

SPECIAL GIFT BROUGHT TO YOU BY BRAVE NEMOS

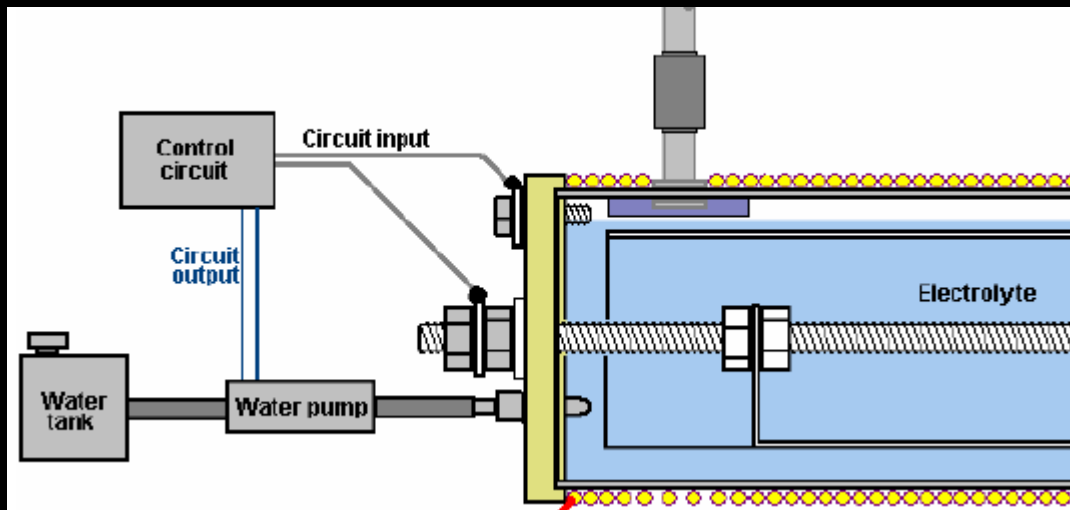
SPECIAL: ORBIT SOLUTIONS [stop burning oil in your jalopy, that'll get em...]

NEMO ALERT

11/20/2006 4:15:35 A.M. Pacific Standard Time



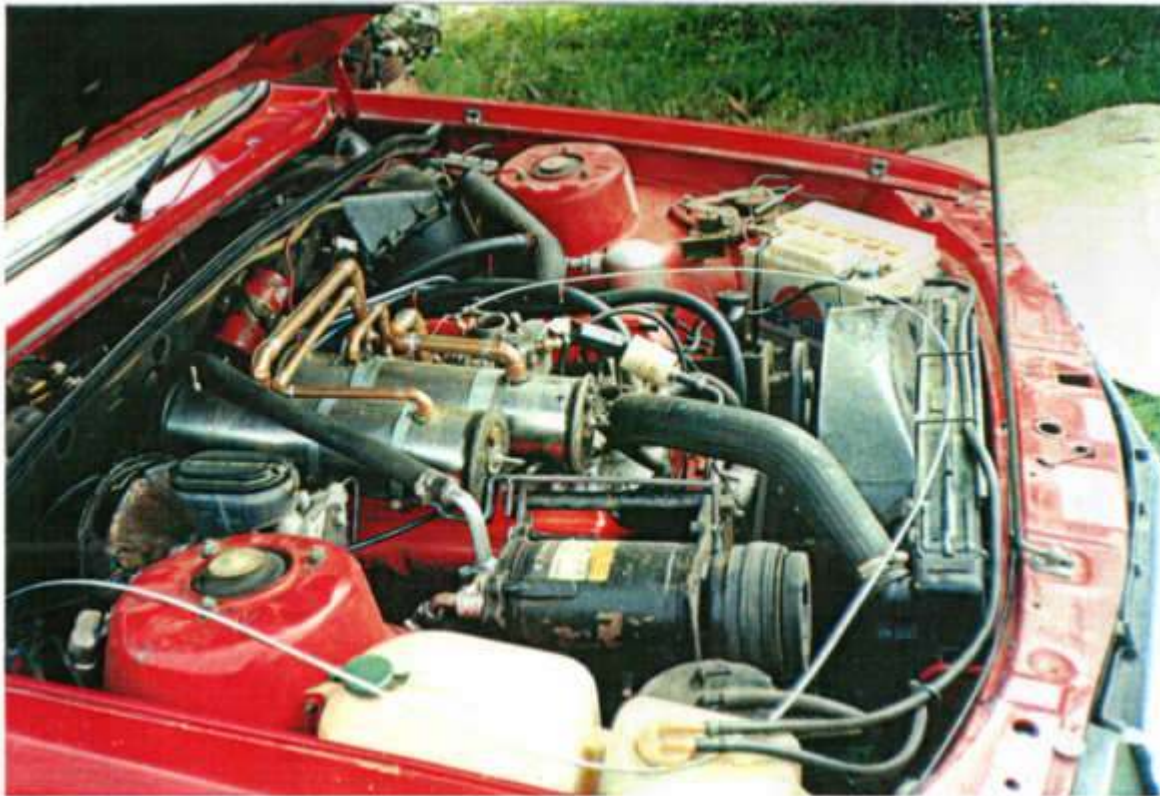
🔴🔴 I have attached the finished product of our work on the Australian fuel system. I have also enclosed another work, which shows how to convert a newer vehicle to run on this fuel.



