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Fuel Saving and Pollution Cutting Retrofitting Modifications



An example of Retro fitting modifications which Panacea featured in our [Panacea at Green fest Video production](#)

Engines aren't very efficient. Just think only 20% of the power produced by the burning fuel is useful, and even less than that ever makes it to the wheels of your car. -Source

Overview.....

Panacea's FREE fuel saving and pollution cutting school.....

Retrofitting Modifications.....

Hydroxy gas & hydrogen on demand.....

GEET Variant Technologies.....

The "Z5" Modification.....

Reducing wind drag.....

Paul Pantone's GEET Technology.....

Fuel Vaporization.....

Gadget Man Groove.....

Magnetic fuel saver designs.....

Frequency modulation - Reducing electronic friction in the engine.....

Fuel and Engine additives.....

Diesel Gas (LPG boosting of diesel engines).....

Kiker leads.....

Water mist injection.....

Other car accessories.....

Plasma and other spark plugs.....

Multi modification installs.....

Overview of alternative technologies to fossil fuels.....

Conclusion.....

Credits.....

Overview

Currently we have a public health issue which we can address by installing retrofitting modifications to all new and after market cars, trucks, generators, boats and motorbikes to ***stop pollution, save energy and help relieve an economic burden.***

However there are currently no public retrofitting garages or any endorsements by governments set up to ensure and secure the installation of these pollution cutters/fuel savers to capacity. Panacea wishes to present the following data which our volunteers have collected on these modification's and report the good news regarding our FREE "fuel saving and pollution cutting school" to help train individuals and mechanics.

The information presented in this document and Panacea's FREE up and coming school is intended to help train mechanics, create retrofitting garages and assist the individual install these modifications.

This information needs your help to spread effectively through blogs, friends, community groups and the media. Panacea has also produced a video production to help spread this education. Please help forward this PDF/Video to your government members and to as many as possible. **We are all needed to work together, that is the very essence of the Panacea spirit.** Thank you for reading and to all our donors.-The Panacea Trustee's and directors.

Panacea fuel saving and vehicle modifications

This document will describe retro fitting modifications, engine lubricants and additives which can be applied to internal combustion engines (Diesel, LPG, CNG and Petrol) **to save energy, relieve an economic burden and cut reduce pollution.** Panacea will be consistently upgrading this PDF document with any new additional testing results or devices. You can subscribe FREE at [the Panacea university site](#) for these updates.

Essentially the merit of document is about the capacity to improve PUBLIC HEALTH. The potential health benefits that can result by the retrofitting of these modifications are unique. **There are no other existing technologies TODAY that can be applied to what we have now and match these health benefits. The emphasis is on "what we have now" after market internal combustion**

engines. It would take an estimated 10+ years to replace all the worlds current polluting internal combustion engine s with alternative energy technology (for example electric cars).



Panacea's pre testing of the Proprietary Z5 fuel saving and pollution cutting modification

The ONLY solutions listed for aftermarket cars on [government and creditable internet sites](#) to deal with pollution and fuel savings describe using Catalytic Converters, Drive less, Use cleaner engines, Drive hybrid vehicles, Keep your car in good working order, Use smaller cars and drive intelligently.

None of their current proposed "solutions" can match the fuel saving and pollution reduction capacity that these retro fitting modifications can do TODAY. The most alarming element is that none of the government websites list any of these solutions at all, this info remains non mainstream. There is no university or research group with a public face out there attempting to make these processes known in as much capacity aside from Panacea.

Why is that?

Oil Company Patents

US Patent 3,935,849
3,935,849 Mills (Shell)
US Patent 3,939,813
3,939,813 Harrow (Shell)

US Patent 3,957,024
3,957,024 Mills (Shell)
US Patent 3,987,773
3,987,773 Harrow (Shell)

US Patent 4,003,343
4,003,343 Lee (Phillips)
US Patent 4,046,522
4,046,522 Chen (Mobil)

US Patent 4,070,993
4,070,993 Chen (Mobil)
US Patent 4,182,296
4,182,296 Fayard (Elf Union)

900+ Patents for fuel savings that
are not in products

The above screen shot is taken from Panacea's [fuel vaporization technology](#) web page. **This page lists in complete detail 927+ patents since 1920 to improve economy and reduce pollution - ALL which have never made it to the public end user. These patents are owned by governments, car companies, oil companies and others.**

Summary of the 900+ list

These Fuel Vaporizers - systems that use cooling system, exhaust or electric heat

Reformed Fuel - inject hot exhaust gases directly into fuel for vaporization (very effective)

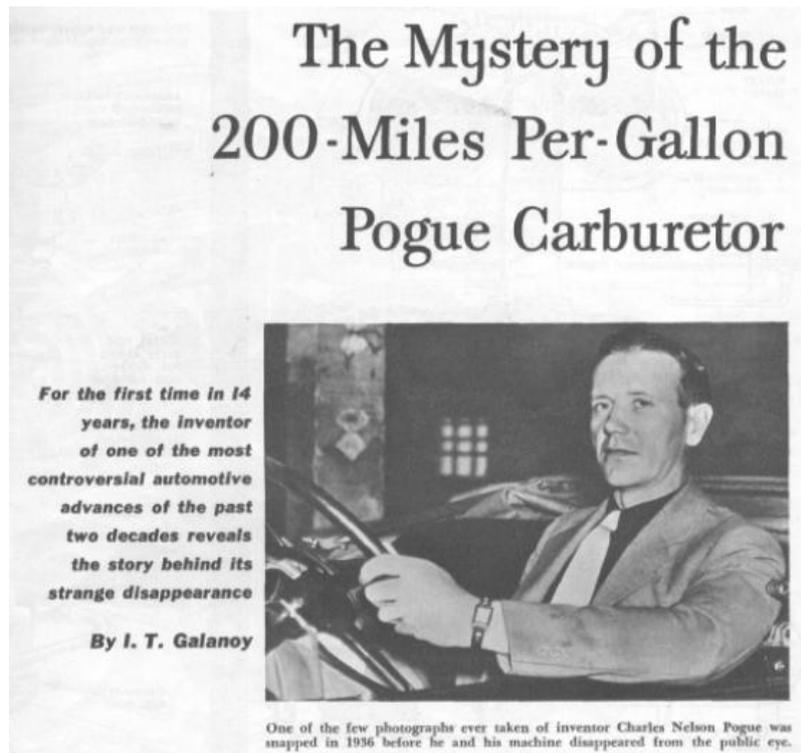
Catalytic - use a catalyst (generally platinum) to break fuel into smaller particles

Fuel and Water/Steam or Hydrogen Conversion - use water with fuel (many claim to produce hydrogen gas)

Sonic - use sonic frequencies to disrupt fuel molecules (also effective, especially with heat)

FI (Injected), Radiation, Alternate Fuels, Etc. - other categories that hold great promise

Some of the most notable ones have been built but have never made it into full production -These include the Pogue carburettor which was reported to achieve 200 miles to the gallon and the Shell Opal Oil 1973 Test Car which was tested to achieve 376 miles per Gallon .



Charles Nelson Pogue - [Source](#)



Shell Opel 1973 Test Car 376 miles per Gallon

The Shell Oil 1973 Test Car 376 miles per Gallon 0,625 liter/100 Km 1 liter/160 Km [movie](#) from the Dutch television about the Shell test car interview with the new owner Even Mc Mullen This 1959 P1 became a Shell Experimental Car in 1973. It is unmolested and appears complete just as it was during Shell Oil Co's test. The team individual names that developed and prepared the car are painted on the rear deck. This car was 'forgotten' at the Talledega SuperSpeedway's Motorsports Hall of Fame, and was purchased from the Track when they liquidated some inventory. Thanks to the internet, we uncovered it's true history...which you can easily verify by googling " 1973 Shell Opel 376.59"

We are now clearly able to distinguish that the world's population has an unnecessary educational problem. The public are in need of - But currently have no sponsors or funding in place for a

needed independent, evidence based and no aligned public research and development centre which can remain independent from interference of the manufacturer, corporation, patent holder or any government corruption. A research centre that is specifically for creating PUBLIC education and able to police and create security into this issue. The public will continue to remain ignorant otherwise.

The current public fuel saving and pollution cutting options (or education) reported by tax payer institutes remain below standard and capacity in comparison. The [Federal Trade Commission Report on "Fuel-Saving" Devices Tested by the EPA](#) - Lists products by category. **But do not focus on the ones that can surpass their goals, they do not have a program for this.** Also the "suggestions" listed by them provide *modest* improvement. Why are we reporting the alternatives and not them?

Aside from the need of this **education** to address public health, **further neglected benefits include the ability to save the tax payer money on their government's usage of fuel. This can be achieved by applying these retro-fitting modifications to any countries city council or government applications.** This has already been achieved in 2 countries that we know of; however this fact remains unknown to the majority of the population. In the country of France, a **local city council utilized the GEET variant technology to save their tax payers 36% on their fuel bill and reduced their van's pollution by 82%.**



A news article describing the French city council using a GEET variant

The country of France has an extensive history of using this GEET variant technology at the grass roots level. Many French news reports have surfaced and reported how farmers have consolidated to share free information on this technology. So much so that a French city council then had to by adapt it by default. **For over 10 years many farmers in France have adopted a GEET variant called the "SPAD" to reduce pollution and their fuel bill on tractors and agricultural machinery. This is an OPEN SOURCE modification.**



Type of tractors	Results
JD 8520 - 320cv	25 % fuel saving
JD 8200, 8300, 8400	35 % fuel saving
MF 3690 - 200cv	50% fuel saving at full load 35% average
CASE MX 150	40% fuel saving Whatever the load
TM 155 NH	25 % fuel saving
JD 8820	20 % fuel saving
Lexion 440	20 % fuel saving
Mega 218	25 % fuel saving
7810 JD	15 % fuel saving

A Table showing the French GEET variant "SPAD" technology results

Every Farmer in the world using a diesel tractor or agricultural machinery could and must have this technology to save fuel and reduce their emissions. However the world does not know about it and who is intending to tell them? What also remains unknown to the majority of the worlds **TAX PAYERS** is that David King a police chief of the [Honea path police department](#) in the United States discovered how to use hydrogen on demand technology (popularly referred to as "hydroxy") to increase the gas mileage of his department's vehicles. David was motivated to install this fuel saving and pollution reduction system due to being subjected to high fuel prices at the time.

Despite David utilizing what is considered today to be a below standard hydrogen on demand system (in efficiency) he was still able to save the Honea Path state's taxpayer's money on fuel every day and reduce his weekly fuel budget requirements - Not to mention reduce his emissions and improve public health. - [Reference and source](#).



News Story covering David King's hydroxy installation

Perhaps one of the most overdue triumphs of hydrogen on demand technology is [Ronn motors](#) creation of the hydrogen on demand hybrid sport car called the scorpion. The Scorpion sports car now comes factory fitted with an on board water electrolyses hydrogen on demand system.



Ronn Motors Scorpion - A hydroxy fitted sports car

This factory onboard system is one of the essential steps needed to make the internal combustion engine work at a minimum level of competency for pollution reduction and fuel savings. **However all aftermarket cars could be retrofitted and use this “hybrid” function to not only save fuel and reduce pollution, but clean out the carbon deposits of the engine, increase the car’s thermal efficiency and make the engine last longer. Hydrogen on demand can do this (more info below) and thus your “savings” are not just in fuel.**

New cars can have this technology today- And surpass the current technology. The following picture shows a brand new car that has been retrofitted fitted with the Ecopra fuel saving and pollution reduction kit. The Ecopra kit (designed for diesel engines) technically is a “GEET variant system” which operates similar to the hydrogen on demand technology. Like in the case of hydroxy systems, the Ecopra uses water to create a supplementary synthetic gas. The Ecopra is a simple and easy system to retro fit for Diesels. **Takes only hours to compete.**



Brand new Vehicle fitted with the Ecopra kit for emission reduction and fuel savings

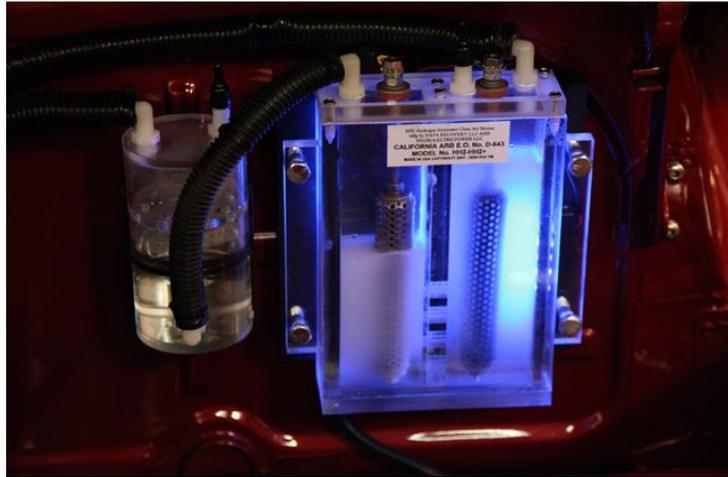


Ecopra Component – Water reservoir

Retro fitting any one of these systems will mean that TODAY the car is more fuel efficient and produces fewer emissions than at the FACTORY level. In the following photographs a “new” dragster is shown which been fitted with the compact HH2 hydrogen on demand system. This system is unique as it does not produce hydroxy (mixture of hydrogen and oxygen) - This system separates the hydrogen and oxygen gases at the injection point.



HH2 system fitted top right



HH2 system fitted

Even brand new hybrids can benefit from using this technology. The following shots were taken from a test of the HH2 system retrofitted to a 2010 Prius with the HH2 installed. This resulted in greater power, cleaner exhaust and an outstanding fuel economy.



The report given to Panacea stated: The average MPG (Miles per gallon) on city streets was between **75 and 100 miles per gallon in rush hour traffic**. A speed of 40 mpg consistently was at the 100 mpg mark.



We must remind the world that we have an unnecessary educational crisis. The first USA hydrogen/oxygen generating cell patent to be used in conjunction with the ICE (internal combustion engine) was granted in as far back as 1918 to Charles Frazer. Mr Frazier described it as a device added to the ICE to increase efficiency, eliminate carbon deposits and improve horsepower.

UNITED STATES PATENT OFFICE.

CHARLES K. FRAZER, OF COLUMBUS, OHIO.
HYDRO-OXYGEN GENERATOR.
Patented Apr. 9, 1918.
Application filed June 29, 1914. Serial No. 196,897.

1,962,034.

To all whom it may concern:

Be it known that I, CHARLES K. FRAZER, a citizen of the United States, residing at Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful improvements in Hydro-Oxygen Generators, of which the following is a specification.

This invention relates to hydro-oxygen generators for use with internal combustion engines. The attachment is designed particularly to increase the efficiency of internal combustion engines, in that an additional quantity of oxygen is supplied whereby complete combustion of the volatile hydrocarbons is insured. By the use of my attachment, the heavy carbon deposited upon the cylinder and its cooperating parts is also eliminated in that the carbon is completely burned by the use of the additional supply of oxygen.

The main object of my invention resides in the provision of a tank wherein a pair of electrodes are provided for decomposing water into its constituent parts, together with conduits leading from the tank to the intake manifold, whereby the generated gases are permitted to enter the engine cylinder.

Still a further object of the present invention resides in a controlling or throttling structure whereby the generated gases, as well as the hydrocarbon fuel may be simultaneously throttled.

The preferred embodiment of my invention is shown in the accompanying sheet of drawings, in which similar characters of reference designate corresponding parts, and in which:

Fig. 1 is a view in side elevation of an internal combustion engine showing my generator mounted in position.

Fig. 2 is a vertical section on an enlarged scale of the generator shown in Fig. 1.

Fig. 3 is a transverse section taken on line 3-3 of Fig. 2, and.

Fig. 4 is a section through one of the controlling valves used in regulating the supply of gas to the intake manifold.

In Fig. 1, the internal combustion engine is represented by the reference numeral 1 and is shown as being provided with a T-shaped intake manifold 2, which latter is in communication with a carburetor 3. The generator itself comprises a circular tank 4 whose upper portion is divided by means of a transverse wall 5 to form compartments 6 and 7. The upper and lower ends of the generator tank are closed and located in the lower wall 8 thereof are a pair of electrodes, the anode being designated by the reference numeral 9 and the cathode by the reference numeral 10. Both these electrodes are located centrally with respect to their respective chambers 6 and 7. These electrodes are mounted in the customary manner by being insulated from each other, as is shown and they are further adjustable up and down by means of the adjusting screw shown at 11. The lower portion of the tank 4 is in communication with a source of water supply (not shown) by means of the supply pipe 12, flow through which is governed by means of the valve 13. The water level is normally maintained constant by operating the valve 13 through the medium of a float 14. This float is pivotally attached as shown at 15 to a lever 16 which lever is also pivotally attached intermediate its ends as shown at 17 to the tank 4. The outside end of the lever 16 pivotally connects to a link 18 which latter forms a direct connection with the valve arm shown as 19. Thus, when the water level in the tank 4 rises, the valve will be closed through the elevation of one end of the lever 16. When the current is turned on, the water which, of course, contains a certain per cent of impurities to render it either acid or alkaline to serve as an electrolyte, will be decomposed into its constituent hydrogen and oxygen. These generated gases will bubble to the surface of the water within the generator and collect in the compartments 6 and 7, hydrogen being generated at the cathode and oxygen at the anode. These gases may then be conducted to the intake through the medium of pipe or conduits 20 and 21 leading out of the top of the compartments 6 and 7 respectively. Each conduit is provided with a valve shown in cross section in Fig. 4 and comprising a body portion 22 having sliding passages 23. A plug 24 operates within the body portion and is beveled transversely as shown at 25, whereby when the passages 23 and 25 are all in alignment, free flow of the gases from the tanks 6 and 7 is permitted. The flow of these gases may also be throttled by partially closing the valves and the operation of these is preferably made simultaneous with the throttle 26 of the carburetor 3. In order to provide this arrange-

Charles Frazer's 1918
Hydro-Oxy Generator Patent

WHY hasn't the knowledge contained in this patent been used to capacity ever since? Is it because it can improve fuel economy? The cleaning out of carbon deposits in an engine is the only practical move towards making them last longer, so is increasing their thermal efficiency. Both the hydrogen on demand and the GEET variant systems (more info below) are understood to be able to achieve this. Even since as far back as the 70's NASA proved that there are benefits in using this technology towards - EMISSIONS AND TOTAL ENERGY CONSUMPTION OF A MULTICYLINDER PISTON ENGINE RUNNING ON GASOLINE AND HYDROGEN-GASOLINE MIXTURE. [Read results from NASA's](#)

[experiments with reformed hydrogen and the internal combustion engine](#) **Yet it's still not applied to capacity today WHY?**

There are open source plans and kits available for a hydrogen gas splitting dry cells. These designs are based on open source engineer [Bob Boyce](#) 's original dry cell public disclosures. The following confirmation comes from a very hard worker Peter James. Peter fitted a dry cell gas splitter kit from the [hho-research.com.au/](#) site and conducted a road test. Using the procedure of how many litres of fuel was used to the kilometres travelled Peter was able to achieve a 25%+increase in economy.



[Taken from the video](#)



[Taken from the video](#)

Peter has also “sealed the deal” and provided emissions tests which shows one of the best reductions of pollution for aftermarket cars. This method is a far more practical way to reduce emissions in real time than any other program currently in existence.

GAS		Min	Max	avg
CO	%	00.00	00.43	00.01
CO2	%	05.71	11.29	10.78
HC	ppm	00.00	00.00	00.02
O2	%	05.69	10.43	05.91
NOx	ppm	0010	0040	0016
		00.04	00.11	01.30

Emissions Test
Zero CO and HC
Almost Zero Nox

ESC: RETURN TO ABOVE

Hydrogen Emissions Test - MyHydrogenCar - 3rd December 2010

[Taken from the video](#)

There are other effective modifications. The French news has reported a significant capacity in pollution reduction from using the GEET variant modification. Panacea has a copy of this news report [contact us](#) for this if required.

Giving engines the ability to improve their thermal efficiency and clean out carbon deposits is very practical for insurance companies to implement; this concept can also be applied to extend car warranties. The following document shows the GEET variant "Ecopra" system as the first to achieve endorsement by a French insurance company for its installation.

Cabinet COUVE
Assurances & Placements
67 rue Jean Jaurès
B.P. 154
42704 FIRMINY - Cedex
Tel : 04 77 40 53 53
Fax : 04 77 40 53 59
E-Mail : 040221@agf.fr

SARL ECOPRAC
RUE SAINT MARTIN
BP 13
43160 LA CHAISE DIEU

Objet : Kit Ecopra

Le jeudi 2 octobre 2008,

Madame, Monsieur,

Nous vous confirmons par la présente notre accord pour garantir par contrat AGF NOA, les véhicules automobiles équipés d'un Kit Ecopra (modèle 2008) sans restriction et sans surcoût.

Pour cela j'invite vos utilisateurs à nous faire une demande de garanties à travers notre site Internet www.agf.fr/couve en précisant que le véhicule est équipé d'un Kit Ecopra.

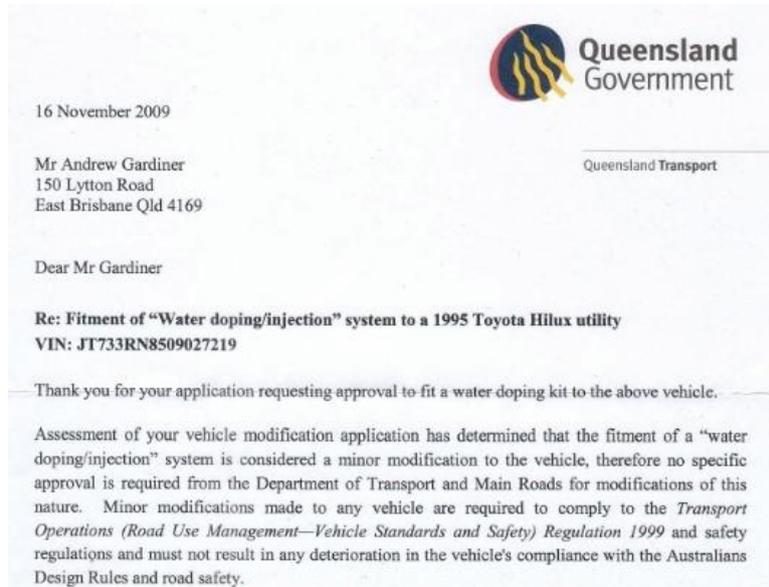
Nous vous prions de croire, Madame, Monsieur, en nos sentiments distingués et dévoués.

Philippe COUVE

Cabinet COUVE
67, rue Jean Jaurès - BP 154
42704 FIRMINY
Tél. 04 77 40 53 53

The Ecopra is approved for cars by
an insurance company

The Ecopra Kit is insured by Europe's biggest insurance company AGF (Allianz France). Panacea has also done ground work to get the Australian department of main roads and transport to approve the GEET and the GEET variants for on road vehicles.



Copies can be forwarded on request.

Wear and tear in an engine is principally due to the HEAT the engine produces and remains a serious problem for the internal combustion engine process. Heat and carbon deposits remain the dominate factor in causing engine malfunction.



GEET fitted motorcycle

Pictured above is screen shot taken from the GEET CD Rom, this motorcycle reported a **30% reduction in heat in the engine which translates to less oil changes and a longer life span of the engine. As you can see there is more than one reason for governments to help implement this technology.**

Despite the hydrogen on demand and GEET variant technologies already saving the tax payer money and reducing emissions in France and to a lesser degree in the USA - It is still not known to ALL governments and or implemented elsewhere in other countries to capacity. The Z5 modification is also an easy middle of the road and modestly priced solution that remains objective.

The annual tax payer's fuel bill can now be substantial reduced, especially in diesel engine applications. Reducing pollution is a principle theme in the UN council at this time; yet none of their current programs could reduce the pollution in comparison to using these solutions. They do not even know about them.

The USA has announced a targeted future fuel efficiency standard to be in place by 2016 and 2020. It can be proven that the supplementary GEET, Z5 modification and hydroxy technology can do better than them TODAY AND NOW. There is a budget in circulation but none of it is being applied to these mods: [the U.S. EPA Region 7 Awards \\$2 Million in Recovery Funding to Grace Hill to Reduce Diesel Emissions](#) .

