

Water for Gasoline

by Robert A. Nelson

Ever since Day One of the Automobile Age, engineers have been tinkering with the infernal combustion engine and its fuel to get more horsepower per pound and more miles per gallon. Over a century later, the "average" mpg has increased damned little, and the machines have become obscenely complicated. Despite whatever socially redeeming value they may have, cars as we know them are merely a way to sell parts and petroleum products.

There are dozens of engine designs that are much less complex and more efficient than the abuses we suffer today, but such wonderments have yet to become available, if ever. It is all being done merely to burn gasoline for profit. Gasoline used to be a waste product of petroleum processing until internal combustion engines were designed to burn and monetize it.

Civilization has been severely retarded by the greed of inhuman corporations and their minions. "They" possess thousands of inventions that could benefit industry and society in general with improved engine efficiency and public health, but *Nooo...* Today we are cursed instead with a plethora of problems caused by environmental pollution and destruction, vaccines, genetic modification, nuclear radiation, etc. It is very likely to end in the sixth extinction of most life on Earth, no asteroid required.

In the meantime, however, it would be a simple matter to improve automotive performance as we drive into the abyss, even unto the last tankful of guzzline:

Mix water with gasoline !

Some 20% of gasoline is wasted outright because it serves only to cool the temperature of the air-fuel mixture (especially at high speeds), and it is only partially combusted before being exhausted. Water can replace that 20% by cooling the mixture, while cleaning the engine in the process. Water vapor also can act as a catalyst to improve combustion.

The amount of water that can be mixed with gas depends on the particle size of the fuel and water. The ideal size would be single molecules, which have the most surface area available for the combustion reaction. This can be achieved by vaporizing the fuel and/or water with the waste heat of the exhaust system.

Water and petroleum products can be merged with ultrasound, solvents, surfactants, steam, and fog. The electrolysis of water is not being considered here, although the water can thermally dissociate into hydrogen and oxygen during ignition and is welcome to do so.

One of the earliest and simplest devices to humidify fuel was invented in the 1970's by Charles Brown. His inexpensive "Ring of Power" and "Power Pak" were water-saturated porous ceramic rings aspirated by intake air, which raised the humidity to an optimum of about 95%. The device worked in any car or truck to improve performance, and it reduced carbon deposits and emissions.



Charles Brown & his "Ring of Power" (Photo: Tom Valentine)

In an interview published in Tom Valentine's *National Exchange* (April 1977), Brown said:

"Additionally, our system results in less engine vibration, longer spark plug life, longer engine life, a quieter engine and increase effective road horsepower and significantly improved gasoline mileage."

Nowadays the [Bosch WaterBoost](#) system offers to save gasoline by spraying microscopic droplets of water into the intake duct, thereby cooling the combustion air temperature to an optimal level. It also prevents misfiring. 5 liters of demineralized water will last about 2000 miles. If the water runs dry, engine operation is not affected, but the benefits will not be gained. Bosch claims that WaterBoost provides "up to 5% greater engine performance without increasing engine displacement or boost pressure, up to 13% less fuel consumption at higher acceleration or long motorway journeys, and up to 4% less CO2 emitted in the WLTC (Worldwide harmonized Light-duty Test Cycle)."

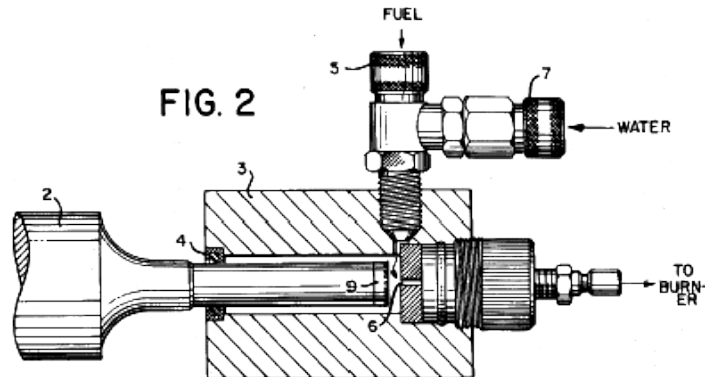
[RSR Turbo Water Injection](#), [AquaTune Water Injection](#), and [Aquamist](#) also offer robust do-it-yourself kits that have proven their worth.