The purpose of this system is not to produce hydrogen from electrolysis but to free up hydrogen and oxygen so that they may be bonded to incoming nitrogen and create nitrogen hydroxide fuel gas which is very flammable indeed.

We are sharing with a wide range of people worldwide. Actually as simple as it is to build, it is a tedious and expensive venture. This is not a paint by numbers deal. If you are going to build this system you are going to have to be highly motivated and very mechanically inclined. We have given you a lot of information and most of the persons who are reading this are not that technical minded. If they want the system, they will have to find someone to build it for them.

Become a member of a Yahoo group such as [Watercar](#), [Hydroxy](#), or [Joe Cell](#), and ask all the questions you want. Those sites are full of other people trying to build systems also and they understand a lot of stuff and don't mind sharing with serious folks.



CAUTION: Working with new fuels, even traditional fuels, requires tech-expertise and safeguard.

HISTORICAL:

[Water Fuel](#)

[Internal Combustion Engine The Australian Way. The "Nitro" cell KeelyNet](#)

[Dad Garrett](#)

[FORUM 2 3 4 5](#) <<most question/answer action here so far



12/4/2006 5:16:02 A.M. Pacific Standard Time

🔴 I just wanted you to know that a guy named Andrew on [Watercar](#) is going to be selling the kit to build the Australian fuel system. [I've attached a picture of what he will supply.](#) It looks like this thing is taking off. Take care. I'll check with him and see if he is ready to give out his e-mail to a wider group.

12/4/2006 11:33:32 A.M. Pacific Standard Time

🔴 Here is an Adams motor Russian style. Adams was prevented from

manufacturing these in Australia and New Zealand. But they are now available from Russia with love. What these are is a free energy electrical generation device. It takes a few volts to start it initially and then it runs forever generating all the electricity a typical house will need and keeps them off the grid. [I have attached the link to the site](#). These are quite something. These were not allowed to be manufactured in the US either. Have fun.

100+ breakthrough portable constant clean free fuel energy including anti-gravity technologies.

[Australian Gov Memo / Interesting Stuff](#) 12/3/2006 3:29:37 P.M. Pacific Standard Time *I ran into this on the web and thought of you. It's right down your alley. Some of the links are bad but it is an eye opener.*

QUESTIONS/RESPONSE

Could you give a summary of what is supposed to be happening in the chamber? Why the different gases? If it's a vacuum, why the mix of gases?

Response:

We are legitimate and that is why we put together this set of documents. This was pretty much a lost technology and we are trying to bring it out of the closet so to speak so that everyone can look at it and replicate it if they so choose.

