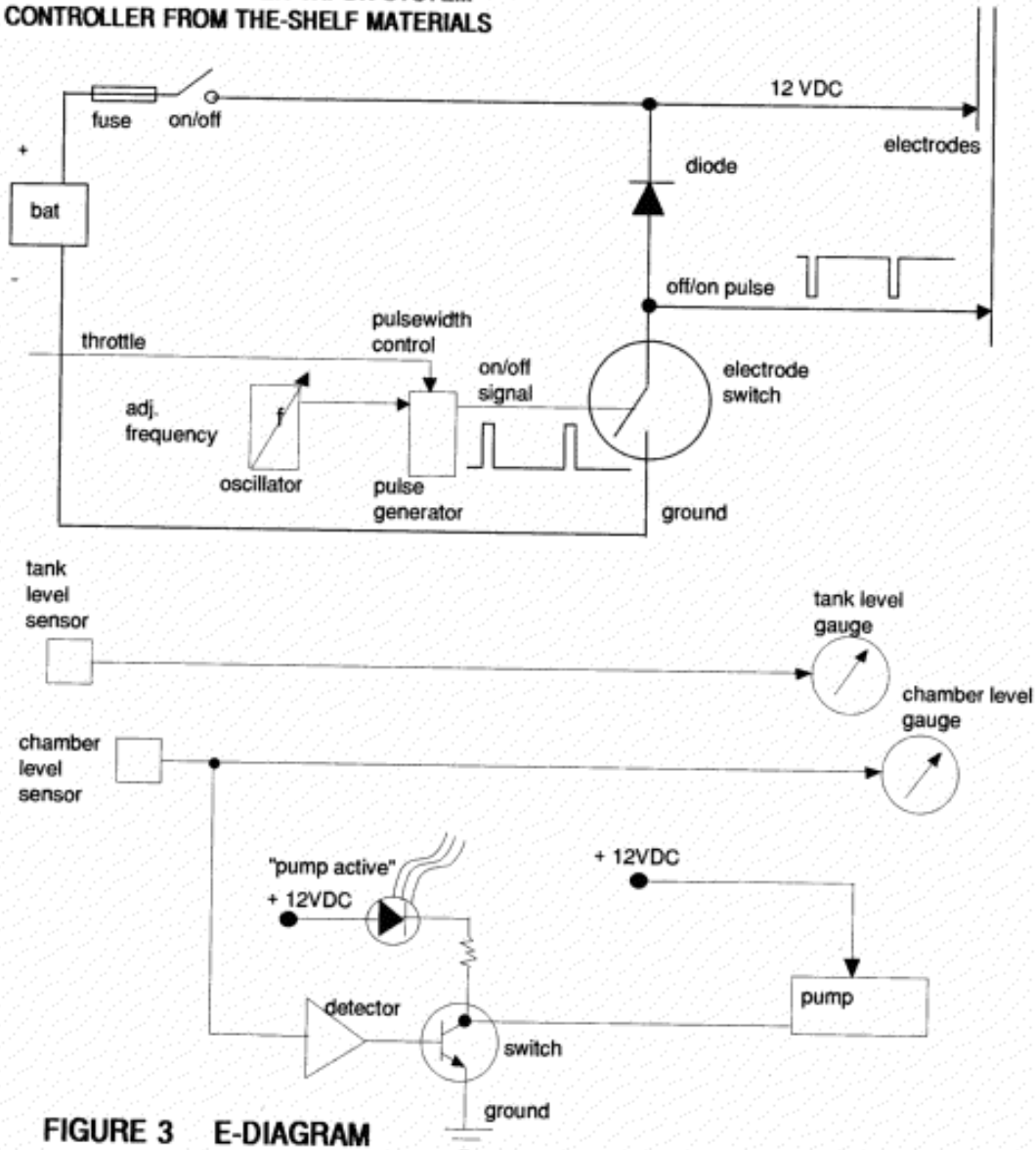


FIGURE 2 BLOC DIAGRAM

**BUILD YOUR OWN WATER