The on-demand Ultrasonic Fuel-Water Emulsifier invented by Eric Cottell in the 1970s blended up to 70% oil and 30% water with a particle size about 1/50,000 inch diameter. When the emulsion is burned, the small water droplets explode into steam, which

disperses the oil into even finer particles which burn more completely.

Cottell said that "with an ultrasonic reactor attached to a carburetor, a car can get almost DOUBLE the normal miles per gallon of gasoline -- with negligible exhausts."

When adapted to oil burners, they consumed 30% less oil and produced less pollution than a standard oil combustion system. Supertankers and cargo ships could become profitable and sufferable if this invention was installed in them. Cottell received three US Patents: #3749318, #3941552, and #4048963.



E. Cottell: USP #3749318

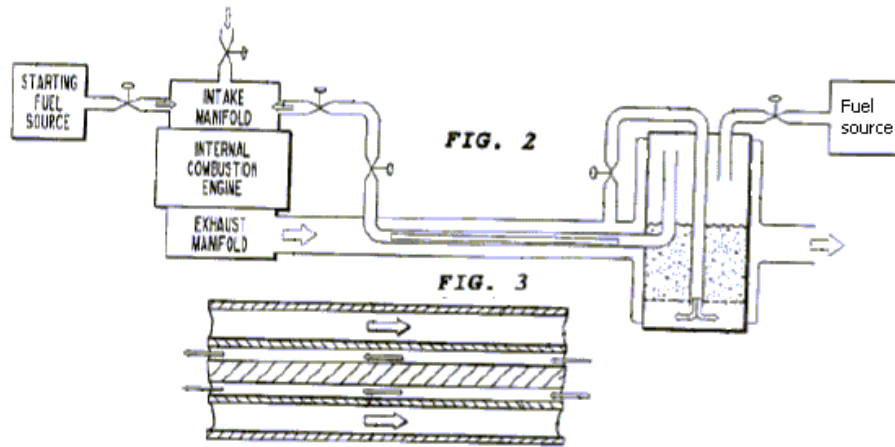
The Water Fuel System developed in recent years by [Walter P. Jenkins](#) resembles the Cottell design, but it is much more efficient because it uses higher frequencies (from 1.6 to 3.0 MHz) to produce particle sizes of 2 μm or less which can mix in a ratio of about 95% water:5% fuel.

Jenkins' system also applies the north poles of neodymium magnets, imposes specific frequencies (6010 Hz and 1.094 MHz), and irradiates the reaction chamber with infrared and ultraviolet LEDs. All that's missing is a microwave magnetron. In his patent application, Jenkins also notes:

"The effect achieved is the protonation and or proton spin of the water particles. While some water particles are separated into hydrogen and oxygen, others that do not separate are preconditioned to do so when acted on by electrical or heat changes such as the heat and spark inside of an internal combustion engine cylinder. To better achieve this, a spark plug having a higher voltage in the range of between about 150,000 and 200,000 volts may be used."

Frederic Wentworth, Jr. took a very simple approach in his US Patent # 3862819. He added bubbled compressed air through a tank of water covered with a film of oil.

In a similar manner, the GEET fuel pre-treater developed by [Paul Pantone](#) (US Patent # 5794601) performs phenomenally well simply by drawing air through water and waste oil, old gasoline, or whatever, and preheating it with the engine exhaust. GEET systems are best suited for stationary applications such as generators.



P. Pantone: US Patent # 5794601

Combinations of water, alcohol and other oils can substitute for diesel, gasoline and other petroleum products, but such formulas have never been available to us since they were first developed in the 1930s.

