
Subject: hydrogen
Posted by [excelav](#) on Fri, 18 May 2007 22:10:50 GMT
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Bush and his oil buddies won't like this!

<http://www.msnbc.msn.com/id/18700750/>

Subject: Re: hydrogen
Posted by [dc\[3\]](#) on Fri, 18 May 2007 22:19:16 GMT
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"James McCloskey" <excelsm@hotmail.com> wrote:

>

>Bush and his oil buddies won't like this!

>

><http://www.msnbc.msn.com/id/18700750/>

Oh yeah, and that's why both Bushe brothers continually veto the building of new oil platforms...

And this guy has a long way to go before his idea is credible.
Blaming it on egos is a bad start....
Money to finance his research would not be hard to find if it shows real promise.

He has not spoken of how much hydrogen his device puts out, and remember, it is only 40% as powerful as gasoline per volume so your car will lose a lot of its power. Remember also, this weaker car now has to pull you and your family up the hill to Las Vegas... Can it produce enough hydrogen on demand to pull this off?

What is the cost per mile of gallium and aluminum refills?

How far does the tank take you without a refill?

So far, I am not impressed.

DC

Subject: Re: hydrogen
Posted by [Tom Bruhl](#) on Fri, 18 May 2007 22:40:57 GMT
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This is a multi-part message in MIME format.

-----=_NextPart_000_00FC_01C7997C.131A17A0

Content-Type: text/plain;

charset="iso-8859-1"

Content-Transfer-Encoding: quoted-printable

I'm considering an attachment that will give 30% better fuel mileage on almost any vehicle. \$500 installed. Refill with distilled water = every 300-400 miles. \$3.00/gallon is down to \$2.00/gal.. It gets 40% out of a diesel. I've seen it and it works. There are some real pros on=20 this system. =20

The hydrogen is burned at such a fast rate the valves don't get oxidation damage. It isn't in mass production but I might get one = for my older 94 Chevy 1500 to see how it works. Simple install, fused, = amperage meter, hose to the carb/fuel injector and a small tank that seems smaller than a bread box. Might be tight under the hood of some cars. =20 It is easily removed for inspections. They won't pass because the = emissions=20 are so low it gives a false reading!!! Exhaust is cleaner too.

It can be removed and installed in another vehicle easily. Only one = install was a problem for the designer so far out of 10+. The computer in the = Ford van=20 would make the fuel mixture richer to compensate for the changes the = hydrogen box created. Turned out to COST him 30% in gas mileage! The next step is = to hack the car computers to adapt for this inexpensive device. He's = working on that now.

Just a consideration.

Tom

"DC" <dc@spammersinhell.com> wrote in message news:464e2664\$1@linux...

"James McCloskey" <excelsm@hotmail.com> wrote:

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So far, I am not impressed.

DC

I choose Polesoft Lockspam to fight spam, and you?

<http://www.polesoft.com/refer.html>

-----=_NextPart_000_00FC_01C7997C.131A17A0

Content-Type: text/html;

charset="iso-8859-1"

Content-Transfer-Encoding: quoted-printable

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-----= NextPart 000 00FC 01C7997C.131A17A0--

Subject: Re: hydrogen
Posted by [excelav](#) on Fri, 18 May 2007 22:46:06 GMT
[View Forum Message](#) <> [Reply to Message](#)

I don't know about climbing hills, but I do know the city of Lansing Mi. has been using hydrogen powered buses and trucks since 1975.

"DC" <dc@spammersinhell.com> wrote:
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>"James McCloskey" <excelsm@hotmail.com> wrote:
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Subject: Re: hydrogen
Posted by [steve](#) on Fri, 18 May 2007 22:53:01 GMT
[View Forum Message](#) <> [Reply to Message](#)

seems to me he's just passing the electricity buck.

The idea is to get power to your car's wheels. His plan is to use aluminum/gallium

to split water. And how does he get the aluminum/gallium back after it's used? Electricity. (I seem to remember reading that one of the biggest users of electricity in the country is the aluminum industry. Lots of power needed to electrolyze it out of ore.)