*(Kansas City, Kan., July 15, 2009) - In a move that stands to create jobs, boost local economies, reduce diesel emissions and protect human health and the environment for people of the State of Missouri, **the U.S. Environmental Protection Agency has awarded \$2 million to Grace Hill for the North St. Louis Impact on Diesel Emissions (SLIDE) program to reduce diesel emissions in the community. This clean diesel project will create jobs while protecting St. Louis' air quality.-End***

In 2009 the following story appeared: WASHINGTON (AP) - President Barack Obama is calling on members of the House to pass legislation that he says will "spark a clean energy transformation" and reduce the nation's dependence on foreign oil. Obama told reporters at a Tuesday midday news conference that the legislation will also deal with the problem of pollution that causes global warming. And he says it will be paid for by the polluters. Obama said the measure will bring energy savings to Americans, while developing technologies that could create millions of new jobs. [Source](#)

The American president has proposed that a 35MPG car must be reached by 2016 and wants the consumer to pick up the tab for it. We can achieve these fuel standards to day with these existing modifications. We must create public pressure for their implementation. Sadly it is up to us as political and economic conditions are involved in this technology.

Furthermore the DOE has offered \$400 million for transformative technologies. Billionaire financier and philanthropist [George Soros has pledged to invest more than \\$1bn \(£625m\)](#) of his own money in clean energy technology to tackle climate change.



The Z5 modification was retrofit on a diesel Bus- A 38% reduction of harmful emissions was achieved.

Diesel fumes kill millions of people in cities from cancer and other diseases... a dirty little secret the mainstream media still refuses to report on. Deaths from Cancer in China have skyrocketed since pollution from cars and other sources have multiplied many times in the last 15 years- A direct correlation to the number of cars there now. Gasoline-related fires kill thousands every year in homes or in vehicles. Carbon monoxide fumes from burning fossil fuels cause thousands more deaths. Oil refineries and oil drilling rigs are some of the most dangerous jobs to have on the planet, with dozens of workers killed every year. -Jibguy

These retro fitting technologies can INSTANLY cut the carbon footprint however are not included in any of their plans. Nothing in the above mentioned plans can perform as well TODAY. Obama, George Soros and the DOE are not endorsing them nor do they even know about them. If you can help with this effort please [contact Panacea](#). It is important to note that a combination of retrofitting modifications will be needed to reduce ALL the emissions. IE- Nox, HC and CO.

An MIT study showed that if the average fuel efficiency of a USA fleet of cars and light duty vehicles is increased by 20%, the yearly fuel savings would be 25 billion gallons of gasoline (equivalent to 70% of oil presently imported from the Middle East). **This is another reason why we need to create public pressure for governments to create endorsements, subsidies and carbon credits to help and encourage the retrofitting of this fuel saving technology.**

Furthermore, since faculties, business and governments don't know about this technology, plans like the Australian- [Green Car Innovation Fund \(GCIF\)](#) are likely to miss out.

Ministers Innovation, Industry, Science & Research Innovation Australia Contact Us

An Australian Government Website

AusIndustry

You are here: AusIndustry > Manufacturing > Green Car Innovation Fund

AusIndustry Programs

- Innovation and R&D
- Climate Change
- Manufacturing
- Energy and Fuels
- Venture Capital
- Small Business
- Import and Export
- Tourism
- Structural Adjustment
- All AusIndustry Programs

Green Car Innovation Fund (GCIF)

Status: Open for applications.

Description: On 24 April 2009 Minister Carr opened the *Green Car Innovation Fund* for applications. The GCIF is part of the Government's *A New Car Plan for a Greener Future*.

The \$1.3 billion GCIF will provide assistance over ten years, commencing 2009-10, to Australian companies for projects that enhance the research and development and commercialisation of Australian technologies that significantly reduce fuel consumption and/or greenhouse gas emissions of passenger motor vehicles.

Grants are provided at a ratio of \$1 of government funding for every \$3, of eligible expenditure, contributed by the grantee.

Contact: To find out more information, please contact the **AusIndustry hotline** on **13 28 46** or hotline@ausindustry.gov.au

Agreements

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Fact Sheets

Guidelines

Program Information

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Tools

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Green car innovation fund

*-The \$1.1 billion GCIF will provide assistance over ten years, commencing 2009-10, to Australian companies for projects that enhance the research and development and commercialisation of Australian technologies that significantly reduce fuel consumption and/or greenhouse gas emissions of passenger motor vehicles. Grants are provided at a ratio of \$1 of government funding for every \$3, of eligible expenditure, contributed by the grantee. **Contact:** To find out more information, please contact the **AusIndustry hotline** on **13 28 46** or hotline@ausindustry.gov.au*

US Senate Approves \$25B Loan Package for Auto Industry—“The retooling provision instructs the Department of Treasury to provide up to \$25 billion in low-interest loans to American automakers to finance the retooling of existing manufacturing facilities. These facilities can then be utilized to produce the next generation of alternative fuel and advanced technology vehicles.”

Further—Company says carmakers continue to seek tens of billions of taxpayer dollars, ostensibly to develop fuel-efficient vehicle technologies, but their conduct is evidence they are reluctant to embrace solutions they didn't invent. -[Source](#)

In 2010 the new Australian Prime Minister Gillard announced a so called [“cash for clunkers” scheme](#) (Clunker referring to an old and polluting vehicle) which sees people receive a government cash payout of \$2,000 if they trade in their pre 1995 car for a later model. This is touted as a novel way of reducing greenhouse gas emissions because new cars run better and have more up to date fuel injection techniques.

What is not told to the general public is that it would actually result in an increase of greenhouse gas emissions due to the increased demand such a scheme would place on the car manufacturing industry. This is because metal has to be mined, processed, shaped, put together, and finally transported to point of sale. *The process of making a car results in per vehicle, more than half the amount of pollution the vehicle will produce in its entire lifetime; and is an argument to not encourage further exponential manufacturing of vehicles.*

This program can be replaced by legislation to ensure the making of all FUTURE cars are from HEMP which makes possible the greenest vehicle build in the world. This Hemp car concept was first done by Henry Ford in 1941. -[Source](#)



Photo: Hemmings.com

Henry Ford used hemp and other natural fibres to make the body of this car in 1941.

In the picture above a demonstration was given to show the durability of HEMP and how it is superior to steel. This car had around 10 times the robustness of steel. This is why you can see an axe bouncing off the car.

[Henry Ford & Rudolf Diesel against Petroleum Part 1](#)

[Henry Ford & Rudolf Diesel against Petroleum Part 2](#)

2010- HEMP electric car to be made in Canada- An electric car made of hemp is being developed by a group of Canadian companies in collaboration with an Alberta Crown corporation. The Kestrel will be prototyped and tested later in August by Calgary-based Motive Industries Inc., a vehicle development firm focused on advanced materials and technologies, the company announced- [Source](#)

Imagine how many lives could be better protected in accidents by having this kind of malleable and robust car body. Then equate how green it is to grow and process the hemp in comparison to mining steel, noting can match it.

If you do the maths of this proposed transition and compare the benefits they are completely counterproductive. There is no incentive plan that can match cars made from hemp or endorsing the retrofitting of the modifications listed in this document to reduce pollution **in real time. Future cars must not be made from Steel.**

The Australian government currently has other plans to apply a new [Light motor vehicle weight tax](#) and make Energy efficient motor vehicles that meet the certain criteria are exempt from the “one-off” increase.

The criteria are that the vehicle is a manufacturer designated petrol-electric hybrid vehicle and has a rating of 4½ or 5 stars on the Commonwealth Government's Green Vehicle Guide. Vehicles in this category will be automatically exempted from the additional charge at the time of renewal or establish of registration.

This is far from objective, the tax could be put towards fuel saving and pollution cutting modifications or offered as an incentive to retrofit them today. This would reduce pollution INSTANTLY and far quicker than any hybrid change over scheme could achieve.

There is also no infrastructure in place to educate governments or faculties of the 10 years of energy savings and pollution cutting – using [The "Gillier-Pantone" SPAD modification in France, Belgium, Canada, Tunisia, Egypt.](#)



Pollution cutting and fuel saving SPAD Unit

The Australian government has recently stated that it intends to set aside \$130 million to train farmers over a 4 year period in Climate Change initiatives to apply on their farms to improve productivity and prepare for climate change. [The Farm ready scheme](#) is being funded at \$26.5 million. A local paper has already advertised grants for farmers to prepare for Climate Change by attending Dept. Agriculture hosted training courses. Farmers will be re-imbursed by up to \$1500 each for out of pocket expenses to attend lectures. Also Trainers can claim expenses.

Further the Australian Federal Environment Dept's [Cities for Climate Change \(CCP\)](#) has set out certain milestones as their best way to effectively deal with climate change. Milestone 1 is to record all carbon emissions around the Shire over a 12 month period. Milestone 2 is to decide what to do about it so we are talking a 2 year time frame.

They remain unaware of the SPAD technology which can cut the carbon foot print on farmer's agricultural, tractors or their existing technology better than anything else they have proposed TODAY.

Video- [SPAD CT60 water fed kit](#)

The SPAD is a PROVEN open source simple compact device for diesel engines. The success of this system has been reported by farmers in France for YEARS. This water fed unit(it is not water mist injection) is easily adaptable onto generating sets, tractors, building machines, motor pumps for atmospheric or turbocharged engines, air or liquid cooled. **The fuel saving rate, reported by users is comprised of between 30% and 60%. The pollution reduction is estimated to be a similar figure.**

These figures depend on installation and operating conditions (temperature, using duration, speed variations, engine load). These systems continue to be used in France for over 10 YEARS, yet this technology is not in Australia, New Zealand or America where the pollution is the worst and it is needed the most.



[Harvester fitted with the GEET variant Principle-HYPNOW](#)



HYPNOW system System Fitted

All farmers who spend a certain amount per year on fuel must be able to get a rebate from the government to install one of these systems to manage their pollution and save energy. **Panacea is the only non profit organization working under no budget attempting to advance this education in as much capacity and goal. Can you help? [Email Panacea-BOCAF](#)**

Probably the most fuel guzzling and pollution emitting internal combustion motor is the ships engine. [Just 16 Ships could expel as Much Pollution as All the Cars in the World](#). People in the boating industry are not aware that the GEET variant processes can also be used on their boats to slash their annual fuel bill and reduce their emissions. **The Stand alone GEET Technology could potentially reduce ships pollution significantly.** The following is an example of a GEET variant installation on a boat.



The GEET variant (Giller Pantone system) retrofitted on a Boat [Source](#)

*"By integrating this new system to supply water, the percentage of pollution emitted by the Grand Charlevoix **decrease of more than 80% (NOx to measure the harmful effects of pollution on the environment)** is now providing a happy alloy between ecology and economy. **Consumption of diesel fuel and reducing CO2 will be reduced by well over 30%. One wonders why the French boat owners have not yet grasped the opportunity to consume less and pollute less. For 9 years hundreds of experiments have been published in France, particularly through our site. - [Source](#)***

Below are screen shots showing another GEET variant boat installed system. These shots were taken from a French TV news report.



Water Feed GEET variant boat installation



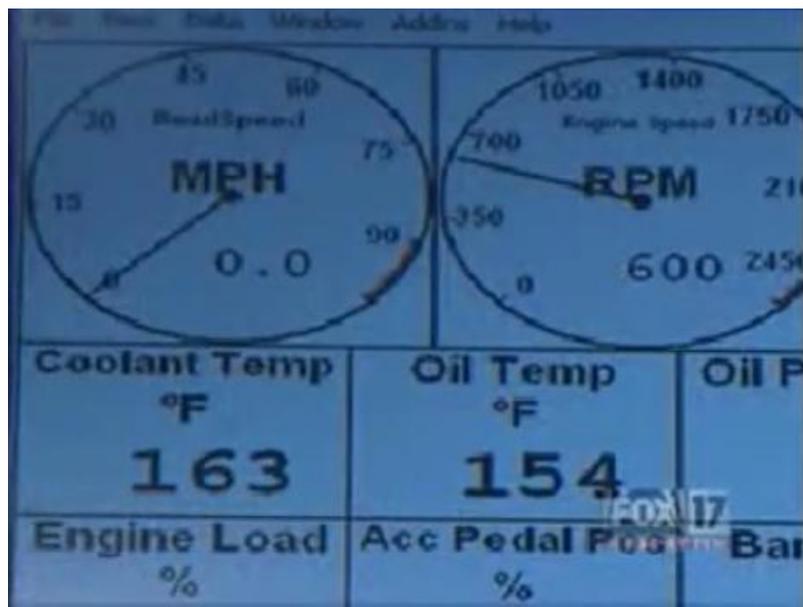
Water Feed GEET variant boat installation

The following hydroxy system was aired on Fox news, "[Fox News Tech Trends Hydrogen Generator in Commercial Vehicles](#)". This news story reported all the benefits that this hydrogen on demand system achieved on a diesel truck.



Fox news- Diesel Truck with Hydroxy fitted

The test results from this system were confirmed independently through dynameters and by an emissions test that was conducted at Iowa State University.



Emission results taken from the fox news story

The diesel truck's emissions were cut by 80% which achieved stricter standards then those aimed at for the year 2014. The life expectancy of their motor oil tripled, they even displayed how clean the engine heads looked after 40,000 miles of hydrogen injection on a 140,000 mile engine.



Proof of the cleaning capacity of hydroxy-
Taken from the Fox news report

The fuel Savings reported were impressive for a truck going from 6MPG to 8MPG and a potential of up to 30% savings is reported as being possible from this system. These successful results are a great independent confirmation of what Charles Frazer said hydrogen on demand systems could do back in his 1918 patent. **These fuel savings and emissions standards are possible today and have been since ever since then, but are not enforced TODAY.**

If the politician sticks to a campaign of "cutting pollution" by a low-cost, practical device for existing vehicles, then he/she is assured of success and can justifiably enhance their standing in the political arena. Recently political legislation came in regarding new fuel standards. This legislation is an energy bill which calls to raise the fuel standard to 35 miles to the Gallon by 2020.



Why hasn't one politician endorsed hydrogen on demand as a real time solution? **It is up to us.** The technical need for these solutions must also be understood by governments, engineers and public health officials.

These fuels saving and pollution cutting vehicle modifications relieve an economic burden and reduce harmful emissions because of a simple fact. Due to inherent design flaws (which have remained unchanged for generations) the internal combustion engine process remains an inefficient means of converting chemical energy (from burning fuel) to mechanical energy (expanding gases to produce torque or produce motion).

The simple fact is that by enabling the engine to burn its fuel more efficiently (increasing the flame front) the internal combustion engine is able to extract more of the available energy out of the fuel and become more fuel efficient. This in turn reduces certain harmful pollutions (unburned fuel and other by products). **This type of technology is needed to perform the ESSENTIAL "corrective surgery" function to enhance the inefficient and polluting internal combustion engine (ICE).**

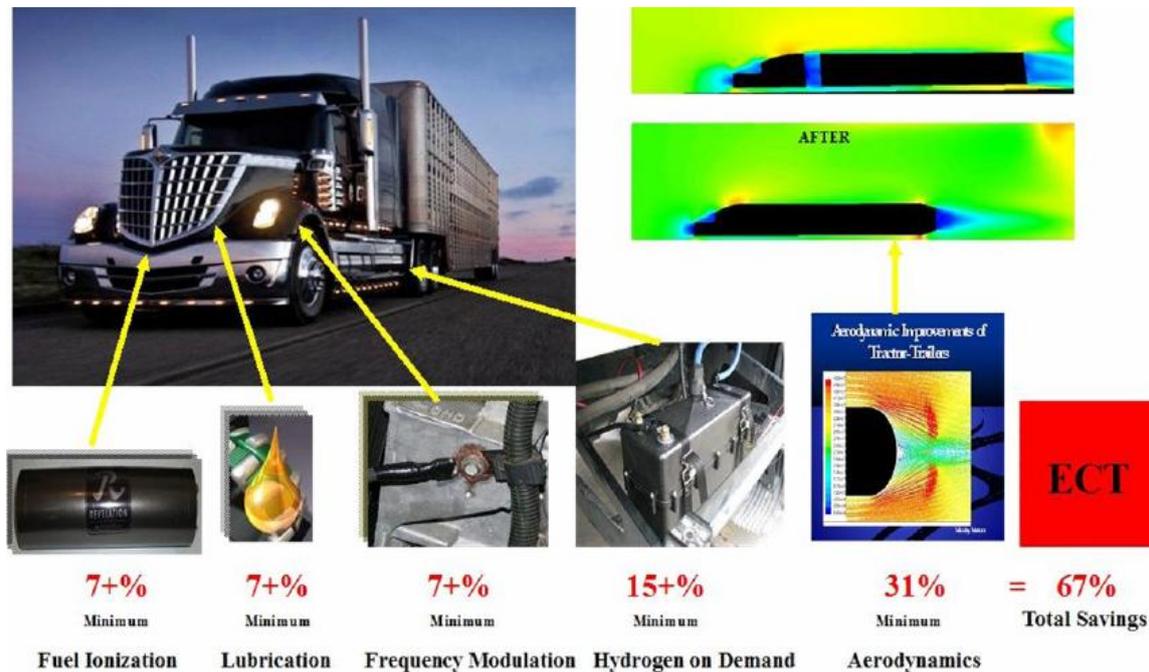
The bulk of the retro fitting modifications listed in this document function by helping engines to burn fuel more effectively. Other bolt on modifications are designed to reduce wind drag or friction (like low friction lubricant) which complements improved fuel economy and extend the engines life.

As a result you also get smoother engine running, reduced noise more power and reduced smoke. Preserve your engine, fewer oil changes and more. **More than one retrofitting modification can be used co generatively in certain cases to achieve added or combined fuel savings. In most cases more than one mod is needed for a total reduction of ALL pollutants - for example Nox, CO and HC.**

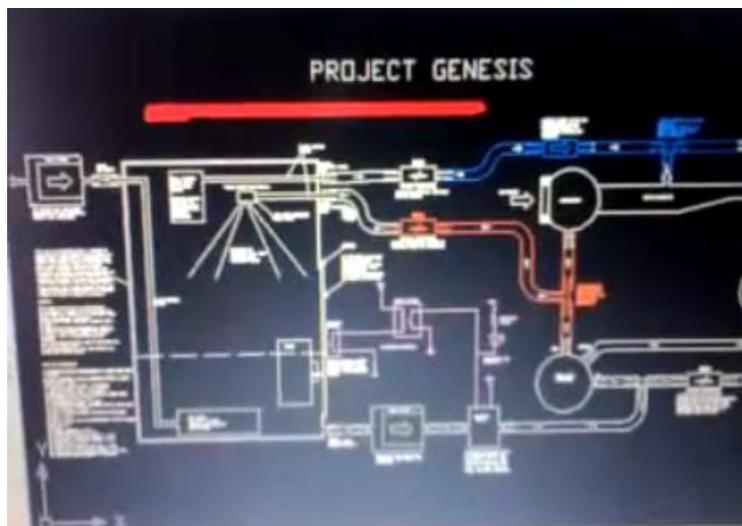


Mr "X's" multiple retro fitting of water injection, hydroxy and the GEET on his [Nissan Sentra prototype](#)

The following is another example of a combination of modifications ranging from low friction lube, wind drag reduction, frequency modulation and hydrogen on demand.



A brilliant open source engineer [Jo from the Philippines](#) has demonstrated an **experimental** example of this combination concept called project Genesis. This illustrates the concept.



Project Genesis by Jo

[Multi Fuel Saver \(Vaporizer Air Bleed gas-heater HHO etc](#)

A vehicles fuel savings will vary from one another and will never be the same for each vehicle. This is due to many factors including engine size, load and driving habits. For example if you don't drive the same route every day, you savings will be different on each trip due to the change in the demand on your engine. Generally highway driving will afford the most savings, around town will always be less as the engine is put under more load around town due to starting and stopping. Regenerative

breaking can help address this. There are specific modifications that have been designed for highway driving and for around town.



A Panacea Trustee applying the "VG" wind reduction fuel savers

The above 2 tone van was retrofitted and tested by Panacea. The fuel measurement method was to calculate how many litres of fuel were used per kilometres on the highway. This surprised us as we got around a 5% gain (Rounding off to 5 it was actually a little more). This was just by using these wind drag reduction mods. This adds up for larger vehicles like this, for example 5% saving of a heavy truck etc.

The other side of the coin so to speak is burning your fuel more efficiently which can be achieved by a whole manner of methods. The car companies have not come up with these simple solutions, are they really interested? If they were would they be above the influence of big oil? **The case of who killed the electric car seems to prove they are not.** [The case of the EV1 electric car](#) had a remedy, but it is a popular opinion that the oil companies soon knocked that on the head. Can any major fitting modification survive this? There are currently no retrofitting garages specific to ensure the dissemination of these.

Without this document and the following news story covering the Z5 retro- fit modification would this information get out there to capacity, is it really secure? What if you missed the news story? **Does the government have an incentive plan in place to ensure THESE modifications get out there and stop pollution? What happens to the engineering method is the company goes broke?**

Simple retrofitting modifications are the future for real time health benefits. The following is a small example of how it is mandatory for a car to burn its fuel more efficiency for better results.

At \$208 [Z5 Retrofit](#) By Israeli Wunderkind Saves Emissions And 40% Gas. If you could spend \$208 on a small device that fitted to your car engine, saving you up to 40 percent on your gas consumption, the earth from pollution, and which also gave your car more power, you'd think it was too good to be true, right? Well this is exactly the promise of a new invention, the Z5, devised by an Israeli teenager Zion Badash when he was only 16. -[Source](#)



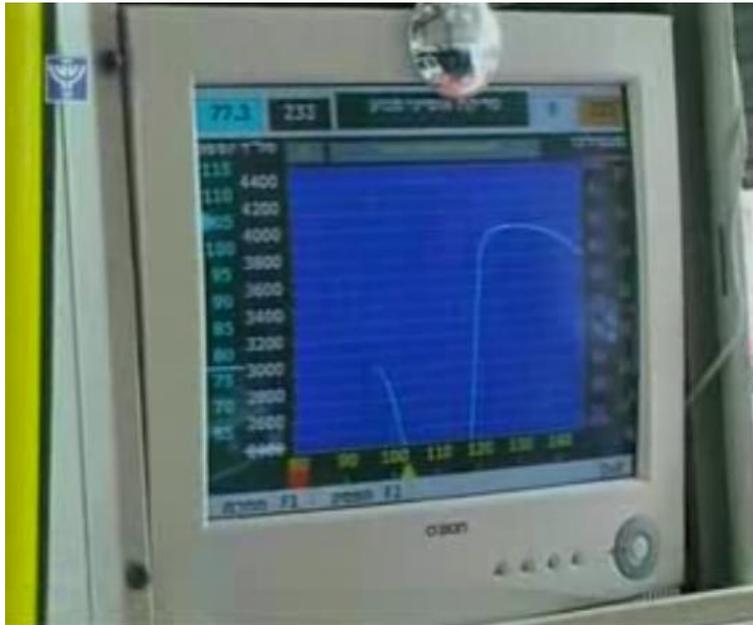
Z5 Retrofit Modification

This [proven Z5 fuel saving and pollution cutting modification](#) is not only simple to install and cheap for what it does, but can help deal with cars which fail their emissions tests. The following screen shots are taken from the [Z5 news report covering this modification](#). In this story a car that failed its emissions test was selected.



Diesel Car Fitted – Taken from the news report

After the retrofitting of the Z5 half the pollution was cut and a gain of 10% horse power was achieved.



Torque reading - Taken from the news report

Shlomo Lomansky installed this modification into his aftermarket Canadian fleet of trucks. A modest 15-18% fuel saving was reported. It will vary from application to application but the point is , it OWRKS. Panacea has also validated this and includes our torque curve test in the Z5 section of this document. This is an outstanding fuel saving and pollution cutting device for the ease needed to install.



Testimonial taken from the news report

A retrofitting garage or [research centre such as that which Panacea proposes](#) must hold the knowledge in a public trust as security the technology to be truly SECURE. **The knowledge needs to this protection.** We have already seen many history lessons showing us how technology gets lost so what have we learned from this? The Japanese company Genepax went under and lost their water power car. **This technology had profound implications for sustainability on this planet.**



[Genepax water powered car](#)

This prototype vehicle ran entirely on water and air. Their technology generated power by supplying water and air to the electrodes using a proprietary technology called the Membrane Electrode Assembly (MEA). The secret behind MEA is a special material that is capable of breaking down water into hydrogen and oxygen through a chemical reaction.