VAPOR SYSTEM
CONTROLLER FROM THE-SHELF MATERIALS**



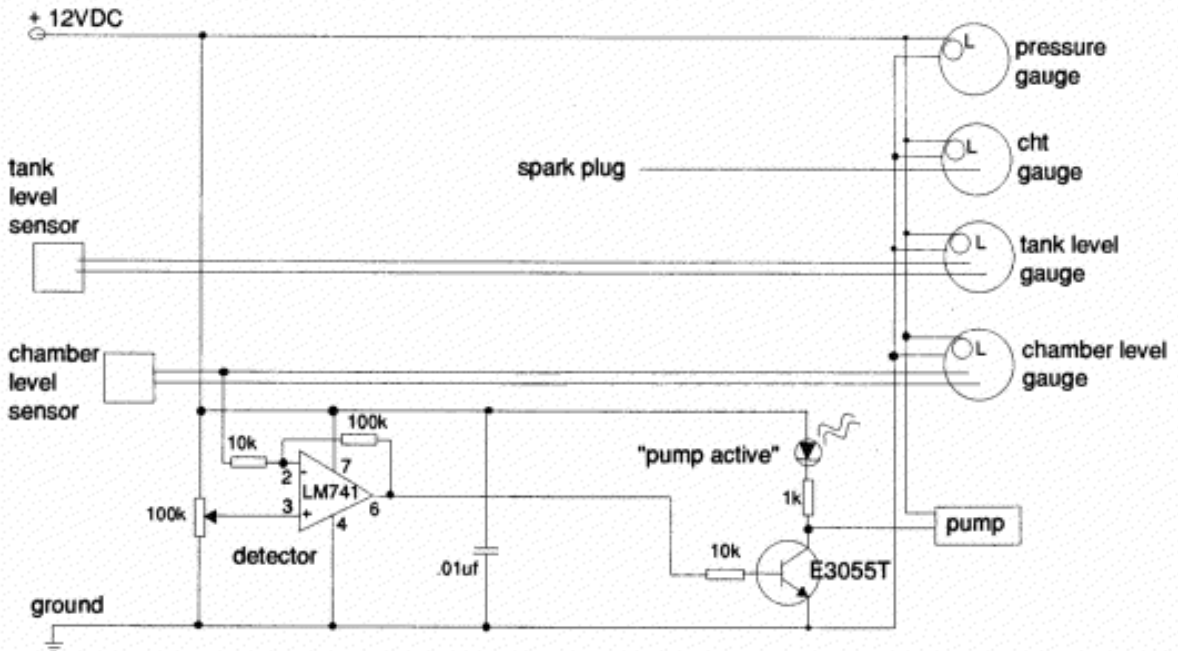