The truth of the matter is that nobody really knows why this system works, it just does. This is a totally unconventional system . It shouldn't work but it does. The more vacuum pulled on the chamber, the more fuel gas output. The more vacuum pulled on the chamber, the more nitrogen is needed and it is drawing into the chamber through an air inlet valve on the end plate as needed. Something about the electrolytic action on the water and salt mix, magnetic action of the wire coil and vacuum serve to speed up the reaction process. These various actions are reacting on the water and salt mixture which is causing outside nitrogen from the atmosphere to want to enter the cell and react with the water and salt mixture forming nitrogen hydroxide, the fuel gas referred to here. The magnetic wire wrap helps strip gas bobbles from the anode and cathode of the chamber so that more gas bubbles can be produced. As I said, we don't know why this works, it just does. We did not invent this technology but we have brought it out of the closet again, so that it can be enjoyed and replicated if desired.

Some very strong folks had suppressed this technology and we are doing our best to revive it.

Howdy Kent: I have two questions well maybe three.

- 1. Doesn't the addition of salt create chlorine gas in the process?*
- 2. Is the gas produced combustible when leaving the apparatus?*
- 3. How did they determine it was nitrogen hydroxide?*

This device doesn't look any different from the designs I've made or the ones on the forum I provided. Why would the unit produce a gas different from the ones already tested?

A note of caution is in order: Most of these systems produce hydroxy gas which is very explosive even in small quantity. The use of a bubbler between the production vessel and the motor are needed to prevent the cracker from blowing up in a back fire (common when using hydroxy).

Response:

- 1.) Chlorine gas is not an issue here since there is a lot of incoming nitrogen that reacts with the cracked molecules in the chamber.
- 2.) Yes
- 3.) Fuel gas was tested and found to be nitrogen hydroxide gas. As with any reaction, there are always other gases involved.

I still think HMMM. Does it have more nitrogen than normal electrolysis? And how does it differ from other units it looks exactly the same. If the nitrogen is high enough it shouldn't burn straight out of the electrolyzer hence it is still explosive.

That is one of the large points to nitrogen hydroxide.

Response:

Electrolysis is kind of a misnomer here. The purpose of this system is not to produce hydrogen from electrolysis but to free up hydrogen and oxygen so that they may be bonded to incoming nitrogen and create nitrogen hydroxide fuel gas which is very flammable indeed.

The more vacuum applied to the chamber from the engine, the more nitrogen is drawn into the chamber from the outside atmosphere and that nitrogen bonds with the oxygen and hydrogen to produce the nitrogen hydroxide fuel gas, which we are going to use as our fuel instead of petrol.

So how is this different from all the units I've built and tested and all the others out there?

Your setup is almost exactly the same as all the others but they don't claim nitrogen hydroxide. If there were enough nitrogen for this claim the gas wouldn't burn straight from the unit say on a welding tip. It would need the addition of O2 but because it would disperse into the atmosphere to quickly you wouldn't produce a flame that stayed if it produced one at all.

Do you post on [[link to oupower.com](http://oupower.com)] if not you should.

Response:

There are few different things going on in this system that you don't see in any

of the other systems.

- 1) You've got electrolytic action on a very weak electrolyte.**
- 2) You are using stream water and a very few grains of rock salt as a one time catalyst.**
- 3) You are only reacting 12 volts DC on the chamber mixture.**
- 4) You are pulling a lot of fresh air into the chamber which is mostly made up of nitrogen.**
- 5) Once the chamber has been run for a while it generates approximately 13.7 volts on its own, just like a battery.**
- 6) Unlike the other systems out there, the fuel gas is nitrogen hydroxide and not oxygen and/or hydrogen.**

There are some very interesting nuances about this system that are really unlike anything else out there. The other systems may be close but there is no cigar. Check the other systems out, most of them are trying to make steam. They are frying the water with extremely high voltage; they are pulsating the water at different frequencies; etc...