Other commercial free energy knowledge can go under the same way if the company goes broke. The following companies and devices [energy by motion](#), [Black light power](#) and [Hidro](#) are like Genepax essential engineering knowledge or new discoveries to advance education. These applications can create energy independence not to mention renewability.



The EBM device located in their open house lab in Budapest
Self powering FREE energy device

These technologies have profound implications for sustainability for humanity, yet there is no security to prevent interference or any faculty ignorance of the principles. Governments are not even adapting them to replace fossil fuels despite 2 of them being around for YEARS. The faculties remain unaware of their power management principles.

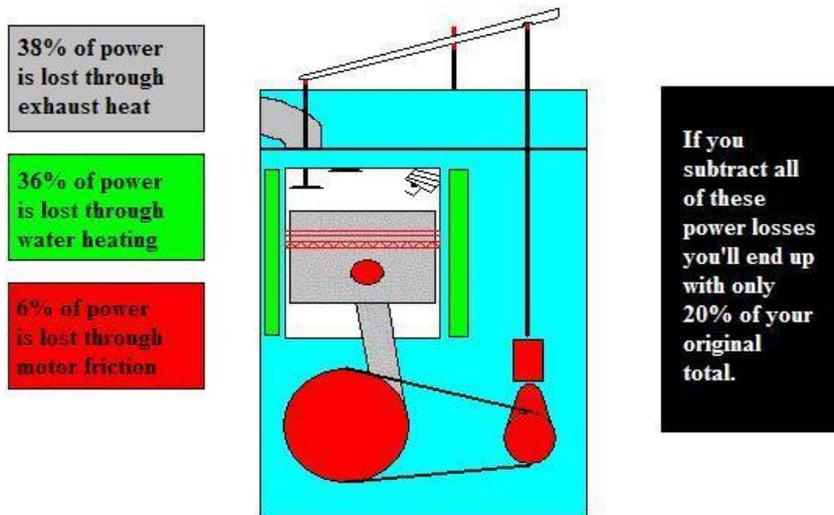


Hidro -self powering FREE energy device

A retrofitting garage and research centre specific ([such as Panacea proposes](#)) for this type of technology must be in place publicly as a centralized hub to ensure the consistency in the education of these modifications and other free energy technologies. **A retro fitting garage in the public eye specific for all these technologies under a government subsidy scheme is the only way to ensure everyone gets to know about these and retrofits them in real time.**

Another technical reason for the need of retro fitting modifications to function can be illustrated by showing a detailed example of how the internal combustion engine works. Essentially all internal combustion engines work the same way. A mixture of air and fuel is sucked into the engine, where it is compressed. The mixture of air and fuel is then ignited. In the diesel case, the fuel is ignited by heat generated from compressing air in the combustion chamber, into which fuel is injected. This is in contrast to igniting it with a spark plug as in the Otto cycle case for any four-stroke or petrol engine.

The burning gasses expand and are then expelled from the engine. **For a stock petrol engine, only around 20% of the power in fuel combustion is effective for the user. It's not much better in the case of diesel (around 25%).**



[Source](#)

There are many OTHER factors which contribute to losses and thus create inefficiency. Exhaust heat - leaves the system without doing any work, unless you have a turbocharger. Cooling and water heating (radiator) which is necessary to control the engine temperature. Friction - a lot of moving parts, valves, lifter, pistons, crankshaft, camshaft. Parasitic losses that result from the alternator, steering pump, air conditioner and any other devices that are mechanically attached to the engine. These all add up to an additional source of friction loss.

Theses consequences not only result in a poor efficiency but also deliver harmful pollutants. Hydrocarbons (UN burnt fuel) , Nox , CO are the detrimental by product produced by the internal combustion engines inability to burn all its fuel completely. **Hydrocarbons cause cancer and attack the liver.**

2008 TOYOTA SEQUOIA 5.7L V8

Smog Check Vehicle Inspection Report (VIR)

Vehicle Information

Test Date/Time: 04/23/2009 @ 11:13
 Model Year: 2008 Make: TOYOTA Model: SEQUOIA
 License: HH2HYGN State: CA VIN: STDZYG8A78S007653
 Engine Size: 5.7 L Type: Truck Transmission: Automatic
 GVWR: 7100 Test Weight: 5000 Cylinders: 8
 Odometer: 5320 Certification: California VLT Record #: 00028
 Fuel Type: Gasoline Exhaust: Single Inspection Reason: Pre-test

Overall Test Results PRE-TEST INSPECTION (Not an Official Inspection)

Emission Control Systems Visual Inspection/Functional Check Results

(Visual/Functional tests are used to assess the identification of emissions and OBD-CAT monitors which are not measured during the ASM test)

Result	ECU	Result	ECU	Result	ECU
Pass	ECU	Pass	Thermostatic Air Cleaner	Pass	Fuel Evaporative Controls
Pass	Catalytic Converter	Pass	Air Injection	Pass	MIL/Check Engine Light
Pass	EVAP Valve	Pass	Vacuum Lines to Sensors	Pass	Carb. Fuel Injection
Pass	FOR Functional	Pass	Swirlflaps	Pass	Other Emission Related Components
Pass	Fuel Cap Functional	Pass	Wiring to Sensors	Pass	Oxygen Sensor
Pass	Spark Controls	Pass	Maple Resistor	Pass	Liquid Fuel Leaks
Pass	Fuel Evaporative Controls Functional				

ASM Emission Test Results

Test	RPM	%CO ₂		%O ₂		HC (PPM)		CO (%)			NO (PPM)		Results
		MEAS	MEAS	MAX	AVE	MEAS	MAX	AVE	MEAS	MAX	AVE	MEAS	
15 mph	1301	15.1	0.2	101	5	0.37	0.27	0.00	302	23		PASS	
25 mph	1291	15.1	0.2	30	5	1.02	0.81	0.00	941	23		PASS	

MEAS - Average Emissions For Passing Vehicles

Smog Check Inspection Station Information

CANOGA SMOG CENTER
 21412 190TH ST. N., CANOGA PARK, CA 91303
 818887 7060
 Station Number: TC245342

Technician Name/Number: VO, THEONEA147024
 Super Tech Name/Number:
 Software Version/EG Number: 0400.09087690

I certify, under penalty of perjury, under the laws of the State of California, that I performed the inspection in accordance with all bureau requirements, and that the information listed on this vehicle inspection report is true and accurate.

4/23/09

 Technician Signature

HH2 = 99.9% EMISSION REDUCTION

A 99% emission reduction report from the HH2 hydroxy system

Above is a certified dynamometer and emissions report on the HH2 hydrogen and demand clean air exhaust modification. The V8 that was retrofitted was able to achieve a 99.9% reduction in pollutants. **This standard is not possible from any existing stock car or after market in V8 in the world.** The HH2 system is unique as it does not require any modification to the cars on board emissions management process or use of an EFIE. This is in contrast to hydroxy booster designs which require the use of an "EFIE" for computer cars. This design can be applied to any LPG, CNG, or electronic control module diesel or petrol car. This system does not produce "hydroxy" or a mixture of hydrogen and oxygen. This system unit produces HYDROGEN and separates the oxygen into another injection point.

This Hydrogen on demand system even has CARB approval and a tax deduction for its use in California. An incentive all governments can take on board to help reduce pollution and improve public health.



HH2 system retro fitted to a V8

There are open source hydrogen and oxygen splitting cells which can be obtained from this document. As you can see we have NO reason to continue to be subjected to the local effects of chemical pollution from exhaust fumes. These are beyond alarming. While the internal combustion engines have many roles and appear in many guises, the application which has the most effect on the urban environment is almost certainly that of transport, **particularly private transport.**

Also drag racing and other “petrol head” racing events CRITICALLY need emissions management. The HH2 system has already been utilized for reducing emissions and proving power in racing, but is not widespread knowledge.



[HH2 retrofit - drag race](#)

The following data has been taken from - [Atmospheric Pollution from the Internal Combustion Engine in the Urban Environment](#)



A car's exhaust is by no means a simple thing to study. Motor fuel is obtained from crude oil produced predominantly by the decay of marine organisms¹. It therefore contains the elements carbon (C), hydrogen (H), oxygen (O) and nitrogen (N), along with some amounts of sulphur (S), all of which are found in protein. Hence, motor fuel contains hydrocarbons and organic compounds containing nitrogen and sulphur. When these are burned in air the products are water, carbon di- and monoxide and oxides of nitrogen. Nitrogen gas in the atmosphere can also react with oxygen at the high temperatures in the combustion chamber to form oxides.

*Also, while the internal combustion engine is more efficient than the external, it is by no means as efficient as we could wish. Much of the hydrocarbon fuel passes through the process unconsumed and is expelled into the atmosphere along with other exhaust fumes. According to the Ohio EPA, **'The average American automobile emits its own weight in pollutants into the atmosphere each year'**.*

CO — carbon monoxide. The main source of CO in cities is the internal combustion engine, where it is produced by incomplete combustion. Anthropogenic sources account for approximately 6% of the 0.1 ppm concentration of CO in the earth's atmosphere globally. In an urban area, the concentration (and the percentage anthropogenic contribution) can be much higher. During a city rush hour, for example, concentrations of CO can reach 50 or even 100 ppm, which greatly exceeds the safe level. CO is highly toxic: it binds to haemoglobin more strongly than oxygen does, thus reducing the capacity of the haemoglobin to carry oxygen to the cells of the body. CO also has the nasty habit of sticking to haemoglobin and not coming off. This means that a fairly small amount of it can do a lot of damage.

CO can be oxidised to the far less harmful CO₂ if there is enough O₂ available. At higher air-fuel ratios the level of CO emission goes down. The fuel has undergone complete, or more nearly complete, combustion. CO can also be oxidised to CO₂ in a catalytic convertor.

NO_x — oxides of nitrogen. While some nitrogen may be present in the fuel (as mentioned earlier), most oxides of nitrogen are produced when elemental nitrogen (N₂) in the air³ is broken down and oxidised at high temperatures (approximately 1000 K or greater) and pressures within the internal combustion engine. Nitrogen monoxide (NO) is produced in higher concentration than nitrogen dioxide (NO₂) but the two species are in any case interconvertible by means of photochemical interactions. Other oxides of nitrogen, such as N₂O₄, may occur; but are more rare. Because hydrocarbons compete with nitrogen for oxygen, NO is formed to a greater extent in cars with a 'lean mixture', that is, a low fuel-air ratio.

NO and NO₂ are toxic species. Oxides of nitrogen also play a major role in the formation of photochemical smog, which is discussed below.

*HC — hydrocarbons. 'Much of the hydrocarbon fuel passes through the process unconsumed and is expelled into the atmosphere along with other exhaust fumes'. This remark was made earlier in passing. Fuel close to the wall of the combustion chamber may be quenched by the relative coolness of that area and not be burned. If the engine is poorly designed or is not in proper working order the proportion of unburned fuel rises. Hydrocarbons are also released to the atmosphere by evaporation from fuel tanks. **Hydrocarbons can be dangerous to human health and are also part of the makeup and cause of photochemical smog, which is discussed below.** END - [Source](#)*

Reminder on the dangers of all fuels

[Carbon Monoxide Questions and Answers](#)

[Alert: Carbon monoxide deaths on the rise - The Problem Solver](#)
[Diesel emissions the main cause of 3000 deaths per year in London](#)



Screen taken from the pollution reduction result
from using the [Giller pantone method](#)

Panacea retrofitted a hydroxy booster to a carburettor car. **In this test we were able to reduce the hydrocarbons by 67.2%.** This result was achieved by the use of a primitive system, without the needed retarding of the timing or any adjustments of the jets which are typically required to optimize the process.



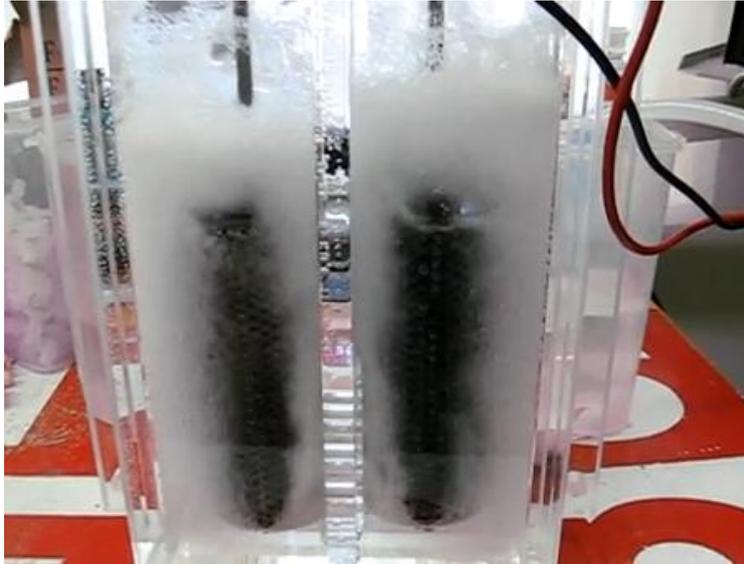
Screen shot from Panacea's [hydroxy dyno and emissions test](#)

If you can imagine every carburettor car in the west with 67% less hydrocarbon then you can see the reality that there is application for a new standard in public health. Without using this technology we are neglecting ourselves and our children's health. Recently the HH2 system was fitted to a 1998 Volvo S-70 5 cylinder which had failed Smog tests 4 times.



HH2 system fitted

This car was rated as a "GROSS POLLUTER" and had a failed Cat Converter. The car was able to pass after a 20 Mile test drive with the HH2 system installed. The HH2 system can be applied to [heavy 8-9 litre + vehicles](#) and has significant gas production.



DR D's [HH2 system](#)

A celebrity campaign to help promote these types of emission reduction technologies must be in place in order to be completely effective. Dr Derek the inventor of the HH2 system is a regular supporter and donor of Panacea and is the first to kick this off. Derek has been consistent in helping us spread the education for emission reduction technology through the HH2 hydrogen (not hydroxy) on demand system. Dr D has visited Jay Leno's garage where he has already retrofit twin HH2 Diesel Cells on the Big Leno diesel bus.

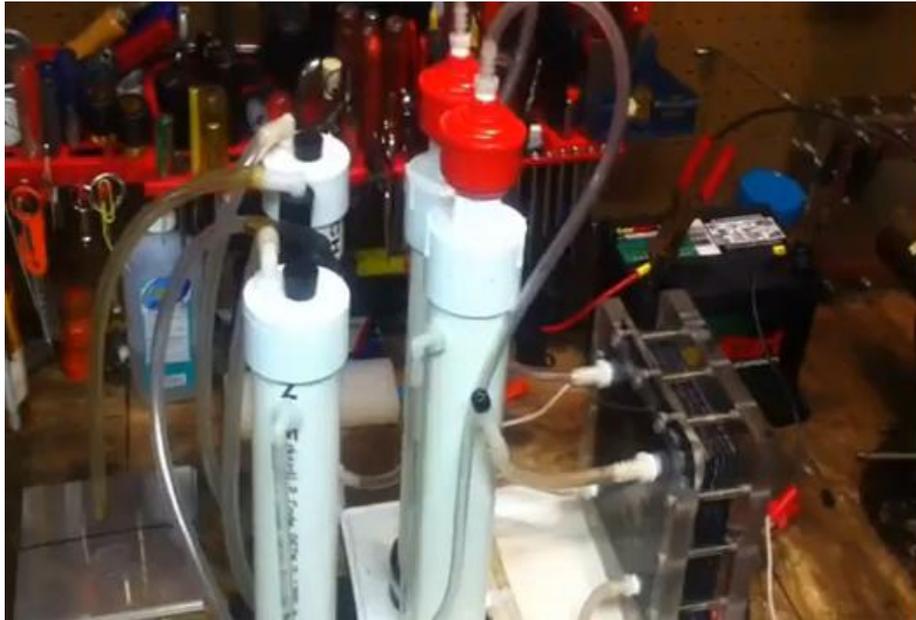
Now Derek is going to put a unit on Len's Famous Steam car. The Steam car burns gasoline as fuel for the steam, problem is carbon deposit gumming up the orifices.



Dr Derek pictured next to Leno's Steam car for HH2 retrofit

Dr Derek will be retrofitting a small HH2 unit on it to see if they can fix the problem. **If you know celebrities or can message them with the concept of a joint venture to help to spread the word of this technology, then pollution reduction is imminent. Please help and forward this info to them or [contact us](#).** Face book celebrity fan sites and others can be forwarded but your help is needed.

There is currently an open source gas splitting dry cell design available which was donated by Bill Williams. Bill is one of Panacea's most respected open source engineers. We all owe him a dear service for the donation of this design. (This GSC design is covered in more detail in the hydroxy section). Below is a screen shot showing one of the first replications of the GSC (Gas splitter cell).



[HHO GSC](#)

Other hydroxy systems have already been utilized to save fuel on big 1000KVA systems. A 21% saving was reported with the following system.



[Hydroxy- Mobile on 1000kVA Cummins Generator](#)

Currently the “[global warming](#)” or “climate change” issue continues to be publicized as one being caused by harmful emissions and CO2 is named as the major culprit. **What is correct to say is that emissions are harmful to the earth and regardless we are better off if we dealt with them. The language or theme needs to change from a “global warming or climate change” issue to a global economic and health freedom.**

The ability to profit from the alleged “climate science model” or “carbon tax” must be eradicated by a corporation charter to prevent any conflict of interest; this will enable REAL climate science to emerge. Given the latest Gulf oil spill [this corporation charter](#) is a long overdue one. But this is another topic for now. THE POLLUTION REDUCITON SOLUTIONS ARE WHRE THE REAL TIME REPSONSE IS AT.

The Facts are: A growing global pollution problem is surfacing and there is no other real time way to eradicate harmful emissions and save energy other than using these retrofitting modifications. Yet faculties do not teach them, there are no government endorsements or subsidies to encourage and help the public retrofitting of them. Currently there is no wide scale retrofitting garages to apply them. There is no current plan to help erect this other than what Panacea is doing working on with no budget.



Smog level Story appearing in Australia in 2010

The carbon tax and or carbon credits scheme can be IMPROVED to produce REAL TIME RESULTS by including rebates, endorsements, or subsidies by the government for the installation of these retrofitting modifications **which can cut pollution better than any existing technology TODAY.** If you can clean up most emissions a carbon tax is not necessary.

This endorsement or tax break plan **needs the public to participate to help establish by sending a template request that Panacea provides to their local government.** This plan by the government must be in place to encourage **RETRO FITTING GARAGES** to surface which can help establish the technology to capacity. Another proposal to secure endorsement can be implemented with the right application of **public pressure.**

One proposal is a plan to allow for a cheaper registration of vehicles which fit any number of these modifications. The merit for this is simple. As a result of fitting these modifications you reduce the standard stock car emissions to that of a lower cylinder engine (in some case even lower). For example if you have a V8 car and fit the HH2 system or an open source dry cell gas splitter, you produce LOWER emissions similar to that of a lower cylinder car. Hence this can be justification to lower your registration to that of a standard V8 upon retrofitting and producing an emissions test.

It's more expensive in the country of Australia to register a V8 cylinder engine in comparison to registering a 4 cylinder engine. With a subsidy in place to enable a cheaper registration by fitting a modification can save money each year on registration, improve public health and save energy. **This is a sure way to encourage the public to retro fit, reduce pollution and save fuel in western countries. Something politicians are trying to establish at this very time but can't match under any other plan.**



	GAZOIL	+ SYSTÈME PANTONE
CO ₂	8,6%	0,1%
Nox	348 ppm	168 ppm
HC	3 ppm	1 ppm
CONSOMMATION	11,7 l/100	9,8 l/100

Emissions Diesel engine test done by a French news report showing a reduction of CO₂/pollutants and fuel savings

The GEET variant technology coined by the French as “water doping” or the “Giller Pantone” method has superior “climate change” or pollution cutting solutions when fitted to a non computer diesel engine. The screen shot shown above is taken from a French news report. The emissions data shows that the engine is producing less CO₂ and other harmful pollutants as a result of using the GEET variant process. These pollution reduction results MUST NOT be taken lightly. **Take a look at the VISUAL difference that comes out of the exhaust.**



A Before (right) and after (left) paper towel test

The pollution reduction shown in the image above must sink in. Imagine all the diesel engines worldwide with the same reduction in emissions. **It can be done TODAY but is neglected; there is no international plan or education program to support it. Or any endorsement budget to help retrofit them.** Here is another French news report showing a significant reduction of CO in the car by using the same system.



Screen shot taken from the news report



Giller Pantone System fitted

[2 CV Gillier Pantone](#)

This system is open source. The GEET variant technologies (Ecopra, Hypnow, SPAD) have instant retrofitting capacity today. The true GEET technology may have a UNIQUE pollution reduction capacity but is largely unknown. The following data has been taken from the GEET CD Rom and shows a [10HP GEET retrofitted engine](#).



10HP GEET fitted engine

In this video they were able to produce oxygen out of the exhaust that was higher in content than the ambient air in the shop!



Screen shot showing the Oxygen reading taken from the Video

The education system is currently not set up to teach the standalone GEET or GEET variant fuel reforming principle. Unknown to most is that a GEET fuel reforming (or GEET furnace) could use the waste oil and salt water, and produce a synthetic gas. One could then store or use the synthetic GEET gas even in your car, or for heating etc. Water and fuel have already been made into a synthetic GEET plasma gas. [YouTube - Plasma burner](#)



Water / oil plasma: 8 minutes

More detail on the GEET's pollution cutting capacity has been included in the GEET section of this document. Also there are other unknown fuel vaporizer technologies which are in a class of their own in regards to pollution cutting and fuel savings.

The following "[Infinimp Flash Vortex Injection](#) (FVI) system has been reported to achieve a significant improved mileage result going from 14 to 30 MPG. This system is compatible with fuel injected petrol cars.



FVI –Flash Vortex injection

There are many more efficient fuel injected car systems out there, like the [tscombustion](#) Transformational Combustion process but the policy to ensure the implement of them in real time is not currently in place.

USED CAR DEALERS can be contacted about the topic of their cars being fitted with this technology to give them better fuel economy and reduced emissions = MORE SALES. If you are a used car sales man or someone who can help this effort please [contact us](#). We cannot express the need for endorsement and for training of retrofitting garages enough.

The knowledge and technology is out there but the policy to help support them is not. The following news story proves how fuel saving concepts are not being taught to other retrofitters.



Taken from the CBS news report

Goodwin and his team in Kansas have modified more than 100 vehicles in the past 10 years. He works on a small scale, and his modifications can cost anywhere from hundreds to thousands of dollars per vehicle. And his work is leaving car designers in Detroit jealous. Having your car green-

tuned by Goodwin is gaining celebrity status. The 1984 Jeep Sreenivasan got a road-tour of belongs to the Governor, Arnold Schwarzenegger. "We've doubled the horsepower; we've tripled the torque and doubled the fuel economy," Goodwin said.

<http://www.cbsnews.com/stories/2008/12/09/eveningnews/main4659069.shtml>

The fuel saving knowledge from this story exists but not available to everyone Panacea is the only institute intent on creating educational material for retrofitting garages and is working on no budget.

Without implementation of the suggestions Panacea mentions - As you can see through case file after case file the educational problem will not be solved any other way. **There is no excuse for the [920 patents related to better fuel economy](#), reduced emissions and alternatives fuels since the 1920's which have never made it into public hands. That was 920 patents for improved fuel economy which are still today not used by manufactures or governments.** You can even ask Hollywood and Steven Segal about supression and the need for a corporaiton charter to police and support these technologies.

[Steven Seagal's Ending Speech from "On Deadly Ground"](#)

Panacea's proposed retorfitting garages concetp is essential education to deal with this problem.

Today some rand new diesel 4WD's get 14 liters to the hundred kilmoters.

Alternatives to the ICE, (internal combustion motor) exist TODAY and have existed for a long time. Air motors, Electric cars and other examples shown in this document must accompany public participation through LOCAL public lobbying to ensure the public dissemination of this technology in REAL TIME.



Compressed air engine technology – Panacea's preferred choice

Local communities can help enforce them by lobbying to their local member with the information we provide to help LEGISLATE and push car makers to manufacture this technology to meet the emission and technical standards possible. **Please use this information to lobby your local parliament member or congressmen. Local mandates, class actions and petitions are a proven LEGAL way to ensure dissemination of this technology.**

Panacea has provided an overview of technologies which can replace fossil fuels in this document entitled "overview of alternative technologies to fossil fuel". This technology does not have enough legislation and public pressure to enforce them into a mandatory public fuel efficient and pollution standard.