Austrian Baron Alfred Coreth concocted a mixture of alcohol, vegetable oil, and water which he named "Corethstoff" after himself. It was cheaper to produce than gasoline, non-explosive, nearly non-flammable, frost-proof and knock-proof, and it yielded 20% more miles per gallon.



Baron Alfred Coreth demonstrating "Corethstoff" in 1935

Baron Coreth was awarded a gold medal by an international commission of examiners in 1935, and the invention was purchased by a group of English financiers.

He received several patents for his simple formulas. Here are some examples from FR760323: (1) 40-45% crude benzole, 40-45% crude alcohol, and 10-20% water; (2) 5% Benzene, 35-40% tung oil, 40-45% crude alcohol, and 10-20% water; (3) 40-45% wood oil, 40-45% alcohol, & 10-20% water.

Gasoline can be replaced by a cocktail of alcohol and water if the mixture is preheated to 170° F. The carburetor developed by Herbert Hansen and Dale Pate in the 1970s was able to burn 140 proof alcohol in a Ford Pinto and get 70 mpg and more power than with

gasoline, and the system performed equally well in a 1925 Model T-Ford.

'Vehicles can run on straight alcohol, but they only get 5 to 8 miles to the gallon," Pate explained to a reporter from [The Chicago Tribune](#) (12 August 1979). Their fuel system used engine heat and two 100-watt electric immersion heaters. The vapor could be carbureted or injected.

The ability of water to dissolve or react with other molecules depends in part upon the microstructure of the water, which has many forms. Water can be "structured" by electromagnetic and acoustic fields, and thereby becomes endowed with novel properties that can be exploited to enhance combustion.

For example, [Keith Johnson](#), a former professor of materials physics at MIT, used quantum chemistry to design an Oil-Water Nanocluster Emulsion that works in existing engines. Johnson developed surfactants to bond water and diesel in stable 20-molecule clusters. According to the explanation offered in his US Patent #5997590, their overlapped, "protruding, delocalized pi orbitals" contribute to the combustion process.

Dr. Shui-Yin Lo and David Gann (Cal Tech) have developed [Nano Fuel](#), a nontoxic biodegradable catalytic combustion enhancer developed from "subatomic particles founds in water". The inventors [proclaim](#):

"The stable solid hydrogen and oxygen clusters induce a catalytic reaction because of their strong electrical attraction... connected by electrical dipole interaction via internal electric field of ions and having a permanent electric dipole moment with a surrounding electrical field. The clusters are stable under normal room and atmospheric pressure."

Water and gasoline also can be emulsified by surfactant chemicals, but it is not advantageous to add more exotic reagents to the brew when ultrasound will do the job cleanly.

All of the above fixes could be obviated by an engine that burns water alone. Romanian inventor [Mihai Rusetel](#) appears to have accomplished that feat.

His simple water-fuel engine is energized initially by a battery. Its pistons are contained by a movable double cylinder with a glowplug that ignites water in a diesel-like manner. The engine consumes 10 liters of water per 100 km at about 45 mph. The design is described in Romanian Patent RO116426 (Water Engine), and a few videos about it can be found on YouTube ([here](#), [here](#), and [here](#)).