Don't fight this thing. It is costing you nothing. Just go out there and build it and prove to yourself that it does work. It is a free gift for the world from the inventor and a few helpers.

Hey thanks for the info: Although you may find a lot of people using this very system. I have built around 20 different configurations plate type, tube type, spiral cores all using 12v and between 2 and 20amps. I have tried different spacing different materials from cheap stainless to high grade 316. All worked about the same and nowhere near enough volume to run an auto engine although they did produce significant gains. Yep I've even tried creek water although that can make a real mess in the bottom of the reactor vessel.

How much volume are you producing on a single unit?

The one material that produced the highest volume was the stainless skin from a 60s era jet fighter.

Good luck with it and if you can find a way to keep it from freezing let us all know. That's why it's off the truck for the winter. It gets damn cold here.

Response:

As you said, there are a lot of similar working systems out there, especially in Australia. Once you get one in your car though it isn't healthy to talk about it,

so we don't hear much from the guys who are actually using the technology.

The only cylinder material recommended is 316 SS. Anything else will greatly inhibit gas production.

The volume has been tested and there is a great deal of gas but I do not have the figures.

There are a lot of similar systems out there that look almost the same, since the foundation of most of the working systems is a simple (Joe Cell I) system. There are some similarities but that is where it ends with this system, unless you were lucky enough to have bought one of these systems while they were being commercially produced. Ohhh, Enough Said.

Go out there and produce some nitrogen hydroxide gas.

11/22/2006 8:55:22 A.M. Pacific Standard Time

Kent, I added a bunch more technical stuff [to the Forum](#) last night and this morning, so you might want to save it with the other saved material. This is important information that they are going to need if they want to build one of these fuel systems. The [D18.pdf](#) is not a how to make the fuel system, it just shows you enough information to get you in to trouble if you are not technically inclined. Thanks.

possible conversion? What is the possibility of converting my 04 chevy with a 6.0 v8 to this system? history

Response:

It is a very doable scenario. You need to figure the size of your engine. Figure in one 12" cylinder for every two liters of motor you have. You will probably need at least four of the small 12" cylinders, or if it were me doing it, I'd make two cylinders 24" long. You have to remember that you are going to run a little gasoline. The inventor went 3000 miles on two gallons of petrol and two liters of water. He had a 253 cubic V-6 for the test vehicle. You are going to have to disconnect the fuel injection and that part of the deal will be a pain for you. It might be easier to leave the fuel injection intact and then just turn off your fuel pump and disconnect your fuel lines to the injectors. You will need to supply the engine with a little fuel to keep the engine from burning up. The new fuel burns really hot and needs a little petrol to run with it or it will burn up in a couple of weeks or so. The inventor's test vehicle had been modified to run on a very small lawnmower carburetor and that is the one that went 3000 miles on the two gallons of petrol and two liters of water. With a V-8 setup you are not going to get that mileage, but if you tweak your lawnmower carburetor down to almost no fuel out, you'll probably see some very astonishing mileage. You'll be getting a lot better mileage than Pogue did with his 250 mile per gallon gas carburetor back in the late 20s. When you get ready to mess with the lawnmower carburetor, you'll have to ask some questions so that we can guide you along. I do not remember

the carby aspect being covered in the D18.pdf. There you go for now. You'll want to make the setup exactly as the author has said to build it to very close tollerances, just make your 24" long instead of 12" long.

Concerning the lawnmower Carburetor used with the fuel system:

The purpose of this lawnmower carburetor is not to run your car. As you well know, they don't produce enough gas for that. The purpose of the lawnmower carburetor is to produce enough gas inside the manifold to allow the nitrogen hydroxide fuel to run your car without ruining your engine. If you choose to run without a little fossil fuel being injected into your manifold, than your engine life will probably be only about two or three weeks. That is a bad thing and therefore you have to use a little fossil fuel.