The same electricity that is used to split the aluminum oxide back to aluminum could just as easily be used to split water directly into hydrogen and oxygen. He's just moved the process from a most likely more efficient power plant right into a 350 pound pile of rocks in your car. Two conversions instead of one, undoubtedly more inefficient, to save the trouble of creating a hydrogen infrastructure. Maybe good. Maybe not.

The other problem with hydrogen, namely its tendency to leak right through seals and hoses, would still remain.

Very interesting story. I wish I could get enthused about it...

-steve

"James McCloskey" <excelsm@hotmail.com> wrote:

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Subject: Re: hydrogen
Posted by [Bill L](#) on Sat, 19 May 2007 02:44:34 GMT
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I was getting all excited, but now i see that I'm naive to even hope that a smart scientist can dream up a way to get hydrogen out of water economically.

Hey, did you guys see the Tesla Motors car. It's frickin' awesome:
http://www.teslamotors.com/index.php?js_enabled=1

0-60 in 4 seconds. Instant torque. I want one.

steve wrote:

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>>> DC
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Subject: Re: hydrogen
Posted by [Aaron Allen](#) on Sat, 19 May 2007 04:26:28 GMT
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At a base price of \$92k (fully loaded \$101,425), they've got a ways to go

to sell many of them, even with all the incentives. Still I like where it's headed and that sure is a sharp looking 'geek' ride. 248 Peak HP ain't bad, and at over 200 ft/lbs of torque flatlines from 0 to 6000+ RPM, it would leave a few black marks on the pavement I'm thinking.

AA

"Bill L" <bill@billlorentzen.com> wrote in message news:464e6609@linux...

>I was getting all excited, but now i see that I'm naive to even hope that a
>smart scientist can dream up a way to get hydrogen out of water
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Subject: Re: hydrogen
Posted by [excelav](#) on Sat, 19 May 2007 05:48:31 GMT
[View Forum Message](#) <> [Reply to Message](#)

Tom, let us know more about this.

James

"Tom Bruhl" <arpeggio@comcast.net> wrote:

>

>

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 >
 ><!DOCTYPE HTML PUBLIC "-//W3C//DTD HTML 4.0 Transitional//EN">
 ><HTML><HEAD>
 ><META http-equiv=3DContent-Type content=3D"text/html; =
 >charset=3Diso-8859-1">
 ><META content=3D"MSHTML 6.00.2800.1400" name=3DGENERATOR>
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><BLOCKQUOTE=20

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> <DIV>"DC" <<A=20

> href=3D"mailto:dc@spammersinhell.com">dc@spammersinhell.com> =
>wrote in=20
> message <A=20
> =
>href=3D"news:464e2664\$1@linux">news:464e2664\$1@linux...</DIV>
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Subject: Re: hydrogen
Posted by [Tom Bruhl](#) on Sat, 19 May 2007 07:02:44 GMT

This is a multi-part message in MIME format.

-----=_NextPart_000_0170_01C799C2.2C382290

Content-Type: text/plain;

charset="iso-8859-1"

Content-Transfer-Encoding: quoted-printable

James,

Actually the guy who is doing this is not a mechanic
he's my tech for the studio/road gear. He fixed my Genelec 1037s
when Genelec wouldn't, DBX 161 where parts were unavailable
and Telefunken V72 with intermittent problems.

He wants to market this so is keeping it close to the vest.
I've seen his '96 V8 Suburban running very smoothly. He gained
almost exactly 30% using this contraption (3rd stage of development).
He is engaging a few select mechanics to give it a good local run first.
He might put some details on a website in the near future. He has a
picture of all the components that I asked for a copy of but he wouldn't =

release it to me. It's remarkably simple except for the one natural =
ingredient
he adds to the distilled water to help produce the hydrogen. He claims =
that only
distilled water need be added and that the small amount of this other =
ingredient
is permanent and should never need to be added again. Silly simple.