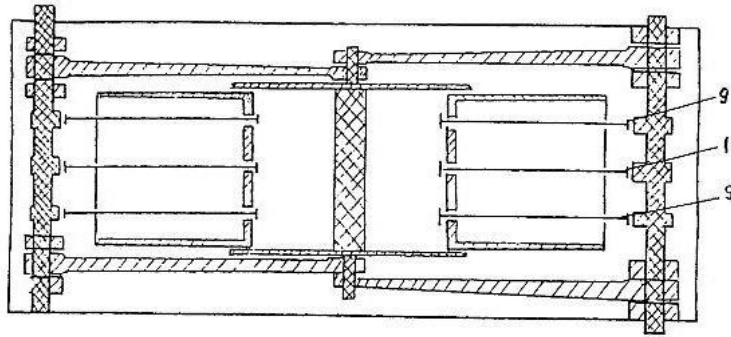
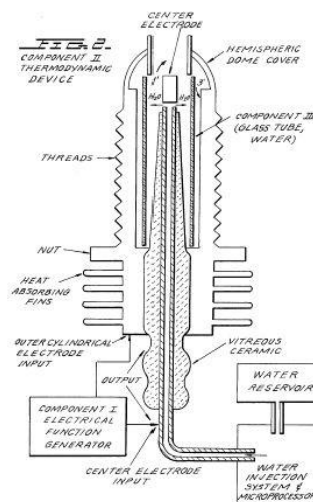


Fig 2

M. Rusetel: Romanian Patent #116426

Dr. Andrea Puharich invented and developed a water-burning "Thermodynamic Device" and reportedly used it to drive 100,000+ miles around the USA in his motorhome during the 1970s. The business end resembled a spark plug, and performed electrolysis at the moment of water injection in each cylinder. The control system exerts electric energy upon water to force it into a highly polarized tetrahedral form with angles of $109^{\circ}28'$. Then it imposes a complex rippled sawtooth wave form of the fundamental carrier frequency 3980 Hz and harmonics (7960 Hz, 15,920 Hz, 31,840 Hz, and 63,690 Hz) to split water with optimal efficiency. In his 1983 US Patent #4394230, he claimed:

"The saving of this aspect of the invention alone reduces the total cost of hydrogen by about 25%. This Thermodynamic Device is based on a new discovery --- the efficient electrolytic fission of water into hydrogen gas and oxygen gas by the use of low frequency alternating currents as opposed to the conventional use of direct current, or ultra-high frequency current today. Such gas production from water by electrolytic fission approaches 100% efficiency under laboratory conditions and measurements. No laws of physics are violated in this process."



A. Puharich: US Patent # 4394230

Conspiracy theories and paranoia aside, the reason why hydrogen is not generally considered practical as a fuel is the cost and thermodynamic efficiency of internal combustion engines versus fuel cells. When the apples and oranges of gasoline engines and fuel cells are crunched, the numbers show 1 kg of hydrogen is "equal" to about 3 gal of gasoline. But why bother with all the high technology of fuel cell membranes when we can easily blend 95% water and gasoline using ultrasound, or burn 100% water directly?

The simplistic answer to that moot rhetorical question is that money-hungry technocrats and their financiers will stop at nothing to accomplish monumental efforts in futility and omniscience, such as nuclear power, as long as it is profitable. After the value has been extracted by corporateers, the duped public usually is stuck with the bill for cleaning up the consequences of our stupidity.

Currently the power density required for electrolysis is not economical or practical for general use in cars, but several bubbling edge researchers have achieved phenomenal results that seem to scoff at the laws of thermodynamics. They find license in quantum physics, and have the patents and prototypes to prove their Zero Point.

It is far beyond the scope of this article to treat the subject of hydroxy-fuel in detail, but the Garrett Electrolytic Carburetor should be mentioned as a classic example of what once was, even without newfangled math and materials.

Henry Garrett of Dallas TX was the inventor of the first automatic traffic stop light. He and his son also invented an Electrolytic Carburetor that could fulfill the needs of many vehicles.

Their water-fueled car was featured in a Pathé "Stranger than Fiction" newsreel of the day, being driven along Garland Road to White Rock Lake. The driver poured some lake water into the fuel tank and then cruised away into history. Today only the newsreel, a few brief newspaper articles, and US Patent #2006676 remain to remind us of its reality.

Garrett's patent clearly describes and illustrates the construction and operation details of his carburetor. It started instantly in any weather, the engine ran cooler with full power and speed, and it posed no fire hazard.