A public lobby created a local mandate once in California which was successful in enforcing an emission standard. The local CARB (California air and resources board) stated that a certain percentage of cars sold in California must not have an exhaust (emission standard). As a result GM was forced to conform to this LAW and provide electric vehicles for California residents. Although this particular local mandate was sabotaged by political and economic conditions ([Reference](#)), **this time clauses can be created to protect it. Plus with the "climate change" hype today they could not as easily get away with the same interference. Car companies NOW have NO excuse to change over their technology!**

In the mean time devices which can be fitted to existing internal combustion motors to save energy and stop pollution have justification to get subsidies, endorsement and political legislation to ensure complete dissemination. A program needs public promotion of these technologies to help get them endorsed, known by politicians, taught at faculties and mechanics trained to install them.

Currently the Panacea [online university](#) is the only one in existence perusing these goals. The open source engineers providing this research have worked with no budget and are true to their word about open source disclosure. The Non profit organization Panacea-BOCAF intends to support open source engineers working with this and other suppressed clean energy technologies. Panacea also intends to help train mechanics and faculties in these methods. To do this these engineers require grants, resources, faculty recognition and security. All this can be created in [Panacea's proposed granted research and development centre](#). For those able to help this effort, please [Contact us](#).

Panacea cannot survive on a shoe string budget if you can help us in any way [please help and donate](#).

[Panacea's FREE fuel saving and pollution cutting school](#)



A Scene from the Brisbane Australia class room

Hosted by Panacea this FREE Expo and school will show all the open source and proprietary retro fitting technologies which we have validated. We will be presenting all our fuel saving and emissions data for any mechanic or individual to evaluate. Plus **be able to train mechanics and individuals FREE**. This school will be held in Brisbane Australia at the state library please contact us for any interests. We expect it to start in 2011.

Mean time a fact sheet to help train mechanics can be obtained by direct us via email. If you are mechanic and can't get to the school please [contact us](#) and we can send you an information pack and provide free training. If you a commercial vendor and wish for us to test and show case your technology please [contact us](#). The following is the current list of technology which we have tested:

- 1) Retrokit -Big diesels and tractors
- 2)ECOPRA - Diesel car engines
- 3) HH2 -LPG, petrol and diesel with computers
- 4) Open source energy saving material we deal with, LED lighting, battery charging and more.
- 5) FVI fuel injected Vaporizer for generator, fuel injected and carby car
- 6) Open source dry gas splitter hydroxy cell for computer cars
- 7) GEET School Promotions for those interested
- 5) Free energy Display - Steorn and Bedini solar amplifier

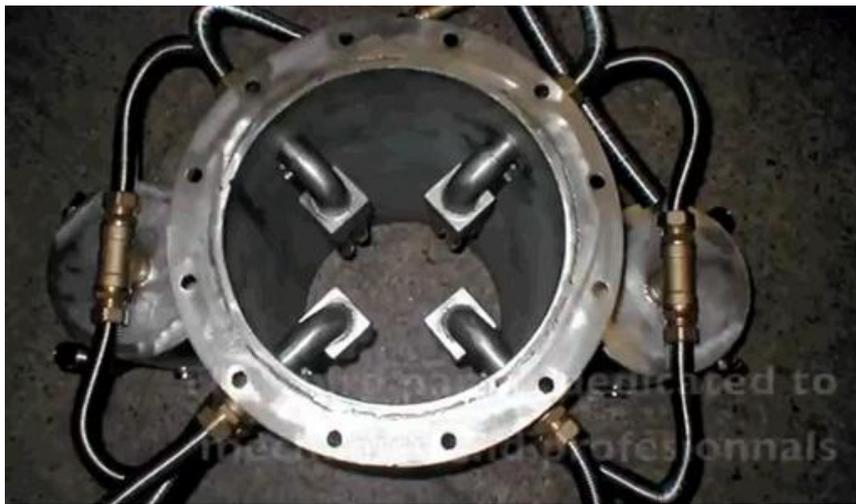
We won't charge for the class, any supporters or students can offer a donation if they wish to support our public service.

Retrofitting Modifications

The following list of retrofitting modifications will fall into two categories, proprietary (of which kits are available from the vendors) and open source (which you are free to build yourself). **Panacea encourages proprietary holders to consider the benefits of open source with their product for non commercial usage.** This has already been done in hydrogen one demand case (which you can find in the Panacea university' hydroxy course on the Panacea university site).

This results in increased security, wider dissemination, promotion and non commercial replications. In certain cases free R and D. For open source inventors, a general purpose license or creative commons can also be issued to ensure that intellectual property is secure for open source non commercial disclosure.

Open source engineers are essential to help protect, educate and disseminate this genre of engineering. The oil companies, faculties and governments are well below capacity at providing public access of this technology. This is why they do not teach any of this. **There merit for this technology is at the end of the day an important public health issue.** So far the importance for it is only seen in its capacity for commercial vendors to save big fuel guzzling company's energy.



Hypnow Retrokit modification for a 600HP Diesel generator

You have a whole world-wide community of open source engineers which; is largely unknown to consensus reality. They work with no budget, no security, no accepted or supporting faculty or political support on technologies which are suppressed and skewed from the general public. Add to this the open source energy communities are also improving existing technologies which not only can do practical use now, but are critically needed to save energy, stop pollution and advance education.

Some of the important ones to date include hydroxy boosters and GEET variants which otherwise would not of surfaced to present capacity due to the current political and economic conditions.



The French Farmer Giller – Famous for the open source “Giller Pantone” method”

Without the open source community and open source work the mainstream faculty’s institutionalized dogma (ignorance) will remain and so will their unwillingness to investigate and provide resources towards this technology.

Stagnation also occurs as a result of corporate sponsored political legislation which currently applies more resources towards so-called "clean" coal energy rather than renewable or our suppressed and alternative forms of “free” energy. These open source engineers perform a valuable public service, and have advanced education. Even on technologies that are already established, but are yet relatively unknown to the public.

In France as a result of Inventor Paul Pantone giving away a FREE version of his GEET technology for a small engine s **France went on to develop it into other practical OPEN SOURCE applications (Tractors and cars) which as a result have taken more emissions off the road than any other commercial product or government and now have their city council using it. This was done at the grass roots level and with no grants.**



Open source GEET system- pollution reduction screen shot from the French news report

Open source engineers have been the only ones to bridge this gap in real time and get the devices and education out there. Engineer **Bob Boyce has open source his dry cell hydroxy booster design for private non commercial usage. This resulted in a whole genre of open source hydroxy engineering designs surfacing.**

Just about all commercial dry cells come from Bob Boyce's original OPEN SOURCE dry cell disclosure. All gas dry cell splitters were inspired in part by open source engineers Bob or Bill Williams. THE CONCEPT REMAINS THE SAME.

The need for this open source disclosure can be shown clearly and unequivocally. This is important for many reasons. In the following Fox news show [Fox News Tech Trends Hydrogen Generator in Commercial Vehicles](#) a hydroxy (hydrogen on demand) system was featured which was proven to be able to save diesel truck fuel and reduce its emissions by 80%.



System picture right next to the inventor

This system was reported to retail for 10,000\$USD. This high price is not practical to get the technology disseminated in real time. The price to manufacture this unit is estimated to be a few hundred dollars. An open source version would make competition and lower prices which can address a public health issue in real time.

Some issues are far more important than profit. The merit for improving public health must not rely on profit or it will never get out there to capacity. [jaker wall](#) is a perfectly qualified engineer who could excel in this area if grants and endorsements were applied to his work. Jake has already been instrumental in his research and [publishes his results freely](#).

The goals of the open source community are to clean up emissions, try to save fuel and reduce the dependence on oil as fuel. Instead of fighting over differences, the community is there to unit we due to our common interests.

Panacea encourages all to get support and help OPEN SOURCE engineers, you certainly won't get real time exposure to this area of research any other way and we certainly will not be building up momentum by any other way. With the amount of volunteers and engineers with equipment out there, there is certainly capacity to get the answers out there and gather support in REAL TIME.

Further merit for the OPEN SOURCE genre can be shown in the example where an engineer made an open source Electronic fuel injection enhancer circuit (EFIE); this has in some cases enabled the cars to accept the hydrogen on demand system.



[Covert Auto's](#) Open source EFIE

The car companies have not made an aftermarket computer to accept a new health standard that is possible through hydrogen and demand and others systems. This system was born only out of open source collaboration. **These open source engineers are working on no budget you have to find the balance in order to educate the public in real time**, Open source engineers work must be taken in, till to this day the government has not taken note of their results and given subsidies for its implementation, or is there any faculty are teaching them. Panacea contacted the Queensland Australian government about hydroxy in 2008, no reply was forth coming.

The benefits that apply from the bulk of this work come from the open source engineer's work.

And it is them that Panacea is for. Panacea is happy to work and help proprietary inventors advance, validate, promote and even improve their retro fitting modification.

Panacea has already begun to do this with the Gadget man groove, Z5, HH2 system, Ecopra, Hypnow SPAD system and GEET technology. Panacea is always looking to help others. If you are a vendor with a product and wish to talk to us about this please [contact us](#). Note we are a non profit organization and put any remuneration if any back into our environmental projects.

None of the data you are reading was able to be done without the specific help and sponsorship of individual donations and vendors, in particular Sandeep, Dr D, Rolf, Dallas, PKW performance, Gadget man Ron Hatton and many others.

If you are able to assist Panacea and help us bring you more, please note that all the proceeds derived from materials offered on Panacea are carefully utilized toward various projects to bring about a better future for all. Please help us deliver suppressed and alternative FREE energy technologies to the public by making a donation. [Please donate](#) .

Hydroxy Gas -Hydrogen on Demand



The Gas splitting Dry cell by Open source engineer Bill Williams.

The term "Hydroxy gas" is exclusively an open source FREE energy engineering term in origin and refers to [Oxyhydrogen production](#). Hydroxy gas is produced from an electrolyzer which comprises electrodes that are immersed in electrolyte and water. A typical hydroxy retrofitted system uses the electricity from the vehicles battery (replenished by the alternator) to produce the hydroxy gas. The system is installed in a vehicles engine bay and the gases are fed into the vehicle's air intake system.

This method is intended to enhance fuel combustion and operate your car as a hybrid system using hydrogen on demand. Testing has shown greatly reduced or totally eliminated emissions, removal of engine and exhaust carbon deposits, improved torque, power and increased fuel economy. Institutions like NASA to the society of automotive engineers have all validated the process which first appeared in a 1918 patent.

A hydrogen on demand system helps to complete the burning of the vehicles existing fuel and extract the already available energy hence the fuel economy gains. A properly configured system produces just the right amount of hydrogen catalyst to blend with the existing fuel source,

enhancing the combustion of fuel from helping to incinerate fuel toxins and particulates. **This creates a cleaner air exhaust discharge.** Some pioneers in the open source hydroxy research field are source engineer's Bob Boyce, Jake Wall and Bill Williams. **There are many more.**



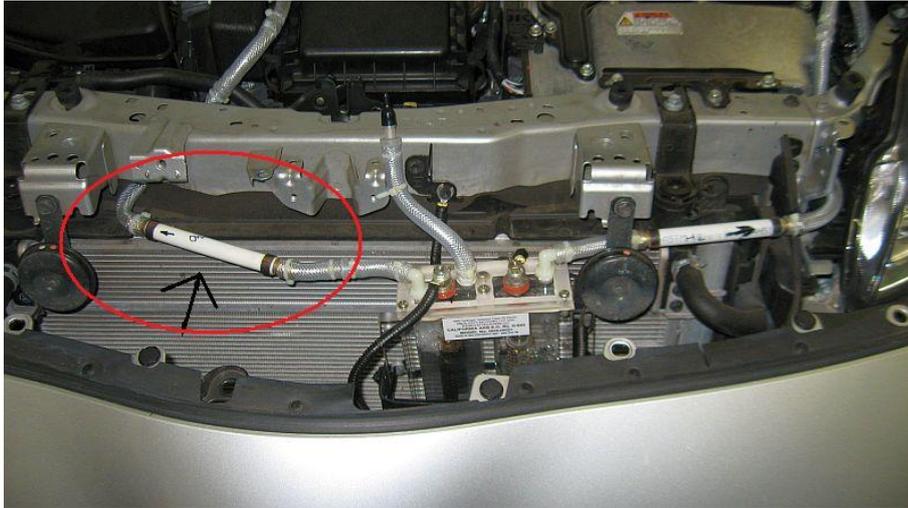
Bob Boyce

An extensive background on open source engineers can our tests can be found on the <http://panacea-bocaf.org/hydroxygas.htm> webpage. Before you can install this system onto your car, truck, generator or any internal combustion in engine, your installer, mechanic or the DIY person must be aware of the following:

Any Hydroxy System installed on modern fuel injected or computer driven diesels vehicle will require one of the following configurations.

- 1) A hydrogen or oxygen gas splitting design (recommended, may be a universal solution)
- 2) EFIE or Volo Chip (not universal, won't be a solution for all cars)
- 3) **Safety is paramount**, you must use scrubbers (to filter any electrolyte) flash back arrestors and TWO safety bubblers. **No compromises.**

Probably the safest and most secure set up which we have tested is the proprietary HH2 system This set up uses 2 safety bubblers and flash arrestors that serve to scrub any electrolyte and prevent it from entering into the engine. These need to be cleaned after 12,000 miles.



HH2 install

Pictured above in the red circle you can see a back flash filter which also filters any nano particles of KOH (electrolyte) or other contamination.



HH2 install To Bubblers shown

If you're not using a hydroxy gas splitter design such as [Bill William's 5X5 CDGSC Gas splitter dry cell](#) you will have a blend of hydrogen and oxygen (hydroxy) going into the air intake. For carburettor cars and non computer diesel cars this is not a problem.

For modern cars with fuel injection or Diesel's with an oxygen sensor, this means you car will see extra oxygen and a change in the air fuel ratio. The oxygen sensor will pick this up and process that the vehicle is running to lean (extra oxygen content) and switch to adding more fuel in (Rich setting). This is because factory operation is set to a predetermined air fuel ratio. So instead of enhancing the combustion your car will actually use more fuel and have more pollution.

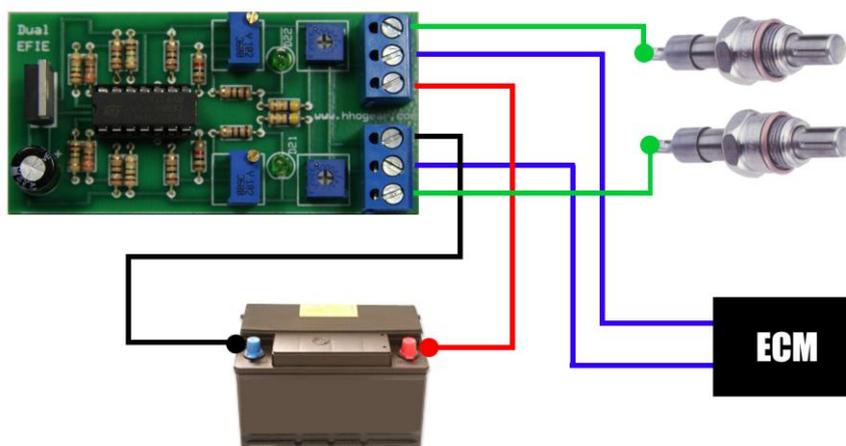


A Scene from Bill William's Open source 5X5 Gas separator cell

Typically a device called an EFIE (electronic fuel injection enhancement circuit) is used to deal with this problem. Currently there are no factory made aftermarket computers made by car manufactures to enable their car's to accept hydrogen on demand systems. The car manufactures know their technology and are needed to get on board to produce a combatable scenario.

You may be able to consult performance workshops that can re program your exiting computer to accept the new supplementary gas and fuel. The Engine Control Unit (ECU) of an automobile can be reprogrammed with a more efficient curve that will take advantage of the added fuel from a hydrogen booster. This can be done with new software called tuning software and a programmer, which is readily available but expensive for newer cars. Some cars can be programmed using a laptop computer or a programmer via the OBD-2 port. Others will need to have the chip (ECU) removed and reprogrammed.

This needs more research and reports. So far open source engineers have had to literally "guess" to make the EFIE.



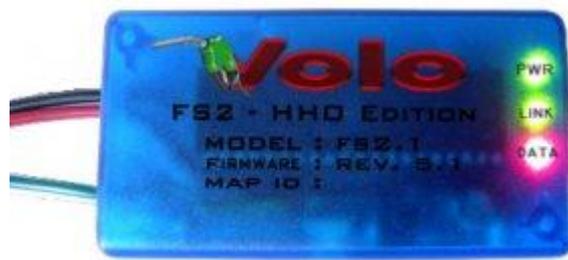
There are different EFIE's needed for wideband and narrow band made vehicles. Most ones for sale specify for narrow band and most vehicles are. Check here to learn more.

[EFIE: Electronic Fuel Injection Enhancer, Described](#)

There are also MAP and MAF “EFIE’s” which are just another way of performing the same function. This is to prevent your oxygen sensor from reading too much oxygen from the hydroxy gas injection and allowing a Rich mixture to happen. Some also use a Pulse with modulation or “PWM” with their EFIE. This is just a way to limit the on and off times of current to prevent over current or excess heating for longer trips. It has nothing to do with the efficiency of the gas output (Brute force hydroxy booster mode).

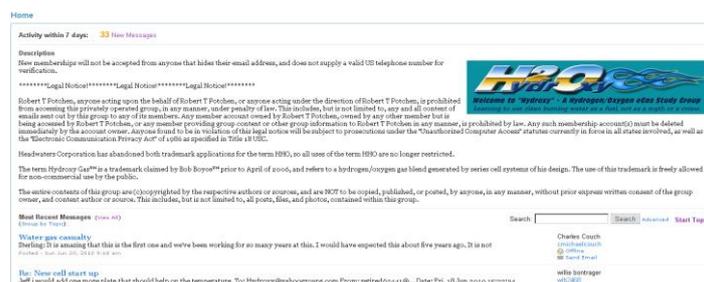
[Example of an MAP EFIE and PWM](#)

The alternative to the EFIE is the aftermarket Volo chip for OBDII compliant computer cars. Hence like the wideband and narrowband EFIE’s this is not a universal solution.



Youtube- Volo Chip [Installation - HD](#)

Aside from public health suffering, the car manufactures are also, there are over 10,000 registered open source hydroxy users on the open source hydroxy forums using this technology; many more users are potentially out there. Below is a screen shot taken from Bob Boyce’s respected open source hydroxy enthusiast and technical support forum. Currently in 2010 this group has 6000+ members



The market for a product to accept this retrofitting modification is immense. **You are needed to forward this information to car manufactures and your local government to help these efforts. In Mean time we recommend using the HH2 gas separator system, or the open source [Bill William’s 8X8 GSC](#) dry cell.**

So far it appears that the pure hydrogen gas splitting separator cell system is the closest thing we can have to a universal solution. However more tests and feedback needs to be done to confirm this. DR Derek is the inventor of the proprietary HH2 gas splitter system.



Derek has been doing his part to ensure honesty and safety regulations are being met with hydroxy research. Four HH2 cells were generously donated to Panacea by Dr Derek to test and report honest results. Good or bad Derek stated I want to hear them. Well we were blown away. This cell uses low amps to produce a high quality orthohydrogen gas. The output is pure hydrogen not "hydroxy". The emphasis for most will be on the fuel savings report from this test. **However it must be stressed that the emissions result can create a city with the lowest pollution in the world.**

The car Panacea tested was run with what is called a flared transmission (affords losses). Even with running the car with this handicap we were still able to achieve a 54% fuel saving on the highway. Our emissions tests are included below. The 54% test was using premium fuel and figure recorded using the car's onboard OBDII computer. This computer tells you the duty cycle of the pulse injectors. Using the same driving trip on the high way the computer read before installation.

Base mileage: 13L/100km

After installation-New mileage: 8.4L/100km

$100\text{km} / 8.4\text{L} = 11.9\text{km/L}$ multiply by base mileage figure (13) to calculate the extra distance for the same amount of fuel. $11.9 * 13 = 154.7$ (subtract 100 [which is your base mileage] from the number, what is left is the % extra mileage). =54%.



Panacea's HH2 installation

After using a lower grade ethanol fuel blend we averaged out 9L/100Km to a stable 10L/100K on the highway. Our emissions results showed that at a certain RPM we had the best air fuel ratio. The cell was run on 11 amps. This means that you can tailor a circuit to put an on demand amount of hydrogen to match the engine requirements and optimize the savings.

For example in our tests:

At 1000RPM at 11amps = AFR: 17.99

At 3000RPM at 11amps =AFR: 15.59

If you do tests like this, you could design a computer module (PWM maybe) that senses the RPM, and injects more or less to get the sweet spot. We think this is important for Hydroxy research. We instructed our volunteer to keep the car closest to the 15000RPM sweet spot AFR reading and to take off slowly. This in turn gave us our best results yet. At factory this car is listed to get 530Km per full tank. We had already done 481.3K's in one tank.



As a result of using this technique the computer showed us that we had an additional 210K's left to go on this tank till empty.

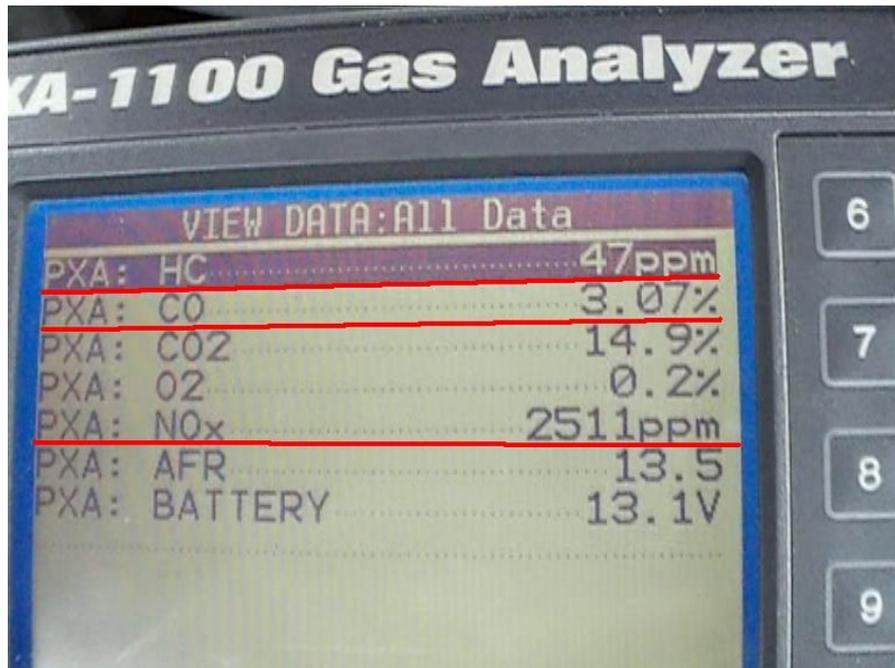


That equals around 710K's to the full tank as opposed to the factory listed 530 Kilometres per tank. Panacea also conducted an emissions test on the vehicle using real driving habits. Ie- by attaching a portable emissions tester and driving around with wind resistance as would typically be experienced in highway driving.