I'm not much on the technology involved but the savings and pollution
reduction is worth it's weight in gold/gas. I would more than regain =
the \$500=20
investment within the first twelve months given the fuel prices of =
\$3/gal or=20
more.

I most concerned with the protection of the engine. He claims it's =
safe.
If for any reason it should fail it isn't needed anyway in an emergency =
on the road. =20
Flip the switch he installs on the dash and go on your way. He said it =
can be a=20
volatile situation but he has made it completely safe by using the =
ingredient (I'll get=20
the name again next time I speak with him) he has chosen.

This is right now "it works" technology. It's not expensive. Perfect.
Tom

"James McCloskey" <excelsm@hotmail.com> wrote in message =
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Tom, let us know more about this.

James

"Tom Bruhl" <arpeggio@comcast.net> wrote:

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>I choose Polesoft Lockspam to fight spam, and you?
><http://www.polesoft.com/refer.html> =20
>
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>down to=3D20
>$2.00/gal.. It gets 40% out</FONT></DIV>
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emissions are so low it gives a false reading!!! Exhaust is cleaner too.

It can be removed and installed = in another vehicle easily. Only one install was a problem for the designer = so far out of 10+. The computer in the Ford van would make the fuel mixture richer to compensate for the changes the hydrogen box created. Turned out to COST him 30% in gas mileage! The next step is to hack the car computers to adapt = for this inexpensive device. He's working on that now.

Just a consideration.

Tom

"DC" <dc@spammersinhell.com> = wrote in message news:464e2664\$1@linux...</DIV>
"= Jam es McCloskey" <excelsm@hotmail.com>= wrote:

>Bush and his oil buddies won't like this!

>http://www.msnbc.msn.com/id/18700750/

Oh

>yeah, and=3D20
 > that's why both Bushe brothers continually
veto the building of =
 =3D
 >new oil=3D20
 > platforms...

And this guy has a long way to go before =
 his =3D
 >idea is=3D20
 > credible.
Blaming it on egos is a bad start....
Money to =
 finance
 =3D
 >his=3D20
 > research would not be hard to find if it
shows real =3D
 >promise.

He has=3D20
 > not spoken of how much hydrogen his device puts out,
and =
 remember,
 =3D
 >it is=3D20
 > only 40% as powerful as gasoline per volume
so your car will =
 lose a
 =3D
 >lot of=3D20
 > its power. Remember also, this
weaker car now has to =3D
 >pull you=3D20
 > and your family up the hill to
Las Vegas... Can it produce =3D
 >enough=3D20
 > hydrogen on demand to pull
this off?

What is the cost per =
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 >mile of=3D20
 > gallium and aluminum refills?

How far does the tank take you =
 =3D
 >without a=3D20
 > refill?

So far, I am not =3D
 >impressed.

DC

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-----=_NextPart_000_0170_01C799C2.2C382290