Hooking the lawnmower carburetor up to your fuel injected car might also be a challenge. You are going to have to mount it in such a fashion that the vaporised fuel will be able to enter the central point of your engine manifold somewhere. We are still working on this dilemma with fuel injected cars. Since all the cars on the road any more are pretty much fuel injected cars, this problem will affect most of the readers. We will keep you posted.

Concerning Vehicle Acceleration & Conversion of fuel injected systems:

We are studying this right now. It is unclear to us at this point how this is regulated. We have asked the inventor about this and have not heard back yet. We will give information on this as soon as it becomes available.

I am pretty sure that we are going to have to find a way to seriously tweak the onboard computer, since most modern cars have one and they closely regulate most of what happens with the motor.

Study the D17.pdf, information included in the red square icon just next to the icon that shows the Australian fuel system. It will help better explain to you some of the real world problems you are going to get into with a modern vehicle conversion to this system. If you really plan on converting your car to run on this fuel, you will have to become very familiar with this document.

Cylinder Material / (316 & 316L SS):

You are going to have a fairly hard time running down the cylinder material. It should be 316 or 316L stainless steel tubing. It is hard to come by and you are going to pay dearly for it in US. When I say hard to come by, that is kind of a misnomer. It is plentiful, but nobody wants to sell you the little short pieces like you want for a prototype. Everybody wants to sell you what they call a stick, which is the full length tube, which may be as long as 25 feet. Happy Hunting!

End Plate Groove & Cutting End Plate in a Perfect 4.5" circle:

Amazon.com has adjustable hole cutters really cheap for \$10.00. They go elsewhere for up to \$159.00. Soooo, buy at Amazon.com.

The adjustable hole cutter is a necessary tool for this venture. You'll need it to cut out your perfect circular end plates out of the Lexan plastic. You'll also need it to cut your groove in the end plates for your cylinder stock.

You are going to need a lot of different kinds of tools for this venture. A complete build was not explained in the D18.pdf. We just showed you the important details so you could see how it works; and figure out what you need to build your own. There are a lot of very important details you'll need to run down on your own if you really want this thing.

Lawnmower Connection on Fuel Injected Cars:

There is an air-mixing chamber on many of the newer cars with fuel injection. This would be a great place to tee into the cars fuel system. There is an air hose coming from the air filter and you can tee off directly into that hose probably about 1.5" from where the hose attaches to the mixing chamber. You need to remember to leave enough room for the hose to be attached to the mixing chamber. You need to also remember that the lawnmower carburetor bracket you are going to have to fabricate will have to bring the carburetor as close to the air inlet into the mixing chamber as possible. The reason for this is that you are vaporizing petrol at this juncture and you want to inject it directly into the engine, not just have it traveling around in a hose. You want to inject the petrol as direct as you can from the base of your lawnmower carburetor directly into the mixing chamber. This way, you reduce the risk of a fire and/or explosion hazard.

Remember that your vehicle is not running on the petrol, so you don't have to give it that much from the carburetor. The only reason for the petrol is to keep your engine from being damaged from the nitrogen hydroxide fuel. You are now running on a new fuel, nitrogen hydroxide.

He goes on about this and that but does not get too technical.

Response:

There is a good reason for that. Most folks who are looking at this information are just looking and will never build the fuel system. Most of the folks can not read English. Imagine that. We are sharing with a wide range of people worldwide. Actually as simple as it is to build, it is a tedious and expensive venture. This is not a paint by numbers deal. If you are going to build this system you are going to have to be highly motivated and very mechanically inclined. We have given you a lot of information and most of the persons who are reading this are not that technical minded. If they want the system, they will have to find someone to build it for them. There are a lot of steps which were left out on purpose to make this as easy to understand as possible. This is a basic 101 crash course on a lost technology, for the soul purpose of getting

the information out. We do not care if you build it or not. This is a free gift. There are a lot of nuances associated with this system that you will also have to accept purely on faith. It works and you are just going to have to believe that. We do not have to prove anything to you and do not have the time or inclination.