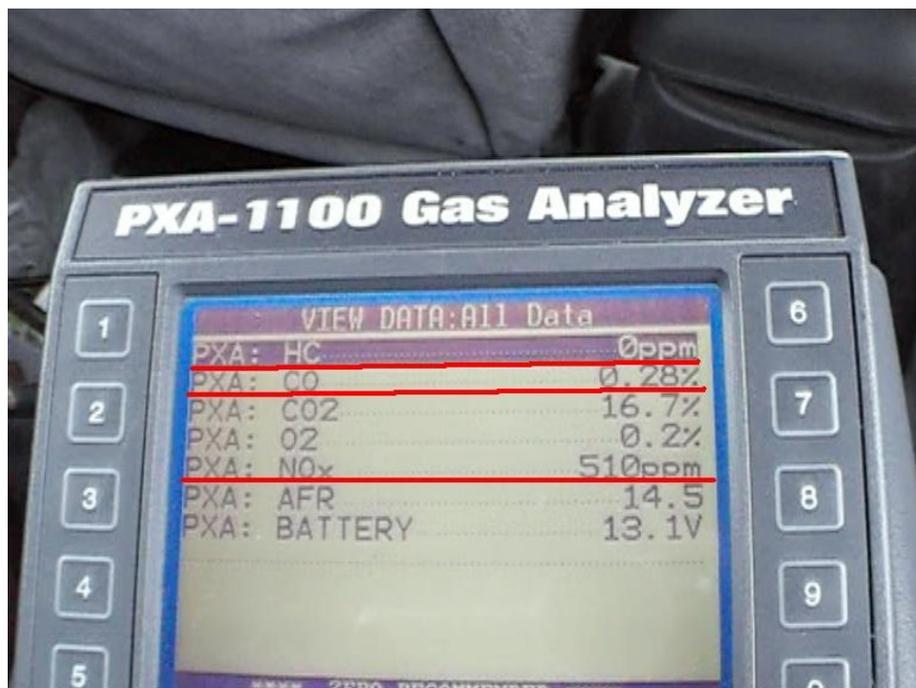


Panacea's portable emissions tester

Our emissions results were encouraging at 100K's:



Emissions reading at 100 K's without the HH2



Emissions reading at 100 K's with the HH2

Hydrocarbons = 100% drop

Co = 91% drop

NOx = 80%

-Booster's made with Stainless steel electrodes – If you follow the procedure for plate cleansing listed in the Panacea university hydroxyl course the internal resistance will be lowered and you will have better efficiency and produce a better quality gas.

-Any stainless steel cell that is not done this was typically requires high amperage to get any useful gas. Do not run above 25 amps unless your alternator is designed to run high amperage. You may wear out your alternator in time.

-Stainless steel electrodes that have not been plate cleansed using the Bob Boyce or had passivation done via critic acid may also produce Hex chromium. This is carcinogen the dispose of the used electrolyte is illegal and must be carried out lawfully under the EPA regulations.

-Booster's made with Titanium electrodes thought to be efficient and produce better quality gas with lower amperage in certain cases. Titanium electrodes are understood to not produce Hex chromium. There is currently debate on whether the Mix metal oxides or "MMO" Ti coated electrodes will last or be economical for distance. Currently testing is underway to confirm this.

-Dry cell designs are the most efficient as opposed to "wet cell" designs

- With regard to the optimum amount of hydroxy needed for optimum mileage improvement. There are reports stating that when the amount of hydroxy supplied varied between $\frac{1}{4}$ and $\frac{1}{2}$ a litre per minute of hydroxy for each 1000cc the best results were obtained. This is also the exact same amount that is prescribed by Bob Boyce for optimal mileage.

-Savings are determined on your driving habits installation and operating conditions (temperature, using duration, speed variations, engine load.

Summery Benefits of Hydroxy boosters:

* Gas Mileage increase.

* Increase in horsepower.

* Decrease pollution -IMPROVE PUBLIC HEALTH.

* Simple installation.

*In the USA an IRS Tax Deduction may be available

*Carbon credits must be worked towards please contact your local member about them apply in other countries.

-Open source designs and technical support forums are available in Panacea universities hydroxy course.

Hydroxy Links

[Technical forums and open source construction- Panacea University](#)

Gas splitter Kit Venders

[HH2 - USA](#)

Dry cell gas splitters - <http://hho-research.com.au/>

[HH2- Australia- Contact Panacea](#)

Media Reports

[BBC News Report on Hydrogen Generator and Delivery System](#)

GEET Variant Technologies

GEET is an acronym which stands for Global environmental energy technology. The following modifications are variants of the original GEET principle. The original GEET will be covered in more detail following this section. This variant principle was inspired by Paul Pantone's original GEET system. This started after Paul Pantone publicly disclosed FREE plans for the retrofitting of a small engine. This disclosure was only designed to show some UN mistakable results.

The French then took these ideas and came up with open source systems for bigger engines, including tractors and various agricultural systems. No government or faculty as been able to match the same pollution cutting and fuel saving results.

As mentioned in the introduction of this document, this GEET variant principle has been dyno tested by a French news team. The results achieved significant pollution reduction on the diesel engine (this modification is understood to be only suitable for diesels). The city council also used and tested this modification on their diesel to active positive results. The direct down load and open source instruction for this principle can be found on the following document.

Giller-Pantone [City council adaptation of the technology](#)

These variants are coined by the French as the "Giller- Pantone" method (Giller is the farmer who took the small engine plans and open source the variant principle) and as "water Doping". The French have been using this for a while.

10 years of energy saving and pollution cutting -[Achieving Systems "Gillier-Pantone" in France, Belgium, Canada, Tunisia, Egypt.](#)

The principle is a heat exchange through a catalytic reactor to produce a synthetic supplementary gas that's fed into the air intake system. This like hydrogen on demand is used to help burn the fuel more efficiency and produce less emissions.

This open source method went onto being applied to saving a lot of fuel and improving public health, The French news reports are riddled with these fuel saving installations. **Open source has been the only effective way to get this info SECURE and out there in real time.**

10 years of energy saving and pollution cutting -[Achieving Systems "Gillier-Pantone" in France, Belgium, Canada, Tunisia, Egypt.](#)



Panacea's open source SPAD installation special thanks to Dave and Mal

The French farmer's news reports detail a lot of annual fuel savings and pollution cutting plus no problem with the engine what so ever. The French city council now even use this method. The French company Hypnow has produced some background info on the "water doping method".

[They've used water in their engines](#)

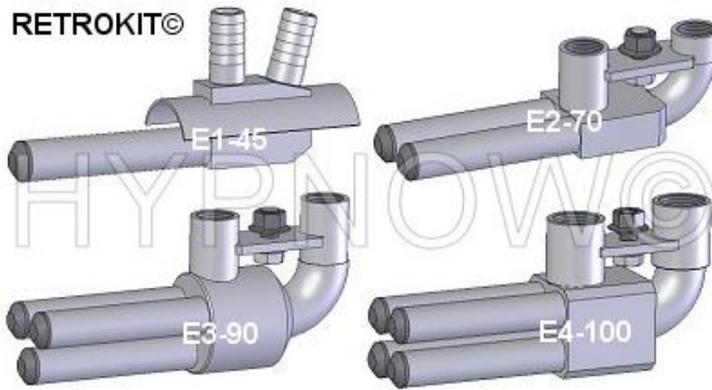
Hypnow founders Christophe and David are known to Panacea and have done an ESSENTIAL job to test and pioneer the engine adaption information needed to optimize the process.

They have also produced a book to report these findings and open source the SPAD method. Their book: [They've used water in their engines | Christophe Tardy & David Dieulle](#) features an exhaustive, in-depth approach to the subject through the experience of the authors who have industrialised their original version of these processes in the form of a "ready to use", miniature catalytic reactor.

Hypnow have designed three different catalytic reactor systems:

- 1) SPAD – no longer manufactured but plans are open source
- 2) Retokit – The replacement of the SPAD -**Recommended**
- 3) Nano kit Pro – smaller version of the Retokit

The First is the RETROKIT – Designed for agricultural machinery, tractors and big diesel generators.

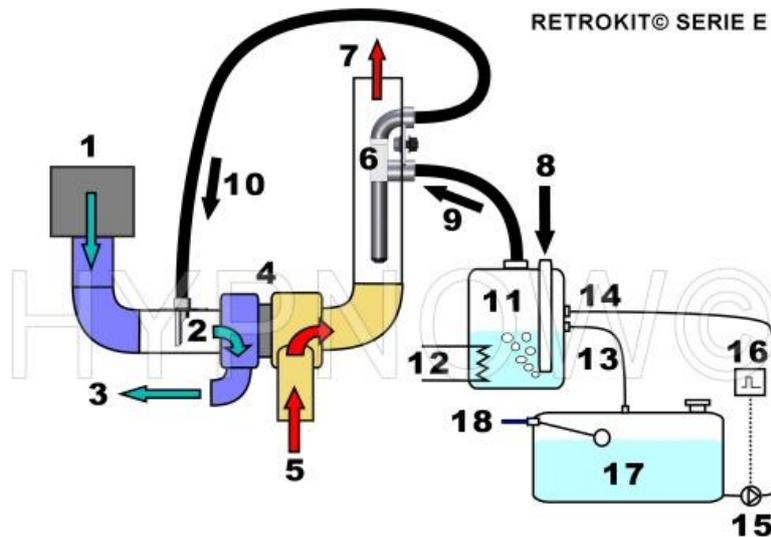


[YouTube video example - Retrokit E1-45 on a 16 KVA genset in the Congo](#)

An example of a [Retrokit® installation on a tractor](#). Bonus: **How to find the serial numbers of the injection pump and of the governor on a diesel engine.** Part of the installation process for tractors, generator and agricultural machinery involves the tuning of the governor to match the new RPM of the engine. A new RPM results due to the system enhancing combustion and extracting more of the available energy out of the fuel.

Example of installation - [HYPNOW RETROKIT E2-70 - CG13](#)

Closer look at the reactor process - http://www.youtube.com/watch?v=awwL2vNm_Rs&feature=fvw



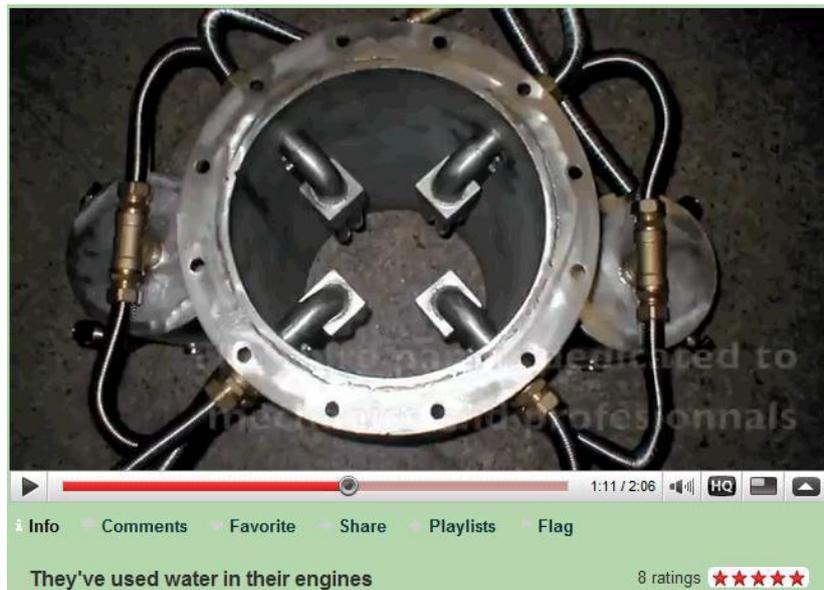
Retrokit system

For big engines, here is an example of water consumption. To install a system on a Perkins 3008: 630hp 1500rpm, compatible if consumption >60Liters per hour and governor's droop < 5%. To be equipped with: 1 x Retrokit E3-90 OR 2 x Retrokit Nano-Pro (system listed below).



Example of a retrokit on a 600 HP Diesel

Another version of this configuration is the SPAD unit, these are open source. The SPAD is a simple compact optimizing device for gas and Diesel engines is water fed kit, easily adaptable on generating sets, tractors, building machines, motor pumps for atmospheric or turbocharged engines, air or liquid cooled.



The fuel saving rate, reported by users, is comprised between 30% and 60%, Depending on installation and operating conditions (temperature, using duration, speed variations, engine load). These modifications have been used in France for YEARS, yet are not in Australia, America or countries where the pollution is the worst. The SPAD can be designed to work on diesel generators of up to 600HP, boats and agricultural machinery.



SPAD [Left] and Retro kit [Right] units

[Video Example - SPAD CT60](#)

The SPAD system compliments the process and produces more gas flow hence affords more savings. Since the SPAD is a compact unit that's mounted on the exhaust, the heat from the exhaust helps to create water mist. The system also has engine vacuum (from a line at the air intake) which adds to the amount of steam that can be transferred through the inbuilt reactor. More Steam and flow equals more synthetic gas which affords more savings

The Third configuration of this principle is the Nano Kit and Nano-Pro.



Nano Kit

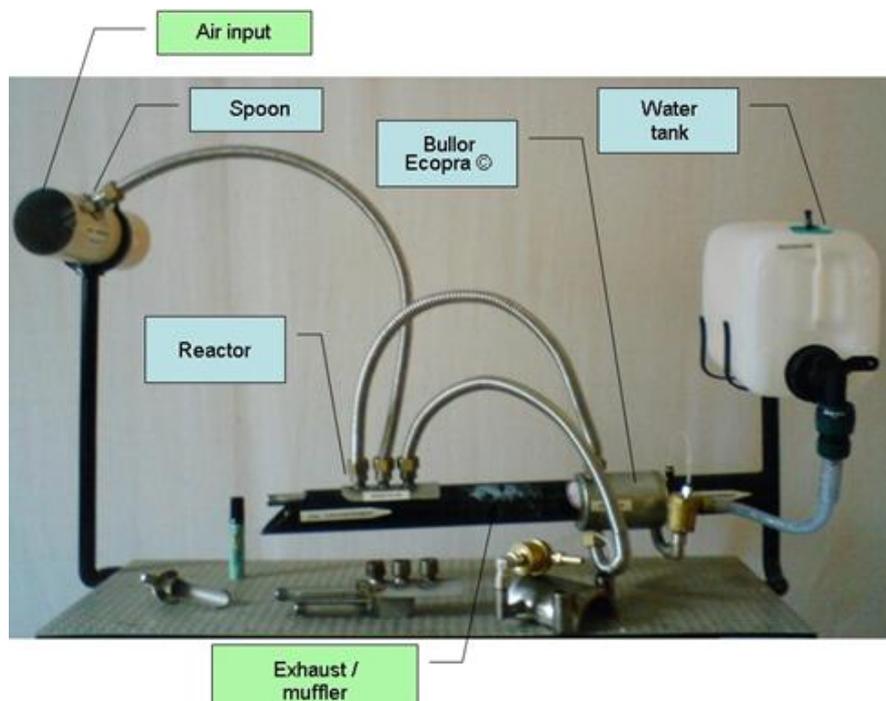
The Nano Pro is a system that's used externally, which in certain cases will be practical for boats. The Hypnow systems use the heat exchange so typically the reactor is needed to be in or around the exhaust stream to collect the heat.

The new Nano system has been designed for EASE of installation time. The Nano is reported to save from between 5-24%. So this is where the trade off is. We recommend the Retrokit or SPAD for maximum pollution reduction and fuel savings.

Hypnow have many installs under their belt; please check the Hypnow photo stream to see pages of different trucks, tractors, bikes and others retrofitted with their system.

[Hypnow Photo stream](#)

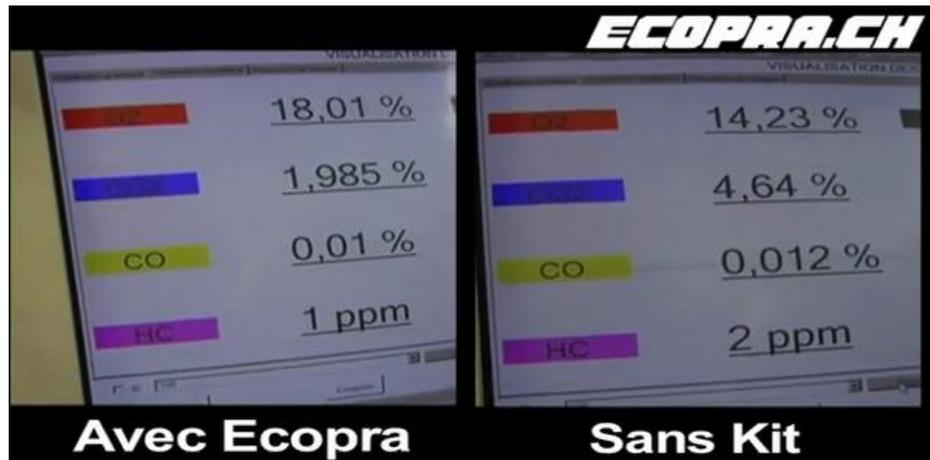
Another French company to use the water doping process and make kits available to the public is [ECOPRA](#).



The ECOPRA's fuel saving and pollution cutting kit.

The ECOPRA allows for a better combustion, a decrease in fuel consumption and decrease in pollution and is not new. As far back as 1901, a French Engineer, Mr. Clerget discovered it and it was used in 1942 by the army, air force then in Formula 1 during the 80's and is still used now in some car rally competitions. Ecopra use electrolyte in the water (Vinegar) to help the reaction, you can also use urine. This modification has been dyno tested and shown to reduce pollution and save fuel.

[You Tube -ECOPRA TEST](#)



Screen shot taken from the video –Left is with Ecopra – Right is with out

Other Ecopra emission tests: [ECOPRA d'Opacité](#). The Ecopra process like Hypnow is entirely mechanical. **Both these modifications are completely removable and reusable. If the water runs out, your engine simply returns to a normal operation.** This system improves combustion and reduces the unburned hydrocarbons. A reduction of 50% to 80% has been proven in gas analysis tests. The engine noise is reduced and the fuel economy is significantly improved.



Kit installed on a Mercedes 308 D -[Video](#)

Fuel economy gains between 10 to 50% have been field tested on vehicles and tractors. This technology can fit vehicles from 50 to 250HP. This technology can also be fitted to the following brands of machinery.

- # CASE
- #CATERPILLAR
- # CLASS
- # DEUTZ
- # FENDT
- # FIAT
- # FORD

IH
IMT
JOHN DEERE
KUBOTA
LAMBORGHINI
LANDINI
MASSEY FERGUSON
MC CORMIK
NEW HOLLAND
RENAULT
SOMECA
VALMET
VALTRA
ZETOR

[ECOPRA DO TRUCK](#)

The Open source SPAD plans are available in the Paul pantone GEET technology course on the Panacea university site.



French city council

The following is a document details the success and includes the OPEN SOURCE construction details. This was translated for Panacea by Jules Tresor. [City council adaptation of the technology](#). You can find further background on these systems including tests that Panacea conducted on the SPAD, Nano, and Ecopra on Panacea's GEET page.

<http://panacea-bocaf.org/geet.htm>

Panacea is the non profit reseller of this technology in Australia, contact us.

For technical support or R and D for this modification please visit the following forum

<http://tech.groups.yahoo.com/group/VortexHeatExchanger/>

The "Z5" Modification



Panacea's Z5 installation

Panacea wishes to thank Rolf and Faruk Bayrakçeken for their generous donations and help with this modification. **An important point to stress, this modification is NOT anything like the design or method of the “[hiclone](#)” or “[tornado](#)” savers.** Those designs have a different method to the Z5 and have also been tested to NOT work.



Hiclone/Tornado Designs

The Z5 has an extensive list of successful dynos and emissions tests. It has to be the best “middle of the road” modification we have seen. The Z5 is cheap and easy to install. Originally Invented by a 16 year old Israel kid the [Z5 modification](#) is a simple non mechanical special copper alloy that fits into your air intake hose. **It uses some sort of catalytic action via its patent special alloy process, hence why you do not handle this with your fingers.**

Quote -What the alloy is made from is a secret, of course, and Badash admits he isn't quite sure how it works, but road tests on emissions show that it certainly does work. It can be fitted to new cars, or old ones, diesel, hybrid, buses — basically any combustion engine, even power plants — says Badash-
End



Panacea's install

Panacea continues to validate this modification; the non profit organization has conducted a dyno test which was successful. Below you can see the torque curve which proves that the Z5 is effective (bottom of page).



Panacea's Z5 Torque curve test



Panacea's Z5 Torque curve test

The website describes its operation as follows:

When this higher quality air mixture reaches the combustion chambers it:

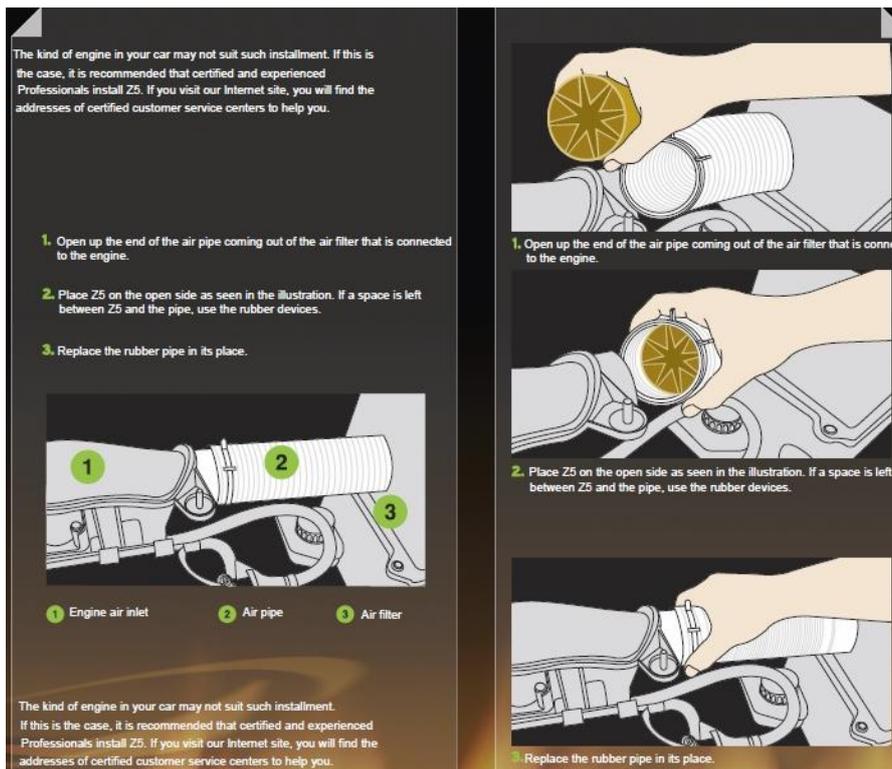
- Causes more efficient engine combustion (burning more of the fuel)
- Provides more engine power
- Results in a quieter engine running at optimal engine temperature
- Gives you more miles per gallon (kilometres per litre)
- And emits less pollution, like harmful carbon gases

[The Z5 news story](#) showed some encouraging results. They reported a 30% reduction in emissions on a diesel bus plus a 10% increase in HP using the reporter's vehicle. Their website lists independent tests results:

www.upsite.co.il/uploaded/files/693_3f9caecda43a3a8f0542bc8af1a2965a.pdf

<http://www.wipo.int/pctdb/en/wo.jsp?WO=2008010201>

<http://www.greenprophet.com/2009/04/26/8541/z5-israel-retrofit/>



The Z5 web site has a diligent reminder of the need to address the current technology with retrofitting modifications.

A Reminder - The first internal combustion engine was invented in the 13th Century. Six hundred years later, the modern internal combustion engine came on the scene, introducing the use of compressed fuel ignition. Combustion is a chemical reaction - the ignition of fuel and an oxidizing agent. In a car engine, the fuel mixes with the oxygen in the air. A regular car engine sucks in air, mixes it with fuel, compresses it, and ignites it in order to propel the car. The problem is that the combustion engine is not 100% fuel efficient, meaning that it does not burn all the fuel. Unburned fuel is then emitted via the exhaust pipe as pollutants released into the atmosphere.

For those interested in the chemistry, the common pollutants are: CO, CO₂, HCY and NO. The result: More than seven hundred years after its invention, the internal combustion engine remains a technology too primitive to utilize fuel to maximum efficiency, wasting potential power and polluting our air. Z5 is an advanced, patented solution that helps your engine achieve higher levels of efficiency, significantly reducing the amount of polluting gases released by your vehicle – and significantly reducing your fuel expenses at the same time. Fuel metering is essential for the GEET. The GEET needs an optimal fuel air ratio or it can supply too much fuel or not enough. A student and a manufacturer is needed to help create an off the shelf universal method to feed the GEET Fuel with changing RPMs on different road conditions.

There is no doubt that manufacturers adopting this technology will perform the essential corrective surgery to the inefficient internal combustion engine. However the public will need to write into their elected officials and help implement them into protocol in real time. The emissions standards that are possible today are not being enforced using this technology.

There is no logical reason to wait until “2016” to improve public health. Please send this document and information to your elected officials with this request, as a community we can only create security.