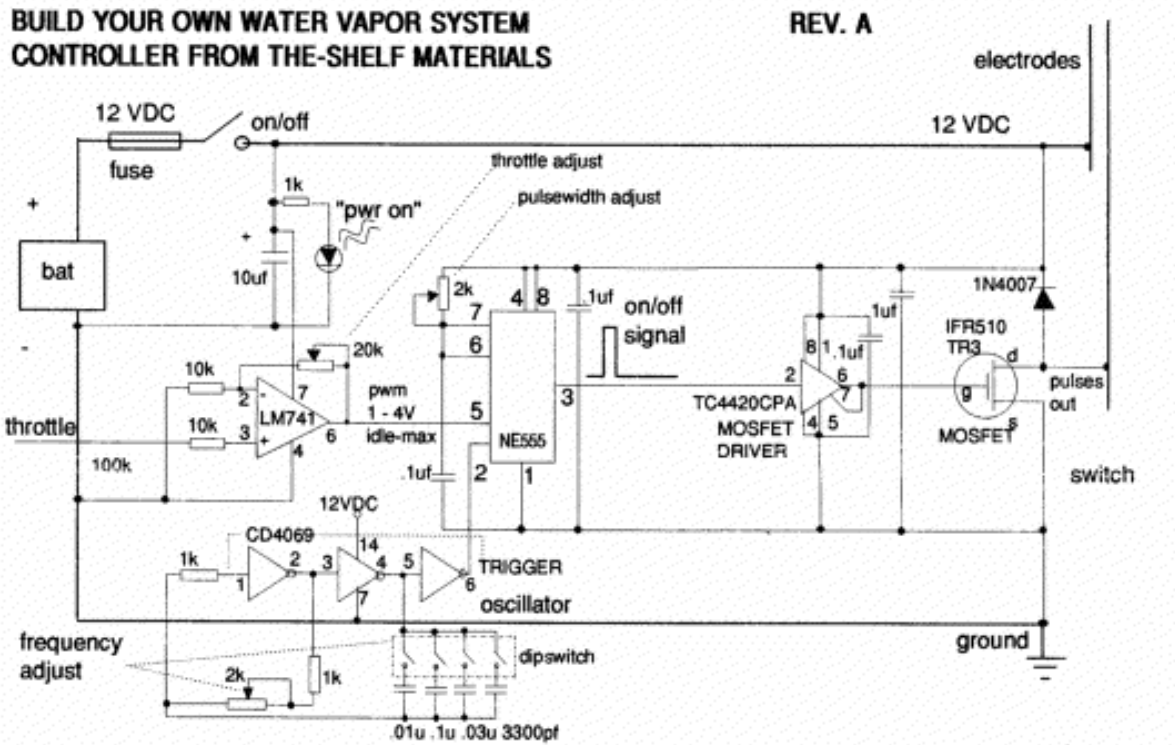
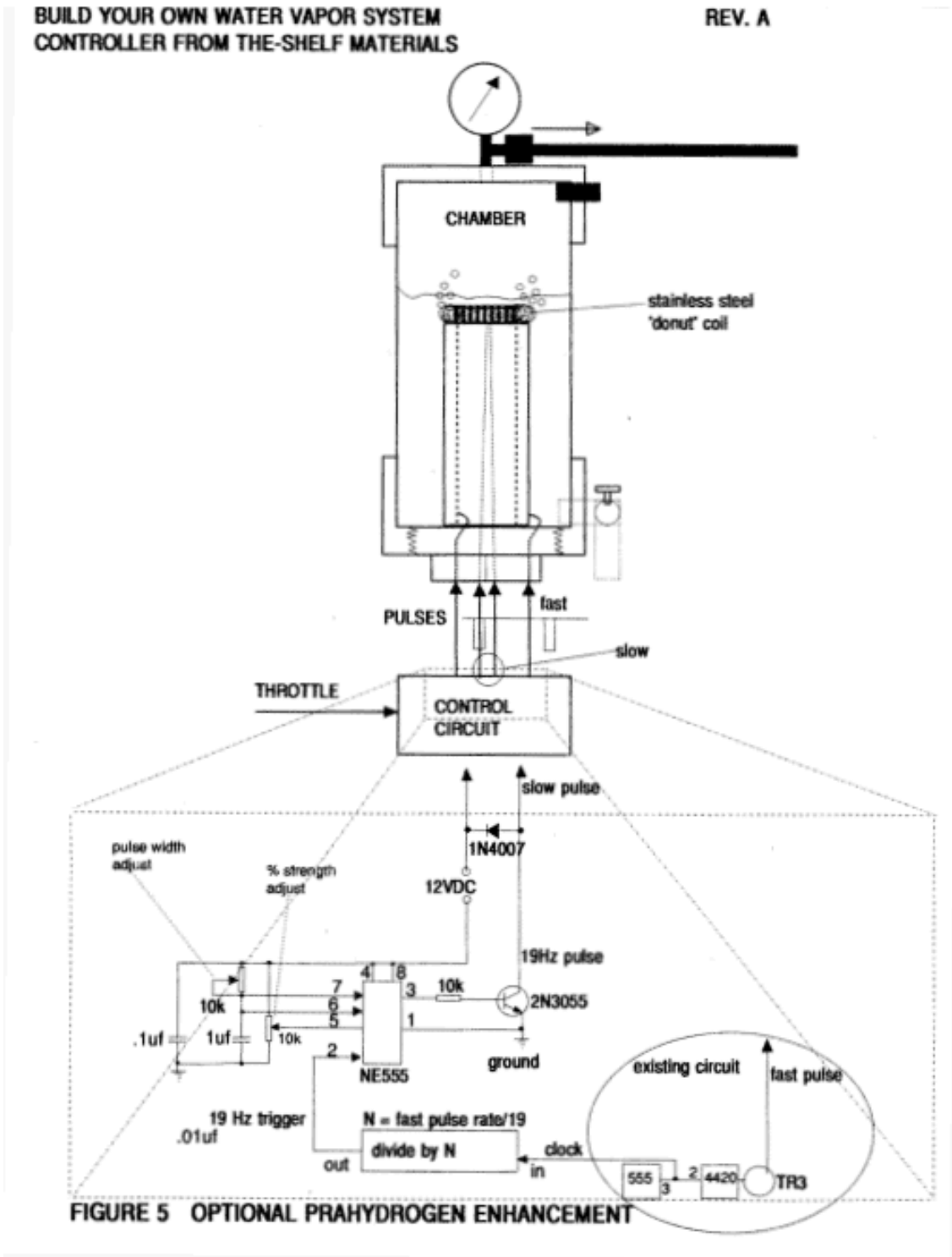