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</HEAD>
<BODY bgColor=3D#ffffff>
<DIV><FONT face=3DArial size=3D2>James,</FONT></DIV>
<DIV><FONT face=3DArial size=3D2>Actually the guy who is doing this is =
not a=20
mechanic</FONT></DIV>
<DIV><FONT face=3DArial size=3D2>he's my tech for the studio/road =
gear.&nbsp; He=20
fixed my Genelec 1037s</FONT></DIV>
<DIV><FONT face=3DArial size=3D2>when Genelec wouldn't, DBX 161 where =
parts were=20
unavailable</FONT></DIV>
<DIV><FONT face=3DArial size=3D2>and Telefunken V72 with intermittent=20
problems.</FONT></DIV>
<DIV><FONT face=3DArial size=3D2></FONT>&nbsp;</DIV>
<DIV><FONT face=3DArial size=3D2>He wants to market this so is keeping =
it close to=20
the vest.</FONT></DIV>
<DIV><FONT face=3DArial size=3D2>I've seen his '96 V8 Suburban running =
very=20
smoothly.&nbsp; He gained</FONT></DIV>
<DIV><FONT face=3DArial size=3D2>almost exactly 30% using this =
contraption (3rd=20
stage of development).</FONT></DIV>
<DIV><FONT face=3DArial size=3D2>He is engaging a few select mechanics =
to give it a=20
good local run first.</FONT></DIV>
<DIV><FONT face=3DArial size=3D2>He might put some details on a website =
in the near=20
future.&nbsp; He has a</FONT></DIV>
<DIV><FONT face=3DArial size=3D2>picture of all the components that I =
asked for a=20
copy of but he wouldn't </FONT></DIV>
<DIV><FONT face=3DArial size=3D2>release it to me.&nbsp; It's remarkably =
simple=20
except for the one natural ingredient</FONT></DIV>
<DIV><FONT face=3DArial size=3D2>he adds to the distilled water to=20
help&nbsp;produce&nbsp;the hydrogen.&nbsp; He claims that =
only</FONT></DIV>
<DIV><FONT face=3DArial size=3D2>distilled water need be added and that =
the small=20

```

amount of this other ingredient</DIV>
<DIV>is permanent and should never need to =
be added=20
again. Silly simple.</DIV>
<DIV> </DIV>
<DIV>I'm not much on the technology involved =
but the=20
savings and pollution</DIV>
<DIV>reduction is worth it's weight in=20
gold/gas. I would more than regain the \$500 </DIV>
<DIV>investment <FONT face=3DArial =
size=3D2>within=20
the first twelve months given the fuel prices of \$3/gal or </DIV>
<DIV>more.</DIV>
<DIV> </DIV>
<DIV>I most concerned with the protection of =
the=20
engine. He claims it's safe.</DIV>
<DIV>If for any reason it should fail it =
isn't needed=20
anyway in an emergency on the road. </DIV>
<DIV>Flip the switch he installs =
<FONT face=3DArial=20
size=3D2>on the dash and go on your way. He said it can be a =
</DIV>
<DIV>volatile situation but he has =
<FONT=20
face=3DArial size=3D2>made it completely safe by using the ingredient =
(I'll get=20
</DIV>
<DIV>the name again next time I speak =
<FONT=20
face=3DArial size=3D2>with him) he has chosen.</DIV>
<DIV> </DIV>
<DIV>This is right now "it works" =
technology. It's=20
not expensive. Perfect.</DIV>
<DIV>Tom</DIV>
<DIV> </DIV>
<DIV> </DIV>
<DIV> </DIV>
<BLOCKQUOTE=20
style=3D"PADDING-RIGHT: 0px; PADDING-LEFT: 5px; MARGIN-LEFT: 5px; =
BORDER-LEFT: #000000 2px solid; MARGIN-RIGHT: 0px">
<DIV>"James McCloskey" <<A=20
href=3D"mailto:excelsm@hotmail.com">excelsm@hotmail.com> wrote =
in message=20
<A =

[let=20
 us know more about this.

James

"Tom Bruhl" <<A=20
\[wrote:
>
>
>I'm considering an attachment that will =
 give 30%=20
 better fuel mileage
>on almost any vehicle. \\\$500 =
 installed. =20
 Refill with distilled water =3D
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 1500 to=20
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 the changes=20
 the =3D
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 him 30% in=20
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 <<A =
\\[wrote=20
 in message <A=20\\]\\(3D\\)\]\(3D\)](3D)

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>
> Oh =
yeah, and=20
that's why both Bushe brothers continually=3D20
> veto the =
building=20
of new oil platforms...
>
>
> And this guy has =
a long=20
way to go before his idea is credible.
> Blaming it on =
egos is a=20
bad start....
> Money to finance his research would not be =
hard to=20
find if it
> shows real promise.
>
> He =
has not=20
spoken of how much hydrogen his device puts out,
> and =
remember,=20
it is only 40% as powerful as gasoline per volume
> so =
your car=20
will lose a lot of its power. Remember also, =
this
> =20
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-----=_NextPart_000_0170_01C799C2.2C382290--

Subject: Re: hydrogen