Z5 Links

If in Australia, Panacea is the non profit reseller of this device and puts revenue back into our environmental projects - [contact us](#)

Turkey – Contact:



Z5 Video's

[RTVi Z5 Save The Environment Save Up To 40% on Gas](#)

Reducing wind drag



Panacea's testing of the VG Wind reduction modification

This concept is intended to make the vehicle as aerodynamic as possible to reduce the maximum amount of wind drag or wind resistance. This in turn will mean improved fuel economy as there is less resistance or load for the vehicle to push against. This effectively will make your vehicle “lighter”. There are modifications which can be applied to aftermarket vehicles to reduce wind drag. The concept of designing the vehicle body for this task is not a new one. **Even since 1947 this Tatra**

T87 had aerodynamic features that resulted in less drag on the road. Only several thousand of these cars were built.



After this none were made. Modern designs which incorporate this concept are only just begging to surface (but are not in the majority of cars).



www.aptera.com/

Thankfully there are some modifications which can be retrofitted to aftermarket vehicles to a reduce wind resistance and save fuel. This is worth the effort, In fact especially in trucks and highway driving.



Boat tail reduces truck fuel consumption by 7.5 percent - [Source](#)

Knowing that long-haul big trucks can attribute 60% & usually more of their fuel in-efficiency on the highway to aerodynamic drag, and that we know how to, and have reduced aerodynamic drag in other vehicles down to single digit amounts of normal vehicle drag, it is only a matter of time until someone demonstrates a full size big truck with just a few percent of the aerodynamic drag that they now have. This would probably cut long-haul trucking fuel costs by half, or even more. The return on investment will probably be measured in months instead of years. -[Source](#)

You do not have to go to the extent that Michael Turner did with the following components. However by adding they enabled Michael to go from an average of 33 miles per gallon to 74 miles per gallon.



Mike's "Aerocivic"

"The Avion sports car was developed as a lightweight and aerodynamic and very fuel-efficient sports car. **The prototype was completed in 1984** and set the Guinness world record for fuel economy in 1986 at 103.7-mpg average driving from the Mexico border to British Columbia Canada border.



The 100mpg aero dynamic Avion sports car made in 1984!

The plan at that time was to manufacture the Avion but at the time fuel economy was not as big a concern 20 years ago and we lacked the expertise and the money to tool up and produce the cars. This technology is still not manufactured today-[Source](#)

The following VG fuel savers can be easily retrofitted to your existing aftermarket car for less wind resistance or “drag” and thus better economy and fewer emissions. Up to 11% percent in fuel savings has been reported by simply using this small and compact device.



<http://www.fuelsavers.com.au/>

The VGs are all the same size , trucks, cars, bus’s. They are speed specific, the faster the speeds the smaller they are e.g at 500km/h (aircraft speeds). Adding this small device to the back of the vehicle is easy and does not take long to fit. The concept of these designs is intended to produce strong vortices (small tornadoes) which cause the boundary layer of the airflow to stick to the back of the vehicle; this gets rid of the drag inducing 'eddys' of air and introduces smooth laminar airflow.



[fuelsavers.com.au](http://www.fuelsavers.com.au)

Panacea is currently road testing these designs. Our design is intended to save the vehicle at 80k’s.



Panacea fitted VG's on a diesel Van

For those in Australia it is interesting that the VG FUELSAVERS reduce your direct operating costs and improve your bottom line. The Australian Taxation office classes these units as **tax deductible for your business**. For transport vehicle they are also added to the side of the vehicle to reduce drag. Please check out the [VG website](#) to find out about your vehicle compatibility.

Paul Pantone's GEET Technology



GEET Inventor Paul Pantone in 2010 appearing on the "ultimate energy" show down program

The GEET variant technologies and the hydrogen on demand systems are intended to be supplementary systems and function as a hybrid. The GEET technology is intended to be a standalone fuel delivery system. You can however configure it to run as a supplementary system or "booster".

The GEET unlike other systems uses the FREE heat exchange in the exhaust to cause a reaction through a reactor. This goal is to reform the on board fuel (diesel or Petrol, LPG, CNG unknown). The process is understood to turn your fuel into a higher energetic synthetic gas. The gas is understood to be able to burn cleaner and more efficient with less pollution and more oxygen.

There is a little more fabrication work involved than a normal hybrid supplementation system to install the GEET, but do not let that deter you. More experimentation may lead to higher rewards other than a normal GEET supplementary system. A universal and easy bolt on version for small engines is available at this time.



Small engine kit available from [GEET international](http://www.geetinternational.com)

As far as we know there are no COMPLETE Car kit's available at this time. But parts can be ordered separately for this task. **Air Fuel metering R and D is essential to maximize the GEET potential.** To make the technology transparent to users, you require a custom carburettor or a custom control fuel air delivery system for the GEET to operate.

The reason – A GEET requires a different air fuel ratio or can supply too much fuel. The problem with cars is how to feed GEET Fuel with changing RPMs on different road conditions (custom vapour carb system). If you cannot control GEET fuel getting in the engine by car pedal it will get wild or run rich. These solutions have been done but typically require modification of the existing carburettor. Others **(which the GEET School does not recommend)** have opted to use smaller carburettor systems.



GEET installed on a Geely Scooter

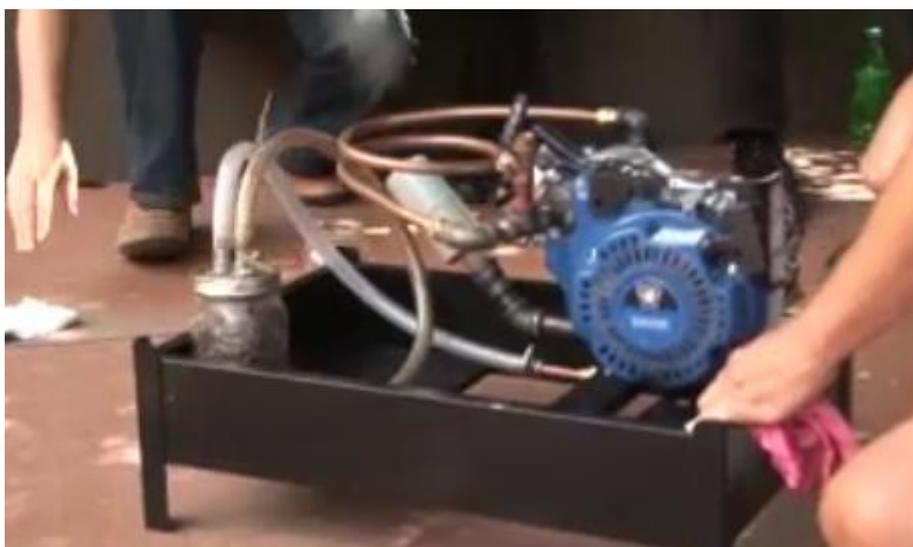
Here are examples taken from the GEET CD Rom. Usually the custom or new Carby is smaller in size.

[GEET 3.5 demo Dual Reactor Working](#)

[GEET Wooden 4 Barrel Carb Demo](#)

On the GEET CD Rom a custom fuel injector has also been tested to work successfully. This is what is required to complete the GEET system. Free plans and running bubblers in small engines - A common issue with the GEET is where people who have not attended the GEET School (available in the USA) have taken the free small engine plans and attempted to make them work on larger applications. The GEET institute states that these plans were only ever designed to show some unmistakable results.

[Paul's Comments about GEET FREE PLANS](#)



Bubbler demo unit featured on the ultimate energy show down

The above screen shot is taken from the [ultimate energy show down segment](#) which featured a small engine retrofitted with the GEET reactor. This engine was running unloaded on a mixture of petrol, water and alternative fuels using the bubbler as a fuel tank/air fuel delivery system (bottom left).

There are a number of GEET experimenters who have worked off the free small engine plans and have applied the same design onto small generators using a bubbler for the fuel tank/ fuel air mix. This is an attempt to get the engine to run on a diluted mixture of water and gasoline plus other liquids. You can find a lot of you tube video's showing this configuration.

Most of You tube is filled with people using the bubbler configuration (as opposed to a custom fabricated carby). **This can never run the engine continuously at factory.** As the engine consumes fuel vapours the fuel air mix in the bubbler will dilute with more air, this will require you to change the air fuel ratio with the valves continuously to maintain the RPM under load. At the start die to a Rich mixture for Fuel vapours the engine RPM will be high then soon drop off.

The following example is how a standalone GEE generator is intended to be set up and retrofit.

[GEET Generator from Licensed GEET Dealer: Eco Pro](#)

It is recommended that any serious GEET enthusiast or experimenters talk to the inventor Paul pantone and [attend the schools](#). After Research and development on the GEET it is Panacea's opinion that the GEET needs support and research. **It also may be the most practical system for a big ship or big generator engines given the fact that it uses the available heat exchange and needs no other energy input to function unlike a hydrogen on demand system.** There are other non mechanical mods that can help boost big diesel engines like the Z5, however a way to atomize diesel and put it through the GEET reactor would no doubt be unique for a ship or big diesel engine.

When you attend you will learn the intimacies of retrofitting any engine with GEET, and will gain the education you will need if you choose to become a Licensed GEET Dealer. You can email Paul to attend one of the classes at paul.pantone@yahoo.com

GEET links

www.geetinternational.com for Students – (recommended)

[CAA fuels](#)

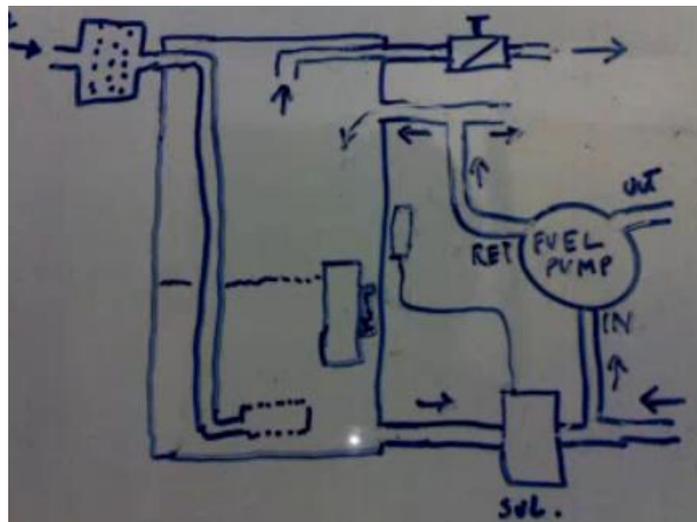
<http://panacea-bocaf.org/geet.htm>

For engineers overview – [Panacea University Paul Pantone's GEET technology](#)

Technical support – open source experimentation

<http://tech.groups.yahoo.com/group/VortexHeatExchanger/>

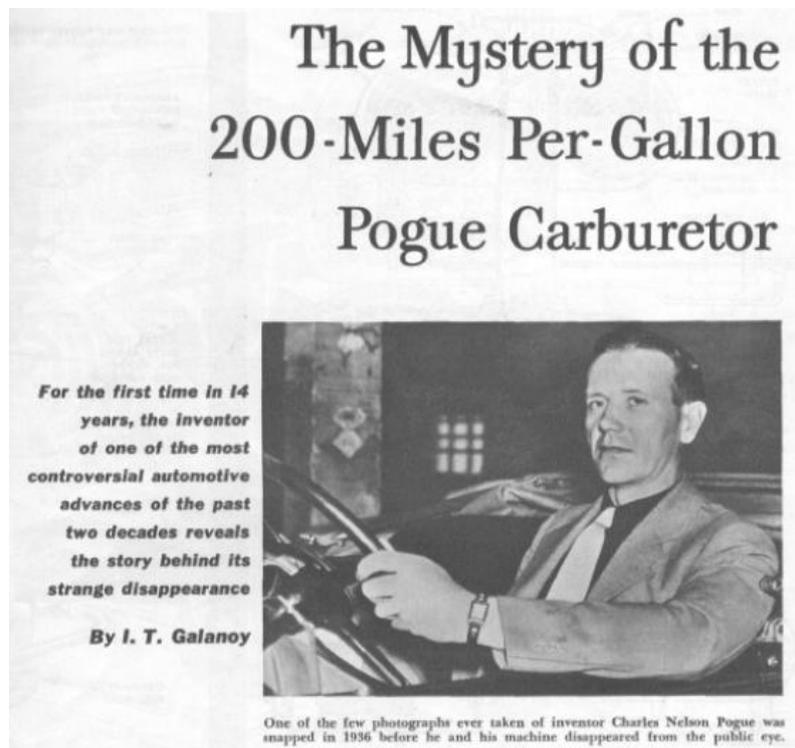
Fuel Vaporization



Open Source Gasoline Vaporizer #1 By [jopinoypower](#)

The goal is to assist the fuel vaporization process for improved economy and a reduction of harmful emissions. A combination of air flow and recycled thermal energy generated by the engine is typically used for this purpose. Air flow alone won't do it. Today's fuels have a lot of additives in them and will be resistant to total vaporization. If heated to a higher temp the long chain Moles will break down to a certain extent.

In the early days where the Pogue Carb and others would surface it was a different story, now additives clog up the process, very convenient for big oil.



Charles Nelson Pogue -[Source](#).

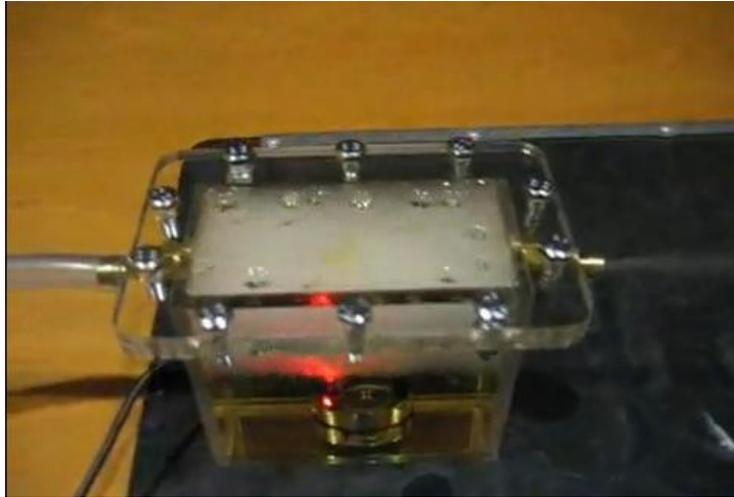
However we are afraid that we have more bad news. Ask the oil companies about why you're not driving this technology today.



The Shell Oil 1973 Test Car which got 376 miles per Gallon

Yes you have read correctly, the above shell opal test car got 376 miles per gallon.[Reference](#) That was in 1973 where is it today?

Fuel atomizing R and D are currently being employed for this task. Most of these are all still on the R and D board.



Ultrasonic Fogger used for fuel mist vaporization by [Jetijs](#)

What is certain is that the designs are out there (patents) but have never made it to the end user. There are kits for some interesting vaporizers with some testimony behind them. Panacea has researched both an open source vaporization induction system and the proprietary flash vortex injections system.

Infinimpg FVI - Flash Vortex Injection



This system uses a combination of fluidic dynamics (vortex flow) and the utilization of the engine heat to help vaporize the fuel. The [Infini MPG Video](#) reported impressive results. A jeep which got around 14MPG apparently achieved 30+MPH after the retrofitting of the FVI.



No emissions reports have been posted yet, however it is scientifically impossible to enhance combustion and not reduce the emissions. In other words this system will afford a reduction in emissions. Panacea see's a number of advantages in using this technology.



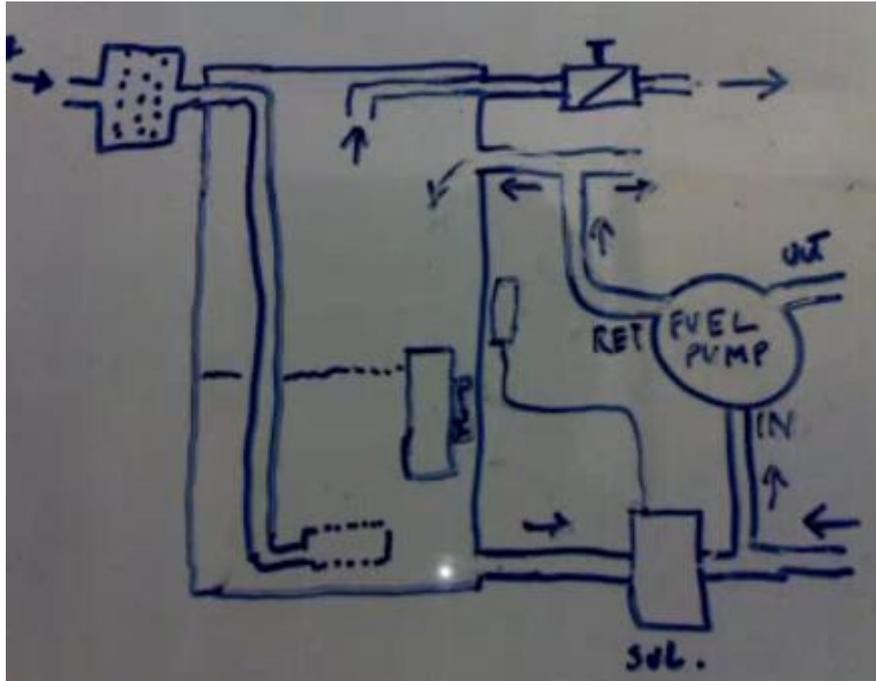
The retrofitting of this modification will require custom fabrication to create space around the injectors but is nothing you cannot get around. Panacea is directly involved with the testing and validation of this technology. Panacea has also been donated the opportunity as the reseller in Australia to help our sustainable development projects along.

FVI Links

FVI- installs inquiry Australia – [Contact Panacea](#)

Research and development fuel vaporizers

Gasoline Vaporizer by JO



This vaporizer has been done by a very generous and original open source engineer from the Philippines JO. The vaporizer system is PART of Jo's complete system (listed under project Genesis below); on its own this vaporizer design is only effective at idle and low RPM. The Video goes into intricate detail.

Important points:

1. The diameter of the container should be big enough to have a plenty space to build up gas vapour and prevent liquid gasoline to reach the gas output.
2. The level of the gasoline should be adjustable because the level dictates the richness of gas vapour. The higher level of gasoline the richer the gas vapours. Rich gas vapour can run your engine on pure vapour.
3. The level of the gasoline should be stable. Unstable level will result to irregular engine speed and performance.
4. DO NOT place your vaporizer in front most side of the engine compartment, In order to prevent fire during car accident. Place your vaporizer somewhere safe during accidental collision.

Links

[Fuel Pre Heater Project for 89 Ford Mustang](#)

freeenergynews.com/Directory/Carburetors/McBurney/

Commercial fuel vaporization kits

[Save gas dot com vaporizer.](#)

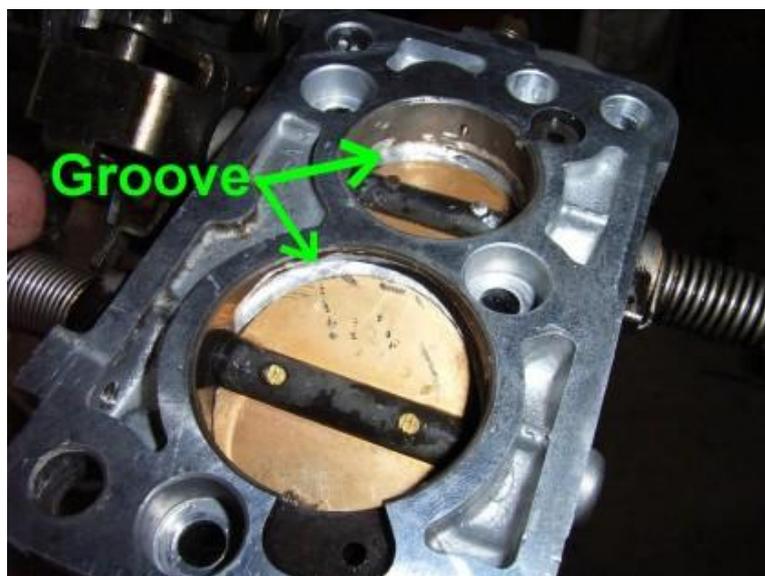
[The Hyco cold vaporizer by George Wiseman](#)

Gadget Man Groove



Ron AKA "Gadgetman" (Right) with Dr. Balachandra (Left) validating the Gadgetman groove technology.

Ron Hatton Aka "Gadgetman" is the inventor of the "Gadgetman groove" a completely non mechanical way to assist fuel vaporization to save fuel and reduce emissions. This modification is done by using a custom fabricated "dremel" (like a small drill bit) to cut a "Groove" into your throttle plate or carburettor.



The dynamics of the device are understood to use fluidic dynamics and vortex flow to help mix the fuel air together to enhance combustion. Aside from demonstrating the gadget man groove to Dr Balachandra, Gadgetman has also validated the pollution cutting attributes with an emissions test.

[ZERO HC Emissions, Courtesy of the Gadgetman Groove](#)

Gains will vary depending on engine type/ size and driving habits. Please visit the [GadgetmanGlobal](#) you tube channel for testimonies. Ron is a genuine friend of the earth, he has pledged to open source the modification after an initial investment is recovered. This was one of the main reasons

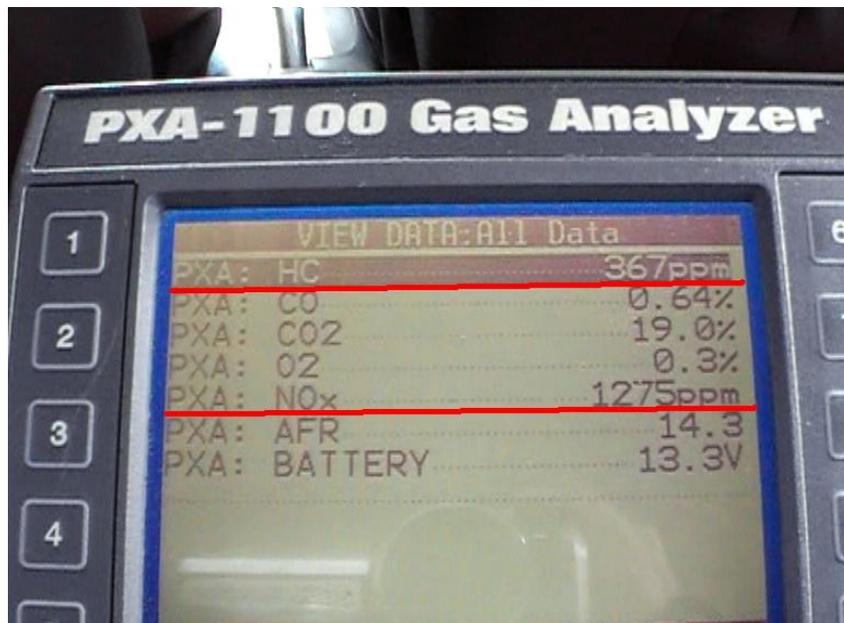
which Panacea got involved. Panacea is currently doing independent emission and fuel saving tests with the grove to support Ron's hard work.



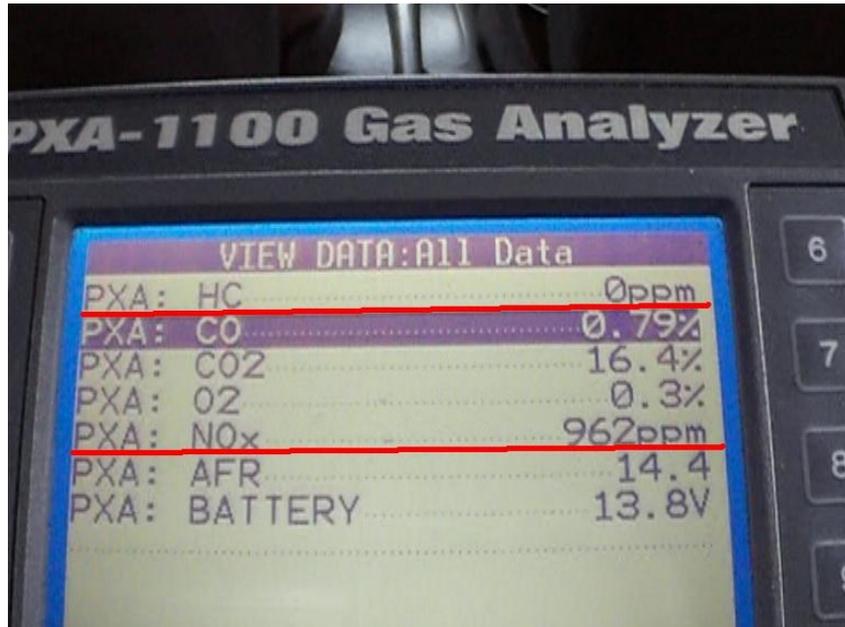
Andrew a Panacea Trustee working on the grove

Panacea conducted an emission test on a 1.8 litre Lantra running at 80Kilometers and hour on the road using our portable emissions tester.