FIGURE 4 E-SCHEMATIC



**BUILD YOUR OWN WATER VAPOR SYSTEM
CONTROLLER FROM THE-SHELF MATERIALS**

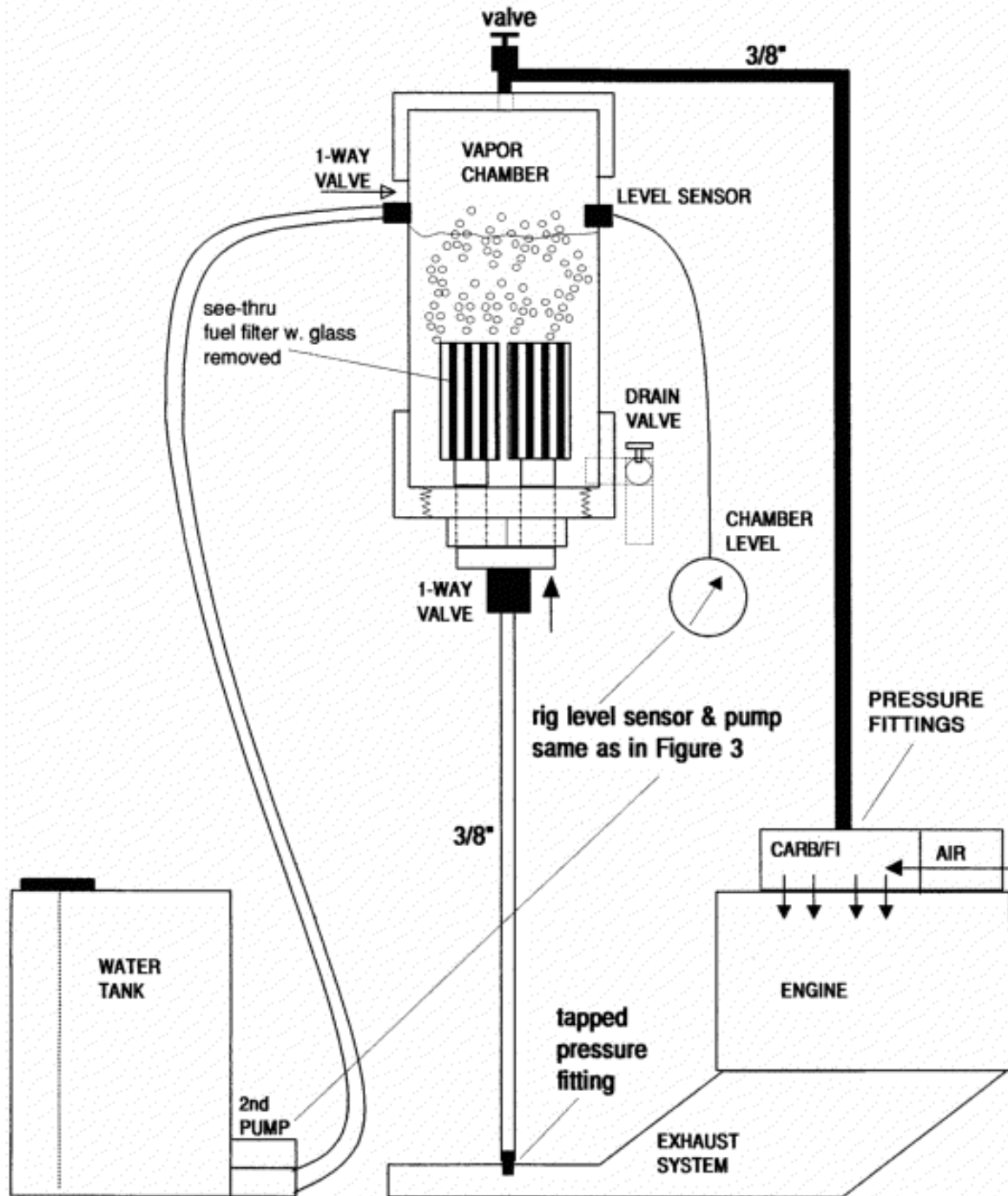


FIGURE 6 OPTIONAL WATER COOLING