Posted by [John \[1\]](#) on Sat, 19 May 2007 12:15:51 GMT
[View Forum Message](#) <> [Reply to Message](#)

Why not just release every single detail in a very public way and save the world?

Subject: Re: hydrogen
Posted by [Tom Bruhl](#) on Sat, 19 May 2007 14:21:25 GMT
[View Forum Message](#) <> [Reply to Message](#)

This is a multi-part message in MIME format.

-----=_NextPart_000_0016_01C799FF.74553580
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: quoted-printable

John,
I know huh?

This stuff is no secret. He has fine tuned what he believes
is a great little add on system over the last year and everyone is=20
more interested now because the petro prices are so high. It's=20
become a marketing bonanza I think.

T

"John" <no@no.com> wrote in message news:464eea77@linux...

Why not just release every single detail in a very public way and save =
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I choose Polesoft Lockspam to fight spam, and you?

<http://www.polesoft.com/refer.html>

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-----=_NextPart_000_0016_01C799FF.74553580--

Subject: Re: hydrogen

Posted by [Bill L](#) on Sun, 20 May 2007 15:13:30 GMT

[View Forum Message](#) <> [Reply to Message](#)

And dig, it only cost 2 cents a mile to run. Most cars are around 8 cents, so you can save there.

Aaron Allen wrote:

> At a base price of \$92k (fully loaded \$101,425), they've got a ways to go
> to sell many of them, even with all the incentives. Still I like where it's
> headed and that sure is a sharp looking 'geek' ride. 248 Peak HP ain't bad,
> and at over 200 ft/lbs of torque flatlines from 0 to 6000+ RPM, it would
> leave a few black marks on the pavement I'm thinking.

>

> AA

>

>

>

> "Bill L" <bill@billlorentzen.com> wrote in message <news:464e6609@linux...>

>> I was getting all excited, but now i see that I'm naive to even hope that a

>> smart scientist can dream up a way to get hydrogen out of water

>> economically.

>>

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>

>

Subject: Re: hydrogen

Posted by [Jamie K](#) on Sun, 20 May 2007 16:03:48 GMT

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Bill L wrote:

> And dig, it only cost 2 cents a mile to run. Most cars are around 8
> cents, so you can save there.

Heh, that's right! :^)

Since most cars don't go 0-60 in 4 seconds, if I were in the market for
a this kind of car, I'd be comparing this to other similarly priced or
higher priced cars that run at a much, much higher cost per mile.

Although at that point, if you really care about the cost per mile
you're probably not in the market for a \$100,000 ride.

They sold out of the first run, a great start for Tesla.

While vehicles in that class are just a conversation piece for most of
us. Tesla's long term plans include other, more practical/affordable
models as the economies of scale kick in. We shall see.

Here's another hotrod electric, a four-wheel-drive seven passenger
collaboration between Lotus and Zap. Claims 0-60 in about 5 seconds, and
this one might jump in at about half the cost of a Tesla Roadster:

http://www.zapworld.com/ZAPCMS/uploadedFiles/ZAP_APX.pdf

Cheers,

-Jamie

www.JamieKrutz.com

> Aaron Allen wrote:

>> At a base price of \$92k (fully loaded \$101,425), they've got a ways
>> to go to sell many of them, even with all the incentives. Still I
>> like where it's headed and that sure is a sharp looking 'geek' ride.

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Subject: Re: hydrogen
Posted by [Deej \[4\]](#) on Sun, 20 May 2007 21:27:38 GMT

8 cents a mile?. Where on earth did you come up with that Bill?. Include the amount of bluebook devaluation *per mile*, gasoline, scheduled maintenance, tire wear, cosmetic damage due to normal road grime and hazards like rock damage to windshields, dent's to side panels in parking lots, etc. and it really adds up to much more.

Regards,

Deej

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Subject: Re: hydrogen
Posted by [Rich Lamanna](#) on Mon, 21 May 2007 02:12:49 GMT
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John, it is called intellectual property. He invented it and should be able to patent the device and make a living off of his intellectual property. I just love capitalism.

Rich

"John" <no@no.com> wrote in message news:464eea77@linux...

>

> Why not just release every single detail in a very public way and save the
> world?