Become a member of a Yahoo group such as [Watercar](#), [Hydroxy](#), or [Joe Cell](#), and ask all the questions you want. Those sites are full of other people trying to build systems also and they understand a lot of stuff and don't mind sharing with serious folks.

Australian Fuel System:

CORRECTION!!!!!!!!!!!!

Pertaining to the carby being used with a fuel injection system, it is not necessary to have a carburetor installed when you have a fuel injection system. You have to take your vehicle to a knowledgeable professional who can program the computer to inject a very small amount of petrol, but also burn the nitrogen hydroxide in conjunction with the petrol. The computer will have to be totally reprogrammed to run the new fuel and the oxygen sensor will have to be turned off.

Australian Fuel System:

This is the real deal folks and I can't tell you how I know that. When you are building the system, take care to keep all measurements as exact as possible. The cathode and the anode should be separated by exactly a uniform 9 mm space around the inner cylinder. Any deviation in this measurement and you might as well throw it away. Copy all the measurements precisely [from the D18.pdf](#) and you will have a great system that works.



11/21/2006 9:05:08 A.M. Pacific Standard Time

I have attached two pics of the [Joe Cell I](#), for comparison purposes. You might want to post this on your site for the folks to look at, so they can judge for themselves the similarities.

Similarities of Joe Cell I & Australian fuel system:

- 1) Has an outer cylinder
- 2) Has an inner surface
- 3) Has an anode and cathode, (+) & (-) plate system.
- 4) Is a horizontal system.
- 5) Has end plates.
- 6) Made out of 316 stainless steel.
- 7) Has a gas outlet at the top of cylinder.
- 8) Has a check valve at the top of the cylinder.
- 9) The system is a working system.
- 10) The system runs of 12 volts DC.
- 11) Both are cylindrical.

Joe Cell Differences:

- 1) Gas produced is unknown.



- 2) Inner cylinder is a rolled mesh.
- 3) Outer cylinder is not wrapped with wire coil.
- 4) Water is a charged stream water typically with no chemical additives.
- 5) The end plates are screw on end plates.
- 6) The system is longer.
- 7) The distance between outer and inner cylinders is greater.

<<CLICK FOR LARGER

FORUM NOTE: 11/24/2006 3:17 PM

Don't be fooled by the debunkers of this system. The technology shared with you is of a top secret nature. It has been suppressed for many years by very powerful people. You were never supposed to have had access to this information. Now that you have been shown the technology, you will hear many debunkers claim that the system is a farce. There hope is to keep you from fabricating and utilizing this technology. So do not be fooled by them. They have been paid handsomely to make you go astray. Take this wonderful information you have been given and spread it far and wide; build this system which *supposedly does not work*; and test it for yourself. You will find that God and a few great friends have given you a priceless gift. Friends have literally risked their lives so that this information could be made available to you.

For instance: [The Inventors of Water Powered Cars](#) Many of the inventors lives were threatened. [Yull Brown](#) had shots fired into his kitchen, [Stan Meyers 2](#) was threatened and eventually poisoned, a few months Yull Brown dies of old age. [Andrija Puharich 2](#) mysteriously fell down a flight of stairs. [Carl Cella](#) died in prison.

[Stan Meyers' Water Car](#)

VIDEO: [Water Car Inventor Stanley Meyer Killed](#) VIDEO: [youtube.com](#)

[Video of Steorn Energy Device in operation](#) [Another company claims free energy: The Erke device Video](#)

[Another company claims free energy: The Erke device Video](#) [Lutec](#)

[Major Solar Cell Breakthrough Announced](#) The Department of Energy says Boeing-Spectrolab has created a solar cell with 40.7% sunlight-to-energy conversion efficiency.

[Kohei Minato and the Japan Magnetic Fan Company](#)

Solar/Hydrogen: [Jack Nicholson promotes the hydrogen-powered chevy \(1978\)](#)

[Nature Was My Teacher - The Vision of Viktor Schauberger](#)

[Interesting book about Tesla and his designs for a flying spacecraft](#)

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