The *Dallas Morning News* (8 September 1935) reported on a private demonstration given by C.H. Garrett (the son):

"The inventor said the idea itself was not new. He explained that difficulty had been encountered heretofore in attempts to store the dangerously inflammable hydrogen. He claimed to have avoided that trouble by making and exploding the gas in the same process without a storage chamber in which the flames from the motor cylinders might react...

"Garrett said attachment of the electrolytic carburetor and installation of a

generator of about double normal capacity to furnish power for the breaking down of the water were the only changes needed to convert a gasoline burning automobile into a water burner..."

Wait! There's More!

Honorable mention must be made of the legendary Green Pill – not to be confused with the Red and Blue Pills of Matrix fame.

Louis Enricht announced in 1916 that he had invented "a substitute for gasoline that can be manufactured for a penny a gallon". Enricht allowed reporters to inspect the empty gas tank of an automobile, and they also tasted the water that Enricht then poured into the tank. He added a green pill, started the car, and gave the press a ride around Farmingdale, Long Island. William Haskell, who published the *Chicago Herald*, investigated Enricht's claims and wrote:

"I examined the entire engine and tank. I even tasted the water before the mysterious green pill was dropped into the tank. Then I opened the petcock and examined the liquid, which now tasted like bitter almonds [cyanide?]. I also tasted the liquid at the carburetor which was the same. I was amazed when the auto started. We drove it around the city without any trouble".

A few days later, it was revealed that Enricht had been indicted for fraud in 1903, and had been involved in other phony schemes. Despite his lack of credibility, Enricht convinced Benjamin Yoakum to finance him and organize the National Motor Power Company. Investigators from the British Army were given a demonstration, and they reported, "The car operated as expeditiously and efficiently as it would have on gasoline".

Yoakum eventually sued Enricht, who was forced to open a safe deposit box containing the formula and a sample of the substance. It wasn't there, and the National Motor Power Company folded. Enricht was later convicted of another fraud -- extracting gasoline from peat -- and he served several years in Sing Sing prison.

The story of John Andrews also involved a green powder. In 1917 he approached the US Navy, claiming that he could convert fresh or salt water into a fuel with the same power as gasoline at a cost of about 2 cents per gallon. His formula was tested in the tank of a motorboat and it proved more than satisfactory, but the Navy seemed uninterested.

Andrews was again allowed to demonstrate his invention at the Brooklyn Navy Yard, where a motor boat was fitted with a dynamometer for the test. Commander Earl P. Jessup, who was Captain of the yard, declared:

"We gave Andrews a bucket of water drawn from the Navy Yard [fresh water] hydrant by one of the yard attaches. He got into his car with a gallon can which we inspected and found to be empty and a little satchel he carried with him. In about a minute he handed out the filled can which I personally carried to the open

fuel tank. While pouring the liquid into the tank, Andrews held a lighted cigarette close to the liquid, which did not ignite. That showed it was not gaseous or inflammable at that part of the demonstration, which to me was most important. The engine caught just as quickly as it would have done with gasoline, and after a moment's adjustment of the carburetor, it settled down to its work, developing 75% of its rated horsepower, a remarkable showing with any fuel with so slight a readjustment of the carburetor".

In a second test, Andrews was put in an empty room with no possible way to get rid of the bucket of salt water except to empty it into his one-gallon gas can. Commander Jessup said:

"In myself, Rear Admiral G.E. Burd, the Industrial Manager of the yard, was present and with the precautions we had taken --- our own a minute he emerged with the can filled, and the engine again used it up, no difference being noted between the salt water and fresh. Besides Navy engine, tank and carburetor and our own men supplying the water --- there was no possibility of deception.

"From a military viewpoint, it is almost impossible to visualize what such an invention means. It is so important that we have hurried an officer to Washington to make a report to the Navy Department. It is obvious that Andrews has discovered a combination of chemicals which breaks down water to a form that is inert until mechanically vaporized by the carburetor, when the spark causes it to burn as gasoline burns".