Results- Without the grove at 80K's



Results- With the grove at 80K's



The Hydrocarbons were eliminated, (A 100% drop) plus there was a 25% drop in NOx . You can add other mods to reduce the CO level. Water mist and the Z5 have already achieved this. There was a notable difference in power; this power increase is consistently reported by people who get the low cost gadget man groove modification.

Only petrol cars can be fitted with the groove. Not all models can be done at this time. Australian Holden commodore v8's and any other GM 3-800 engines so far need a computer re map to accept the groove. The groove will also not work on super charged engines. There are also limited gains on turbo charged engine.

There is certainly a capacity there for car manufactures to work with Ron and help make a chip for their cars to accept the Gadgetman groove. This could also help optimize the fuel injected cars in the same way chips are intended to be used in the hydroxy research area.



Hydroxy Volo Chip left EFIE chip right

Ron is intent on creating a global community network to help spread the technology. Please visit gadgetmangroove.com and talk to Ron how you can help. If In Australia please contacts Panacea, we are currently performing educational demos and installations of the grove to help gather remuneration for our environmental projects.

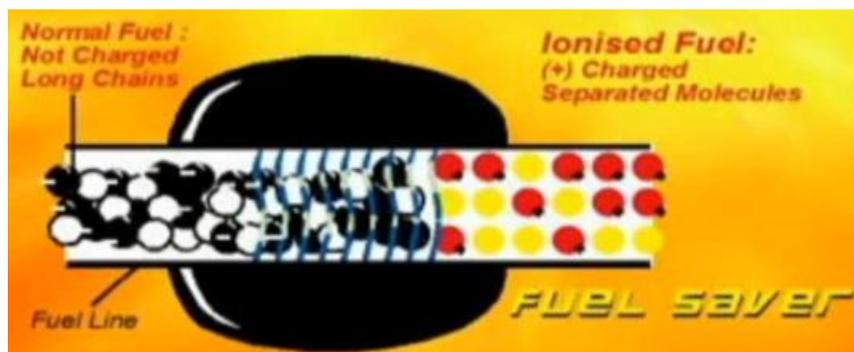
Gadget man Links

<http://www.GadgetmanGroove.com>

The following fuel saving vehicle modification suggestions are only intended to be a way to treat the symptoms of the internal combustion motor's emissions, and temporary manage the rising oil costs. We must directly attack the source of this problem through **public participation and public political lobbying**. **Alternatives to the fossil fuel motor exist today, but this technology does not have enough legislation and public pressure to enforce them into a mandatory public fuel efficient and pollution standard.**

There are many other technologies aside which are the second and final stage towards renewable and pollution free energy technology.

Magnetic fuel saver designs



There are credible technical papers for this fuel ionizing “fluid conditioning” method which application which specifies a reduction of emissions, carbon build up and improved fuel economy. Panacea has not yet tested them. The magnetizer website has [technical papers](#) covering the theories behind it. The following overview has been taken from the [magnetizer](#) website.

Technical Principles

Magnetic fuel treatment is a non-linear phenomena, meaning that very specific magnetic intensities are required to optimally treat alkane (linear chain) fuel and aromatic (benzene ring) fuel. Designs requirements involve not only discrete magnetic intensities for fuel treatment, but also magnetic dwell time and magnetic permeability of the fuel conduit in order to obtain stoichiometric fuel combustion.

From a spectromagnetic analysis of the combustion of natural gas (methane) it has been determined that magnetic fields have the ability to increase the luminal intensity of the 360 nanometer ultraviolet spectra. This increase in spectral activity parallels an increase in combustion efficiency. Combustion efficiency, of course, is directly proportioned to reduction of emissions as well as reduction of fuel required to produce a desired combustion event.

Visit technical papers at magnetizer.com and browse to "Introduction to the Magnetic Treatment of Fuel" for more info.

The water for life site presents fuel saving and emissions tests. Their data can be found on their [magnetic-treatment-fuel](#) page. Here is a technical thread from the energetic forum discussing these principles.

Frequency modulation - Reducing electronic friction in the engine



The Leon fuel saver (left). The fusion technology Scalar device (right)

This method is conventionally understood to be Frequency Modulation. This reduces harmful overheating of electrical components and isolates the engine from magnetic field interference. Correctly positioning grounds of the vehicle's electrical system and components relieves the resistance placed on the engine's electrical current flowing through the vehicle, thus, increasing vehicle efficiency and performance. This guarantees a more reliable engine control function.

This may be a relatively new area and method to most engineers; however we have tested the Leon fuel saver design and found that this modification is able to reduce emissions. We have also heavily investigated testimonials from users known to Panacea. All who have reported fuel gains from using this method.

There are a number of versions of this method out there which all claim to be able to perform this fuel saving function. All have their own explanation to it, essential the function is the same. Reduce the engines electronic friction. New health applications have been reported from using this method.

The Leon saver version is a special pre treated metal which gives off fields that have been tested not only to balance the ion's in the metal and stop friction from the car's alternator, magnetic fields etc, but also this field is understood to be able to increase the oxygen level in the blood. This function the aids the driver. By allowing more oxygen in the blood you will be more alert and have less road rage.

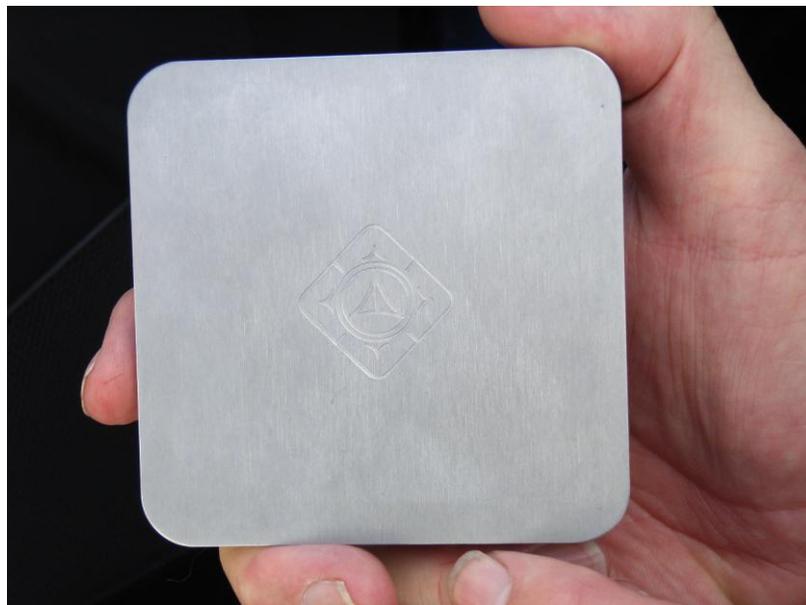


Leon Fuel saver technology -Light Tower Version

The Leon Fuel Saver



Leon Fuel saver Side View



Leon Fuel Saver- Front View

This modification is strategically placed inside the car where the most electronic friction is measured. The installation involves measuring around the car, Truck or motorbike with compass and drowsing rods to pin point the most effective position. The installer is in Brisbane Australia and represented by [Len Clampett](#)



Panacea is directly involved in the testing of the Leon fuel saver. This has so far shown positive results in reducing emissions. We have had countless reports and testimonials from people we know over the years who have said this device have had an impact on their car and truck.

Fusion Technology



Fusion Technology Testing by Panacea

Panacea is also in the middle of testing this device. Here is the device we are currently testing on a 2 tone van.

Fusion Links

http://fusionexcel.com/products_gc.html

Main website - <http://fusionexcel.com/>

Download a 4 page report

<http://fusionexcel.com/BarronReport.pdf>

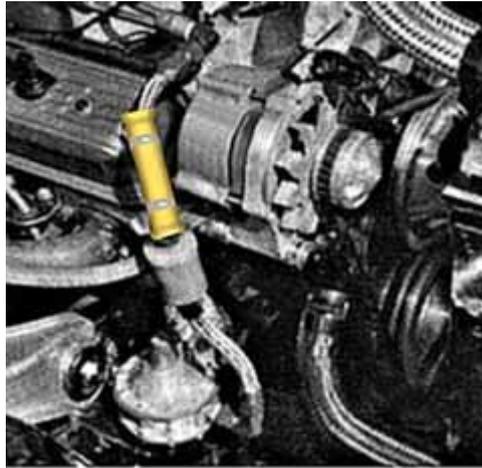
Download 79 page book

http://fusionexcel.com/New_Book_07_13_10_Revised_final.pdf

Watch videos Larry King & Dr George Carlo

http://fusionexcel.com/products_Shield.html

Purple Harmony Plates - Fuel Ionizers



Panacea cannot comment on these but are only including here for reference Non known success if these

http://www.purpleharmonyplates.com/fuel_ionizers.htm

Fuel and Engine additives

Specially engineered lubricants, Ceramic, Nano coating engine and fuel additives have all been proven to improve engine life, fuel economy and reduce pollution. There are some which are not harmful to the environment and produce no solvents etc.

There is no doubt about their feasibility. Some additives are able cut your emissions by 92% and require less oil changes plus extend your engine life. **You cannot get maximum fuel savings without adding one of these to your retrofitting configuration. It is advised that you use at least one of these.** Note – To those considering adding E10 Alcohol, please check the following as [E10 Alcohol Fuel Blends Can Cause Damage to Engines](#).

Cerma with STM-3

STM-3 Based products, utilize a Ceramic Lubrication Catalyst. STM-3 is not a normal oil additive, nor a replacement for your oil. STM-3 is an advanced metal treatment that protects metal parts within your engine, transmission, gear box, anywhere there is a need for lubrication enhancement and

protection. STM-3 is designed to be used on any rigid or semi-rigid surface subjected to sliding, rotating or oscillating harmonic drag/friction.



Web Site –<http://cermasales.ca/>

Quote: Cerma with STM-3® is a patent pending ceramic metal catalyst that has been proven to significantly improve fuel efficiency and engine performance, offering superior protection of the critical components of your engine from excess wear and tear, while reducing the emissions of harmful greenhouse gases. Cerma with STM3® is a ONE TIME application.

*A full treatment will provide benefit for 100,000 kms.

Here at Cerma Sales, we are on a mission to change the way the world looks at lubrication and the application of lubricants. Quote: Ceramic metal treatment has a multitude of applications.

In internal combustion engines, it has been proven that a onetime treatment of 2oz.of Cerma with STM-3 poured into crankcase will provide these benefits within 500 miles.

- * Increase torque
- * Reduce carbon deposits
- * Increase horsepower (28 hp as tested)
- * Increase compression (equalizing compression across all cylinders)
 - * Increase fuel economy (3.4% to 24% as tested).
- * Reduce emission gases (92% reduction as tested) as tested by EPA certified test facility and diesel smoke particulates (100% after 100 miles)as tested by third party
 - * Reduce the wear of engine and drive train
 - * Reduce repairs, caused by harmonic-induced wear

- * Will not affect factory clearances (certified metallurgy testing)
- * Reduce engine vibration and noise (harmonics) (50-90% as tested)

[Cerma Lubrication Test Using A Timken Bearing Tester](http://cermasales.ca/nav/index.html)

<http://cermasales.ca/nav/index.html>

Inter-Ject additives

Inter-Jectron Chemical (413R/414R/415R)



- Treats the **ENTIRE** fuel system
- Suitable for **ALL** petrol engines
- Restore power & performance
- Improves fuel economy
- Eliminates rough idle
- Reduces exhaust emissions
- Enhances ethanol blended petrol
- Removes resin, carbon & acid build-up
- Absorbs & removes moisture utilising it in the cleaning process
- Upper cylinder lubrication
- Lubricates **ALL** moving components in the fuel system
- Restores injector spray patterns and flow rates
- Cleans inlet valves & combustion chamber
- Safe for oxygen sensors & catalytic converters
- 250 mls will treat an average 60 to 80 litre fuel system for 5,1 months
- **US EPA APPROVED (#1866-01)**

Diesel Additive (420P)



- Treats the **ENTIRE** fuel system
- Suitable for **ALL** diesel engines
- Restore power & performance
- Improves fuel economy
- Eliminates rough idle
- Reduces exhaust emissions
- Removes resin, carbon, wax & acid build-up
- Absorbs & removes moisture utilising it in the cleaning process
- Lubricates **ALL** moving components in the fuel system
- Restores injector spray patterns and flow rates
- 500 mls will treat up to 500 litres of diesel litre fuel system for 3 months
- Kills & protects against Algae infections
- Applies a protective coating on **ALL** fuel system components
- Protects injector pump from piston scuffing
- **US EPA APPROVED (#1866-02)**

The following company Inter-Ject makes a number of additives for petrol and diesel engines. One product in particular removes water in the fuel tank by absorbing and thus enabling burning in the combustion chamber. It is understood that the water in the fuel tank forms small amounts of sulphuric acid which leads to corrosion. This product also removes the build up of resins and carbon. One area of interest is for those who are installing hydroxy. It is possible that this additive will prolong the life of O2 sensors by keeping the deposits down.

One thought provided by open source engineer Andrew was it could possibly speed the results of H2 or HHO by cleaning the sensors allowing quicker adjustment/learning by the ECU. It is our opinion that this stuff is essential if in the tropics [humidity and condensation in fuel tank] and want the engine to last a long time.

Link - <http://www.interject.com.au/additives/additives.htm>

Nano lubricant Additive



The following has been taken from the [Nano lubricant website](#): These formulations are comprised of mixture of more than one nanopowder/nanolubricant for specific application. Benefits:

- Reduces friction (improved lubricity, lower energy costs) results in fuel savings.
- Reduction in operating temperatures (as less energy is converted into heat)
 - Increase in Oil/lubricant life and longer changeovers
- High Load bearing property means Reduction in wear of mating parts
 - Breakdown of SO_x/NO_x gases in combustion engines
 - Offers strong corrosion resistance
 - Only few grams per liter (Oz. per quart) required
- Does not clog filters as particles can easily pass thru filter.

Automotive Lubricant Nanoadditives for:

- Passenger Car Engine Oil
 - Heavy Duty Engine Oil
- Transmission Fluids and Drive Train Oils
 - Auto Gear Oils
- Marine Diesel Engine Oils
 - Locomotive Engine Oils
 - 2 cycle Motor Oil
 - Outboard Motor Oil
- Truck and Tractor Diesel Engine Oil
 - Large Diesel Engine Oil

Roil Platinum Metal Conditioner



The following is taken from the [Roil Platinum Metal Conditioner Webpage](#)

Finally, there are the effects of friction. Roil Platinum Metal Conditioner is designed to reduce friction during normal operation and help extend the life of your engine, minimising operating costs. And since the production of new vehicles has a substantial impact on the environment as well, keeping vehicles on the road longer is often the more environmentally–friendly choice.

Also Roil Platinum Fuel Treatment (Petrol & Diesel). Your fuel system accumulates build-up over time. With Roil Platinum Fuel Treatment, the gum, varnish and moisture in your fuel system is cleaned and held in a stable emulsion to be burned away under normal operation.

Roil Platinum Fuel Treatment



The following is taken from the [Roil Platinum Fuel Treatment \(Petrol & Diesel\) webpage](#). Roil Platinum Fuel Treatment (Petrol & Diesel) will reduce the amount of hydrocarbons emitted into the air we breathe by up to 58%* and carbon monoxide by up to 62%*. In diesel-powered cars, **the Roil Platinum Treatment (Diesel) can reduce emissions by up to 30%***.

XADO Gel Revitalizant

The following has been taken from the [XADO Gel Revitalizant web page](#) . This section is has been extracted from the petrol additive page, this can also do diesel please check the website for more details.

This product is specifically designed to protect petrol and LPG engine parts against wear and restore worn petrol and LPG engines without disassembly. It forms a strong new ceramic-metal bond with metal that smooths and restores the part surface and optimizes tolerances for 100000km.

Advantages- Restores and protects metal-to-metal surfaces of the cylinder-piston group, crank and gas distributing parts against wear;

Reduces fuel consumption (by up to 30% at idling);

Increases oil pressure to the nominal one;

Restores compression in cylinders;

Increases engine power;

Improves acceleration capability;

Decreases noise and vibration;

Extends service life of the engine parts (up to 2-3 times longer);

Improves cold starts and protects the engine against their negative consequences;

Shows noticeable improvement within 75 - 100 miles



The following has been taken from the [nulon.com.au](http://www.nulon.com.au) web page. Nulon's fuel treatments have an excellent reputation across a wide network of users from thousands of motorsport enthusiasts, looking to improve performance, to trade professionals, who understand quality, and are looking to improve fuel economy. Customers will notice an immediate restoration of vehicle power, performance and economy.

http://www.nulon.com.au/product_group/Fuel_Treatments/

FTC Decarbonizer for Diesel engines



The following has been taken from the <http://www.costeffective.com.au/> web site. Burn off carbon from combustion & exhaust spaces. De-cokes, deglazes, genuine fuel savings. Saves rebuilds.

http://www.costeffective.com.au/products_page.php

Adding Acetone to the fuel tank

Acetone changes the surface tension of the gasoline. It doesn't take much to do so. To experiment; use an eye dropper and take a drop or two of your gasoline and drip it on hot flat metal surface. If it balls up and dances around (like water on same) add more acetone until the drip hits the heat and spreads out (wets the metal) and vaporizes into our initial white mist. Each Tank of gas has to be experimented on to find the least amount of acetone to cause that effect any more was a waste of acetone. Less than <3oz per 10gallons It is supposed to have a positive effect on stock vehicles mpg when done right.

Panacea's Director and Trustee John Carter Last year experimented with adding acetone to his truck's diesel fuel. Try adding about a teaspoon to 10 gallons. The engine ran smoother, slightly more power and about 10% better economy.

Acetone Links

[pureenergysystems.com- Acetone](http://pureenergysystems.com-Acetone)

Diesel Gas (LPG boosting of diesel engines)



This concept is similar to a hydrogen injection system to enhance combustion. In this case LPG Gas is injected in conjunction with the diesel to improve combustion, which according to the web site results in more power and fuel cost savings of up to 20%

<http://www.torquegas.com/substitution.html>

Fuel cost savings - savings are up to 20%. The actual savings vary due to many factors including engine size, load and driver. Therefore we only recommend the system where the vehicle will be used under heavy load and mostly highway driving as there is little if any fuel saving when the vehicle operates with light loads and around town driving. - torquegas.com

This on board LPG tank could be replaced with a hydride tank and you could produce your hydrogen free from the sun.

Hydrogen Tank for FCHV

<p>FCHV-3 (2001)</p> 	<p>Toyota FCHV (2002)</p> 	<p>70 MPa High-pressure Hydrogen Tank* (Developed in Toyota)</p> 
<p>Metal Hydride Tank (Low-pressure system with Ti-Cr-V alloy)</p> 	<p>35 MPa High-pressure Hydrogen Tank</p> 	<p>35 MPa High-pressure Hydrogen Tank* (Developed in Toyota)</p> 

[Source](#)

Solar powered water Hydrogen system:



[Source](#)

Or you could use an efficient hydroxy dry cell gas splitter such as [Bill William's 8X8 GSC](#) to produce the hydrogen from the sun and store it in a tank for a free boost.

Kiker leads

These particular [Kiker spark plug leads](#) are perhaps the most efficient leads available at this time, and given the very simplicity of the design, it's a wonder that nobody marketed a lead in the style before now. [On their own they have a fuel saving benefit.](#)



<http://kikerperformance.com/prod04.htm>

“Assuming the current travels from the coil pack to the spark plug, spark energy supplied from the coil encounters a self-induction winding about six inches from the spark plug. The coil generates a magnetic field that will travel down the wire to accompany the electric field also traveling down the wire toward the spark plug. The self-induction coil enhances the original value of henrys and at the same time spaces out the delivery of milliamps to the plug. The milliamps are what actually fire the mixture rather than voltage. Three energies are distributed within the wire in this fashion.

These three energies move at slightly different velocities. The accompanying magnetic field creates three sparks across the gap. This action by the enhanced spark generates a much stronger and more positive initial firing of the fuel. The strong ignition helps to prevent flat combustion and dead spots within the air-fuel pockets of the chamber. The Kiker Wires have been proven to work on all vehicles so far. The gain in mileage is about 2-5 mpg. With some vehicles showing larger gains. Plus gains in power and torque. – [Kiker performance products](#)

This simple approach could also yield great benefits in hydroxy production, and has plenty of other exciting application potentials. One needs to check out the patents, then realise what it could mean with regard to amplification of the power feed to a hydroxy generator.

Someone should look at making a power supply cable for a "brute force" hydroxy booster, then comparing the hydroxy output against the normal method of power supply. Know also, that the position of the 5 wrap coil has a direct effect on the result, so "tuning" the power lead for optimum yield could be the order of the day. If you do try this, please report your results at this [technical support forum](#).

Water mist injection

Water injection was first used in the 70's to help control detonation on turbocharged and supercharged cars, by lowering intake temperatures. This same method can be applied to your modern day car, with modern day pumps, electronics for a safer turbocharged car when you're running higher boost levels, or you want to lower intake temperatures on your car.

Using water vapour drawn into the engine along with the air will transform into steam at the moment of ignition. This will then expand (heat to pressure) and provide an additional thrust to the pistons. This operation will also lower the engines running temperature.



Roger Maynard's unit

Video of the system in action <http://www.youtube.com/watch?v=a36DXliXCd0&feature=related>

A Mileage increase **can be simply achieved by injecting plain tap water** and turning it to the finest mist. This can also work well in a 4 stroke Otto engines air intake. This LOWERS the needed force for COMPRESSION (saves energy there), and at the explosion of FUEL and at the expansion (power stroke) water becomes vaporized, allowing a higher pressure gradient towards the piston, thus exhaust air will be colder than normal.

Using water injection additionally to the hydroxy explosion can be useful for cooling the engine and increasing plain hydroxy production. One example of water injection can be seen in Roger Maynard's units. Construction details both a Water mist injection and fuel vaporizers are included here as part of the Panacea university site.

[PDF- Water Mist injection and fuel vaporization research](#)

Other car accessories

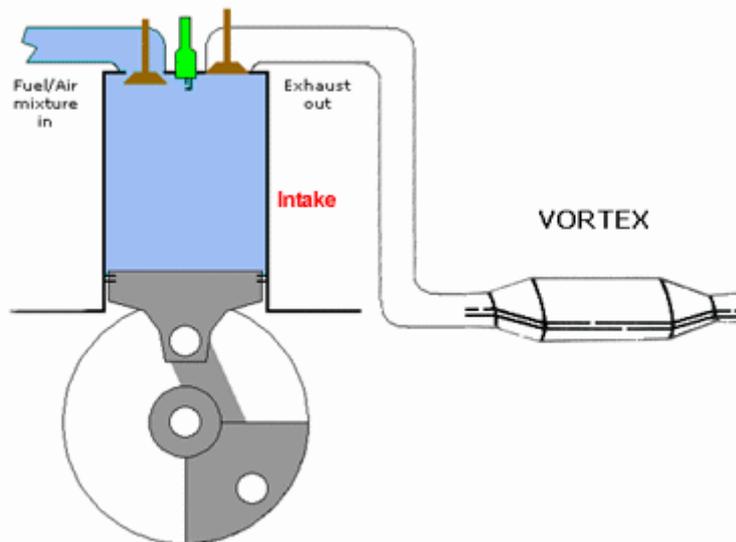
There are a number of other modifications which can be added to the car to improve performance and reduce emissions. These include custom enhancing ignition, vortex exhausts, air filters and others. And yes all of them can combine for maximum savings.

Vortex Muffler



The following has been taken from the Vortex muffler webpage. A VORTEX muffler will change the way your car sounds and will save up to 25% on FUEL! The **VORTEX** high performance muffler gives increased brake horsepower and torque boost to any vehicle, including those that have already benefited from chip upgrades and tuning. It can be applied to systems incorporating catalytic converters as well as those without and will enhance the performance of petrol, diesel and gas-fuelled engines.

Immediately after the **VORTEX** muffler is fitted, your engine will burn fuel more efficiently and will run smoother and quieter, using less revs to maintain the same cruising speeds.



Fuel Savings- Up to 25% fuel saving is possible with this technology – most of which is immediate – the remainder increasing over the first 500 kilometres after installation of the **VORTEX**, as the engine and exhaust system become de-carbonised.

The **VORTEX** Muffler Improves:

- Engine torque or power
- Exhaust dissipation of heat
- Engine inlet manifold vacuum
- Fuel mileage

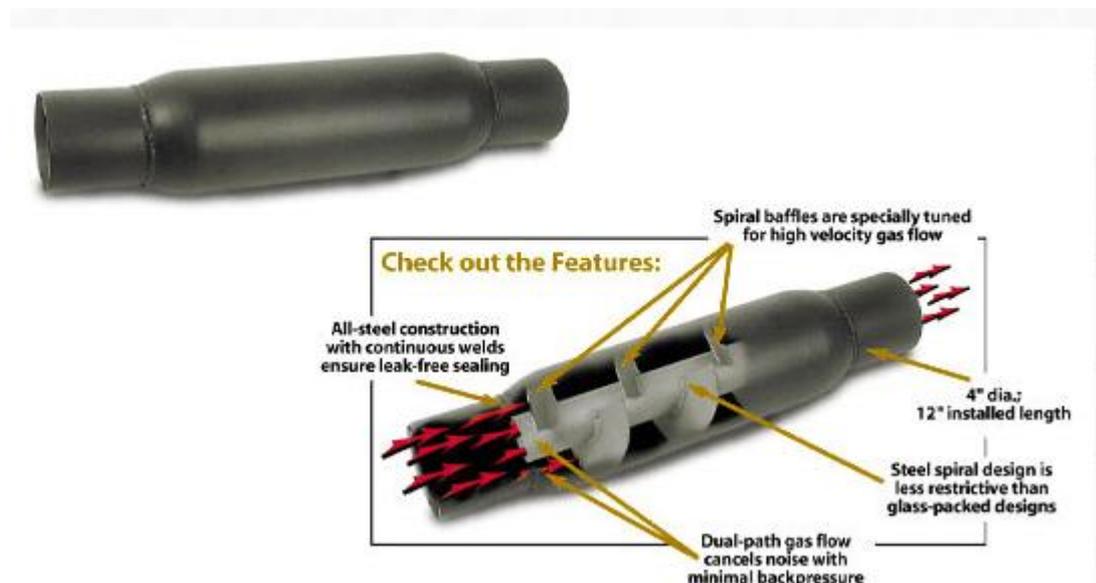
- Tune-up life
- Engine flexibility
- Engine horsepower
- Exhaust valve life
- Exhaust tailpipe colour
- Combustion, causing less 'pinging'
- Automatic gearbox function needing less revs

Taipan 4WD Diesel vortex exhausts upgrade system



The following has been taken from the [Taipan webpage](#). 4WD Performance Upgrades -Taipan XP offers 4WD upgrades that improve exhaust performance, gives you more power and enhances your overall driving experience. Countless hours of research and development has gone into each product, backed up with comprehensive Dyno testing before and after the fitment of our purpose built 4WD upgraded system. In our opinion, we can confidently say that our product is superior to any other 4WD product on the market. Not only is our craftsmanship better than any of our competitors, but we can back it up with printouts on the improved performance of that particular 4WD vehicle.

Moroso Spiral Flow Racing Mufflers



The following is taken from the [Moroso Spiral Flow Racing Mufflers Website](#) Using advanced gas dynamics and sophisticated noise cancellation acoustics, Moroso engineers have developed the

finest and most durable Racing Mufflers for your Exhaust System. Specially engineered spiral baffles divide the exhaust flow into two separate paths, significantly reducing noise levels **with minimal back pressure**.

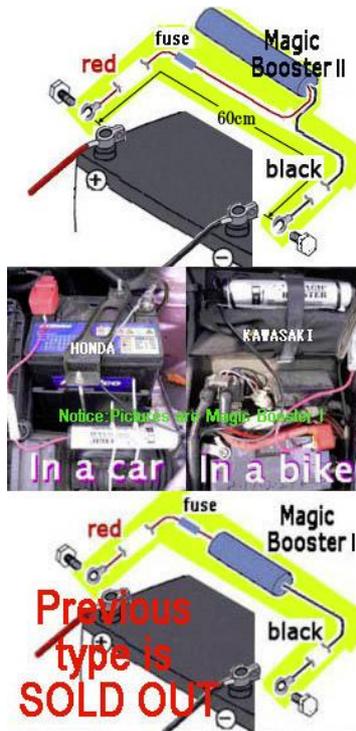
<http://www.moroso.com/>

<http://www.jegs.com/p/Moroso/Moroso-Spiral-Flow-Mufflers/744819/10002/-1>

Mileage up magic booster from Japan



The following has been taken from the [E-bay description of the modification](#). Because of many reasons, a standard engine never combusts the fuel completely. Magic Booster solves this problem by improving the ignition (gas, lp) and fuel injection (diesel). The alternator doesn't generate steady electricity (see the white line in the diagram). Also, the other electric appliances inside the car share electricity at the same time. Therefore the fuel cannot be completely combusted due to unstable ignition spark(gas, lpg) or fuel injection (diesel).



Because Magic Booster covers the gaps between the crests while it detects the weakness of electricity (see the purple line in the diagram), resulting in steady & complete combustion that helps to make your engine run smoother and save the mileage.

[BorgWarner electric butterfly EGR \(exhaust gas recirculation\) valve for diesel applications](#)



[BorgWarner's](#) has introduced a new electric butterfly EGR valve technology will debut with a leading commercial engine manufacturer in 2010. BorgWarner is introducing an electric butterfly EGR (exhaust gas recirculation) valve for diesel applications. The EGR valve was developed to deliver precise, responsive flow control combined with high flow capability, excellent sealing, corrosion resistance and reliable operation in the most severe operating environments. The technology will debut with a leading commercial engine manufacturer in 2010.

Recirculating exhaust gas and combining it with an air and fuel mixture reduces the combustion temperatures that produce NOx emissions. New engine concepts for commercial diesel vehicles require greater use of state-of-the-art EGR systems to meet ever stricter emissions standards, according to Roger Wood, BorgWarner Engine Group President.

For other motors

2 stroke retrofit

<http://www.envirofit.org/?q=our-products/2-stroke-retrofit/technology>

Recycle gases

<http://hydrogentrucker.com/genesis.html>

Air filters

<http://www.knfilters.com/>

FTC Decarbonizer

<http://www.costeffective.com.au/>

Plasma and other spark plugs

[Fire storm spark plugs](#) have already shown more horsepower; 44-50% increase in mpg; Dramatic decrease in emissions. However sadly they are not available to the public at this time.



Fire storm spark plug

This plug makes use of a spherical or hemispherical dome with four arched electrodes. This allows the plasma to create a greater spark area and results in improved performance and reduced emissions. Robert has two patents for this plug design: US 5,936,332 on 10th August 1999 and US 6,060,822 on 9th May 2000.

Robert had commissioned Bosch to perform endurance tests on the FireStorm plugs. Their findings showed that the FireStorm plugs would never wear out. **Robert's first FireStorm plug was made in 1996, he has encountered strong opposition to their introduction and manufacture ever since.**

However you can't buy a set of FireStorm spark plugs as of today anywhere due to no manufacture willing to produce them for various reasons. The following is a short summary taken from a recent interview with Bob Krupa, CEO of Century Development International. This was transcribed by a very loyal open source engineer Glen

FIRESTORM - Inventor Bob Krupa "LIVE" interview. This is a "LIVE" interview by "SmartScarecrow" of the Scare Crow Show on March 11, 2010 approximately 71:48 (71 minutes, 48 seconds) long but well worth it.

Interview w/Robert Krupa - Firestorm spark plug, Interview with the inventor of the firestorm spark plug, Robert Krupa. SmartScarecrow on USTREA.Things of interest ..

FIRESTORM spark plug operates at a 30 to 1 air to fuel ratio (optimum 24 to 1) 90 to 1 possible

FIRESTORM needs 1.25 joules of ignition power (crane cam ignitions) @ 33:00

[MSD .6 joules power not enough - stock "Standard" ignition .25 joules]

FIRESTORM spark plug center "Electrode" is a one piece cast ball not machined

FIRESTORM spark plug threaded base and electrode is a alloy 1 % birrilum 98% copper

FIRESTORM plasma ark not spark

FIRESTORM spark plug exploding water as fuel using 5 to 6 joules of ignition power @ 45:00

Most will not be aware that [Meyers](#) and [Herman Anderson](#) ready applied this technology to run a car on 100% water, but got interference and suppression. Another efficient spark plug was invented in 1991; an engineer's known to Panacea invented the platinum all tip plug 18 years ago.



Platinum ball spark plug invented in 1991 –But never manufactured

Quote-"I made a ball tipped plug already in 1991. I suppose you are wondering why this was not mentioned years ago. I worked for the Ford motor company. I was not employed to develop spark plug technology. I just developed an idea, manufactured it, and tested it in fords. The plug was great and not really any dearer to make. Upset a lot of people higher up. the plug is a double platinum ball tipped spark plug. - This Plug never got into public hands. –End Quote

Probably the next best thing in the mean time is the Halo spark plugs. Halo Spark Plugs have been [tested by City and Police Fleets](#) and **proven to increase fuel economy by up to 10%, reduce harmful emissions by up to 20%, increase horsepower and torque by up to 5%**, and optimize engine performance- [Video](#).

There are other plugs; this directory http://peswiki.com/index.php/Directory:Spark_Plugs has a list of them. A High efficient plug s used with hydroxy technology is an added bonus.

More ideas on how a battery coil can boost performance have been shown by Aaron, an open source engineer from the energetic forum.

[Battery coil boosts performance](#)

Multi modification installs

Using multiple modifications will mean a greater pollution reduction and the fuel savings will ALL add up. The initial start up capitals required may be overwhelming for some if you try and apply them all "in one hit". Eventually your investment will return not only in public health, but in fuel savings. By default they all will not only pay for themselves in time but also save you money from saving them. Panacea intends to do a synergism of multi fuel saver installs involving the Z5, Ecopra, hh2 and wind drag reduction mods. All our results will be reported here in this space.

Overview of alternative technologies to fossil fuels

In 2004, Rocky Mountain Institute's Chief Scientist, Chairman and Co-founder Amory Lovins and a team of RMI collaborators accomplished a highly complex and innovative task -- the drafting of a roadmap for the United States to get completely off oil by 2050, led by business for profit.-[Source](#)

However not only could we have gotten off fossil fuels before today, we can get off it far quicker than the RMI 2050 proposal. These solutions include hydrogen conversion kits to aftermarket cars (made by renewable energy sources) plus electric and compressed air cars. There are also others.



Greg Vezna today

Using hydrogen blended with a tiny bit of nitrogen (Ammonia) for a fuel has been around since 1981. [Greg Vezina](#) calls his technology "hydro fuel". This technology is cleaner and cheaper than Petrol. Greg showed his car running on "hydrofuel" to the energy minister for the day back in 1981.



Scene taken from the News report showing the minister riding in the "hydrofuel" car.

A news report stated that the minister took it for a spin and said he liked it, so did the governor general, all and all Vezina thought he had a winner. Shortly after his appearance on parliament hill back in 1981, interest on his idea all but disappeared, Vezina speculates that this was a result of the government owning [Petro Canada](#). As of today in 2010 the technology is still not in use. **Greg is still unable to get support for his technology over in Canada TODAY.**

Despite us mentioning these alternatives TODAY, they have been around since long before this. Even the old [Lanz Bulldog](#) – THAT is today a collector's Vintage Tractor could run on just about any type of fuel.

Hydrogen power produced by renewable energy sources

Recently oil companies like Exxon Mobil and Shell have begun "touting" their hydrogen car technology.



[Exxon Mobil's Hydrogen technology](#)

However hydrogen cars have been available since 1978. What is even more significant is that the hydrogen car that was made in 1978 could produce its hydrogen from solar or renewable energy. Exxon and Shell are attempting to get hydrogen cars switched over as they could then meter the hydrogen and replace the oil monopoly with hydrogen.

It is not widely publicised or known that you can produce hydrogen yourself on demand for the purpose of fuelling a car. **100% hydrogen powered cars can attain their hydrogen from a renewable energy source like solar or wind power.** Jack Nicholson's Car -Anticipating the Green Wave by almost 30 years, [Jack gets rid of gas. \(1978\)](#)



Jack speaking **in 1978** announcing his solar hydrogen made 100% hydrogen powered car.

Where is this company today, what happened to the technology? Jack has a significant public face, why hasn't he helped to erect and bring the technology out into the open? Why the silence TODAY?



Jack's 100% solar hydrogen produced Car,

There is barely a trace of this concept left with currently only [United Nuclear](#) being the promoter of such a renewable hydrogen process. Sadly this company is encountering [political and economic conditions](#) and is currently not able to provide these units to the public.



United Nuclear's Solar Hydrogen fuelling station - [Source](#)

Recently it was announced on the Switch 2 hydrogen website that they intend to produce a Hydrogen conversion kit for aftermarket cars.

Forget Gasoline - Switch To Hydrogen!

*The United Nuclear Hydrogen Fuel System Kit converts your existing Gasoline powered vehicle to run on pure Hydrogen. **This is not a bogus HHO add-on kit.***

*This system consists of a conversion kit for your vehicle, a home Hydrogen generation station which manufactures the Hydrogen gas, and a power system (either solar or wind turbine) that provides the power to run the Hydrogen generator. The Hydrogen gas is safely stored in Metal Hydride tanks in your vehicle. **Simply put, you never buy or use Gasoline again.***

Target price for the complete system (which includes the home Hydrogen generator station, associated solar or wind power unit, and vehicle conversion kit is in the \$10,000 range. Since there are no major changes made to your engine, you can still run your vehicle on Gasoline at any time. Complete kits will be available for various late-model cars & trucks as well as individual system components for those who choose to assemble their own kits. Unfortunately, the current system will not work with Diesel powered vehicles but we may be offering a diesel system in the future. Our Laingsburg, Michigan manufacturing facility is expected to be in operation in late 2010 - early 2011. [Click Here](http://www.switch2hydrogen.com/) for more info. - <http://www.switch2hydrogen.com/>

This is a very objective move which can instantly cut pollution on aftermarket petrol cars. Producing hydrogen from the sun is an unmatched renewable energy pollution reduction scheme. The only other solution which could compare could be an aftermarket compressed air motor kit. Of course like hydrogen you can make compressed air from the sun or wind.

Electric Vehicles



GM's FORMER AND NOW GONE EV1 electric Car.

[GM's EV1 electric car](#) has a detailed history of suppression. Please consult [this Page for the full story](#). Electric Cars like compressed air cars have Zero emissions and can replace fossil Fuels TODAY. GM had the EV-1 Electric Vehicle and had them crushed into small cubes to be forgotten forever. There was certainly a market for these vehicles, not just the GM EV1, there was Ford Ranger EV and Honda EV however drivers had been reluctantly forced to surrender their cars – in some cases to the crusher – and had become disillusioned with the carmakers. Potential buyers were encouraged by the perception that the Toyota RAV4 was going to be the answer.

However Chevron had inherited control of the worldwide patent rights for the NiMH EV-95 battery when it merged with Texaco, which had purchased them from General Motors. Chevron's unit won a \$30,000,000 settlement from Toyota and Panasonic, and **the production line for the large NiMH batteries was closed down and dismantled**. This case was settled in the ICC International Court of Arbitration, and not publicised due to a gag order placed on all parties involved. Only smaller NiMH batteries, incapable of powering an electric vehicle or plugging in, are currently allowed by Chevron-Texaco. -[Source](#)

However we can still learn from this case. Legislation was erected through C.A.R.B to make sure a certain percentage must have no exhaust. It was this specific legislation which forced GM to produce the EV1 electric car. **Despite the C.A.R.B order being sabotaged, it can be resurrected and this time clauses put in place to prevent it being reversed.**

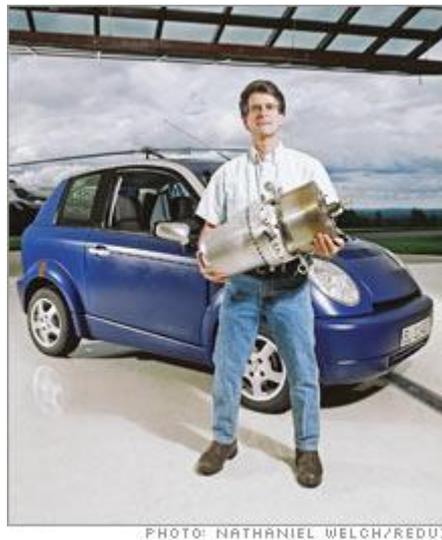
There is virtually unknown technology like the [Bedini process](#), which has [environmentally friendly chargers](#) that can make EV's greener. This technology can also be improved with a solar charge option. Many tweaks and improvements have already been done.



Solar Taxi on Tour -[Source](#)

The solar taxi design allows energy independence to drive the open road with solar energy with zero CO2 emissions! This is a solar electric hybrid car.

Stirling engine EV Hybrid



Advances in the EV car technology include the STIRLING SOLUTION: Dean Kamen's heat engine could extend the range by hundreds of miles, turning the car into a mobile generator. This concept car is called they Fjord. [More detail.](#)

Compressed air motors

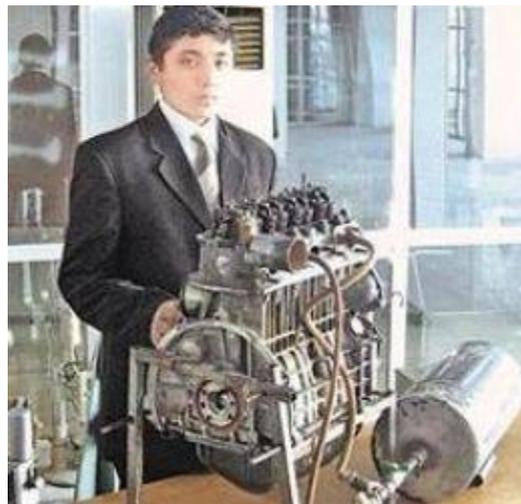
Using [clean and renewable compressed air](#) for motive power has been around since the 19th century. Compressed air technology is OLD technology, modern advances has since emerged which enable a car or bike to be powered efficiently on compressed air alone. **Like in the case of producing hydrogen from renewable sources, the same can be done for compressed air vehicles. You can power an air compressor by renewable energy, for example by the sun or wind power.**



[EngineAir technology](#)

2008-Teenager from Uzbekistan invents air-powered perpetual car engine.

A student of the academic school in the city of Samarkand (Uzbekistan), Maruf Karimov, invented a “perpetual” car engine power by a very unusual kind of fuel. The student managed to start a conventional internal combustion engine with the help of air pressure. The fuel – air that is – flows into the engine from a special tank filled with air under high pressure. It is worthy of note that the tank refills itself automatically non-stop. The engine designed by 15-year-old boy can thus be described as perpetual.



Karimov with prototype

Karimov installed his invention on his friends’ old car and drove several hundreds of meters. The speed was very low, but the young engineer is certain that the output of the engine is only a matter of time and effort. Scientists and engineers accept the possibility that the current understanding of the laws of physics may be incomplete or incorrect; a perpetual motion device may not be impossible, but overwhelming evidence would be required to justify rewriting the laws of physics. -End [Source](#)

A current list of Compressed air car manufacturers can be found on [Panacea’s compressed air web page](#).

Bios fuel emulsification with waste oils and water for a Fuel

Bios fuel has a proprietary process which involves the emulsification of various waste oils to be mixed with water to create a fuel blend. They also have a process which allows water to be emulsified with traditional marine fuel. This can be obtained from recycling waste from the environment and allow transformation of wastes into an FUEL energy source. **All of these allow for energy saving and a REDUCITON in emissions**



Above is a scene from Mark Joyner's independent investigation of Steve Ryan's (Bios Fuel) claim he has based water based fuel that runs on standard diesel engines. For more information about Mark Joyner and Construct Zero, visit <http://www.MarkJoyner.name> - for more info about Steve Ryan and Bios Fuel visit <http://www.biosfuel.co.nz>

[Video: Man Runs Normal Car on Water Based Fuel](#)

Bio Fuel has already driven across the country with 40% water and 60% WASTE OIL mix!



Above is the Bio's fuel completing the Panasonic world solar challenge with their 4WD powered by **40% water 60% waste oil mix!** Bio fuel has also developed the "ECO Tube" which has the principle to help combustion of the fuel, and increase fuel efficiency.

Saab Combustion Control



SAAB has utilized a spark plug injector (SPI) in their SCC system. It is reminiscent of Stan Meyers plug. Except that it injects the petrol with compressed air into the cylinder. It is then combined with a 60 to 70% mixture of exhaust gases. High intensity spark of 80Mj. **This DESIGN was unveiled in 1995, and creates almost halve the carbon monoxide and hydrocarbon emissions, and cuts the nitrogen oxide emissions by 75 percent. Yet today in 2008 there is no law to match this emission standard.**

The Saab Combustion Control (SCC) system is a new engine control system developed to lower fuel consumption while radically reducing the exhaust emissions, but without impairing engine performance. By mixing a large proportion of exhaust gases into the combustion process, the fuel consumption can be reduced by up to 10 percent, at the same time lowering the exhaust emissions to a value below the American Ultra Low Emission Vehicle 2 (ULEV2) requirements that will come into force in the year 2005. Compared to today's Saab engines with equivalent performance, this will almost halve the carbon monoxide and hydrocarbon emissions, and will cut the nitrogen oxide emissions by 75 percent. [-For more information](#)

To top it all off, here is a directory of [OVER 25 Efficient engine designs](#) that better utilize fuel than the conventional internal-combustion engine. **Do we need any more evidence that alternative energy to fossil fuels in cars is neglected?**



[MYT Engine](#)

920 patents on more fuel efficient technology

There are [920 patents related to better fuel economy](#), reduced emissions and alternatives fuels since the 1920's which have never made it into the public hands. This brings us to the point that the modifications listed on this document for aftermarket cars are a minimal solution and enough to make a difference has been released open source. The non profit organization has provided training

tutorial's and technical documentation which any non technical person can take to their faculty, mechanic and local parliament member to help train and install the technology.

Alternative engine links

http://www.nugent.com.au/n_engine_tech_4.html

[steve-durnin-d-drive-d-drive-infinitely-variable-transmission-gear](#)

http://peswiki.com/index.php/Directory:Joseph_Flynn%27s_Parallel_Path_technology

Technical data

[The efficiency of the internal combustion engine](#)

Research Links

[Free water for gas compilation](#)

http://peswiki.com/index.php/Directory:Fuel_Efficiency_Retrofits

<http://energyshowandtell.wetpaint.com/>

<http://www.rmi.org/rmi/Mobility+--+Vehicle+Efficiency>

Testing facilities

http://www.transport.sa.gov.au/pdfs/transport_network/1160_vehicle_emissions.pdf

Technical discussion

<http://www.mpgresearch.com/forum/index.php>

[Hydroxy group](#)

[Water car group](#)

[WaterFuel Cell Research Group](#)

Conclusion

We are needed as a community to police and create security into this issue. We must learn from our history lessons. The oil companies and other vested interests do not have relieving an economic burden as their priority. The technology exists.

At the very basic level we can START by sending the FREE educational videos that Panacea has provided showing our test results. This way there can be no excuse for any politicians to plead ignorant of the history and available solutions covering theses fuel saving and pollution reduction retrofitting modifications. The only way the public can ensure legislation compliments the technical capacity is to write into their members. If enough do this, they have to by default change over to endorse these.

PLEASE TAKE A ROLE AND FORWARD THIS INFORMATION TO YOUR LOCAL PARLIAMENT MEMBER AND **LOBBY AS A LOCAL COMMUNITY**. PLEASE KEEP RECORDS OF THOSE WHO DO NOT RESPOND TO THIS INFORMATION. The non profit organization would like to hear who has ignored the now public evidence of a solution to improving public health. [Contact us](#).

Credits

The open source energy community

Special thanks to the Panacea volunteers. If you are able to contribute to this document in ANY way, IE- replication details, faculty info and or additional data please contact the non profit organization.

<http://www.panacea-bocaf.org>

<http://www.panaceauniversity.org>