Walter Meriwether, the Navy editor of the *New York World*, met with Andrews at his home in McKeesport, PA. Andrews was extremely paranoid, and said:

"Somebody poisoned my watchdog last week. The only reason my dog was poisoned was so somebody could get at me more easily. I am being followed everywhere, day and night. A lot of people know about my invention --- how it will put every oil company in the world out of business. Two cents a gallon for a substitute as good as the best they can refine? I tell you, my life is not worth that [snapping his fingers]! Think of what my invention means to nations at war".

Meriwether offered to arrange for a thorough test of his invention with the Navy Department in Washington DC, and Andrews accepted his help. Meriwether managed to arouse the interest of Secretary Josephus Daniels, who responded, "Tell the man to come on at once; I will have a submarine and airplane detailed and ready for him on his arrival".

Meriwether telegraphed Andrews, but received no reply. He then accompanied the police to Andrews' home, where they found the house had been ransacked. No trace was found of Andrews. But Andrews had not been kidnapped or murdered -- he had simply reported back to his seaman's post in the Canadian Navy. Andrews was unable to find anyone who was interested until 1935, when he converted tap water into fuel before members of the

Bureau of Standards and demonstrated its power. The Bureau declined to take further action. When a curious reporter named James Kilgallen found him in 1942, Andrews said that he had forgotten the formula.

Decades later, Guido Franch demonstrated the conversion of water to fuel with a green powder. He tried for nearly 50 years to find financiers for his product, which could turn water into 105-octane fuel. He called it "Mota", which is atom spelled backwards.

Franch demonstrated Mota hundreds of times, but never produced it commercially. He did, however, sell about 3000% of his rights to interested investors. In 1973 Franch was subpoenaed to appear in Chicago's Federal Circuit Court "with any records relating to the purchase or the proposed purchase of any fuel, fuel powder, or fuel formula in your possession". He demonstrated his Mota in the presence of judges William Bauer and Philip Romiti, who believed what they saw, and Franch was acquitted of charges of fraud.

The fuel is produced with one pound of the reagent in 50 gallons of water. It burns clean and leaves no residue. In one demonstration with a lawnmower, it ran for about 15 minutes on a small amount of Mota-treated water. An equal amount of gasoline lasted only 3 minutes. Mota fuel is very sensitive to sunlight, which will turn it back to water with a white powder residue.

Gary Bolz, a consultant on fuel engineering, was able to test Mota at Michigan State University and Havoline Chemical Laboratories, and stated:

"The granules are dark olive green. As they enter water, they dissolve in a string of green, which begins to spread fiber-like throughout the water. As the water begins to react, there is a swirling effect. Reaction is complete in a few minutes. If the crystals are mixed in 1:1 ratio with water, the resulting fluid is highly explosive and can be detonated by a small shock. But it isn't shock-sensitive when mixed at a normal ratio of one ounce of powder per half gallon of water. The finished fuel is lighter than water".

Franch claimed that the manufacture of Mota was taught to him and others in 1925 by a German scientist named Alexander Kraft, who died in 1941. One pound of the green crystals can be produced from 25 pounds of coal at a cost of about \$100.

Guido Franch received about \$100,000 from small investors during a period of 40 years, but he never manufactured any Mota. Although he received several serious offers from major investors, his financial demands were unreasonable so nothing practical ever came of his demonstrations and negotiations, and the formula has been lost. It seems that we are obliged to continue burning gasoline until some genius rediscovers the secret of extracting green crystals from coal.



Guido Franch demonstrating Mota (Photo: Tom Valentine)

And there you have it -- a glimpse into the amazing Wonder World of... Whenever...

About the Author: Robert A. Nelson is a 10th grade dropout with no credentials. He established [Rex Research](#) in 1982 to archive hard-to-find information about suppressed, dormant, and emerging technologies. He persists...
