

INSIDE STORY OF 50 YEARS

AQUAHOL CO-GENERATION

50 YEARS OF AQUAHOL SYSTEM ENGINE COMBUSTION

Henry Ford was an early enthusiast for the use of Fuel Alcohol and Water Injection. Since Ford was raised in farmlands, he knew that Alcohol could be available from farm crops to run combustion engines. The use of Steam engine was also popular in his days. Ford favored the use of Alcohol and Steam, for efficient and clean combustion. It was Rockefeller that pushed to promote dirty oil instead of renewable agricultural energy.

In 1946, the Society of Automotive & Engineers (S.A.E.) released Test Paper # 215-216; which stated that Alcohol/ Water Injection would eliminate the need for LEAD in gasoline, if Alcohol/Water Injection was adapted to the Internal Combustion Engine. The Oil & Auto Industry ignored the findings.

Years later, both Industries and the U.S. government (E.P.A.) claimed that the principle of Alcohol/Water Injection did not work. E.P.A. tests even showed that emissions increased!!! Meanwhile, LEAD was outlawed, not by the U.S. Environmental Protection Agency (E.P.A.); but by Legal Action, from Mothers Against Lead. Investigations proved that Lead was hazardous and babies were getting sick from the fumes. Ironically, Lead was replaced by M.T.B.E. chemicals, instead of Alcohol/water Injection. Now, the call to outlaw M.T.B.E. has begun in N.Y. & California. Alcohol and Water Injection is still being ignored; even with all the environmental damages and call from the United Nations to stop burning fossil fuels.

Perhaps, after Oil is disrupted from terrorist attacks in the Middle East, America will implement what it needed over 50 years ago.

EL NINO'S ENVIRONMENTAL

25 YEARS TESTIMONY

I began my environmental involvement in 1976. At that time, I met former Senior Aeronautical and Mechanical Research Engineer - Norman Waag. He had worked for the giant corporation T.R.W. He was responsible for the re-search and development of the original water-injection pump for fighter planes and race cars. T.R.W. introduced the system on the P47D Thunderbolt and Mustang U.S.A. fighter planes, in World War II. Many pilots believed it helped win the air war.

After the war, Waag began manufacturing water-injection systems for race cars and car buffs. He sold 30,000 units by the time I met him, retired in Miami, Florida. When I heard the story of how the Oil and Auto Industry ignored his development because it reduced oil consumption and increased engine life, I got involved. They had dis-credited the Society of Automotive Engineers Studies (S.A.E. test paper 215-216) and even released new studies by the University of Michigan, concluding that water-injection was not practical. Others even claimed to damage engines, increase emissions, etc. etc.

It was obvious to me, once I had tested the system myself; that special interest groups had no interest in losing profits to something as simple as water-injection; especially when (S.A.E.) tests showed oil consumption reduced by up to 40% and engine life increased up to 50%! These are staggering figures for any profit line. Like the Tobacco Industry today, the Oil and Auto Industry acted to destroy any credibility for water injection. That is simple to do, when you have millions of dollars to lose.

Meanwhile, I had to form a strategy to fight both the Oil and Auto giants. I asked the Florida Hollywood Police Department, Pepsi Cola and Marriott Hotel's fleet divisions to testify demonstrations on national television. On May 9, 1979, the Police Department Fleet Superintendent reported that mileage in-crease had almost "doubled"! Marriott later reported a 40% increase, while Pepsi Cola, reported a truck saving mileage of 30%. With all the publicity I received, no one from Washington D.C. or the Oil and Auto Industry called to congratulate me. Instead, I received amongst other calls, a threat to my life and former wife Miss Texas and U.S.A. It slowly destroyed our marriage and nerves...

Being an ex-anti-terrorist consultant and martial arts equipment inventor, I decided to continue the fight, in God's name. I became an ecological missionary, ready to die for my call. In 1980, I released thousands of letters to the U.S. government and public. I even charged the U.S. energy department with conspiracy. The U.S. Anti-Trust division of the Department of Justice conducted an investigation under the request of Congressman Dante Facell. Suddenly, President Jimmy Carter, signed the "Alcohol Energy Security Act", (1980) It called for energy conversions to alcohol fuels, under National Security. Soon after the act was signed, Jimmy Carter was replaced by actor Ronald Reagan! He could really read scripts professionally! He dismantled much of the work Jimmy Carter did. Later George Bush, former C.I.A. Director, and oil man be-came President. License to kill, I used to call him. One of his first private off-shore oil contracts was Kuwait. Everybody in the oil business, loves oil from Kuwait or anywhere you have lots of oil cheap. Bush tried to get his oil, at the expense of the whole world at war. Propaganda from the sophisticated C.I.A. can make anyone look like a monster! In the end, he still didn't get his oil! His enemy put in on fire, knowing that was what the war was really about!

During the Reagan and Bush Administrations, I failed 2 E.P.A. tests. Laboratory tests said the emissions with water increased? Yet, the oil industry itself called for oxygenation in gasoline to reduce emissions. They added MTBE chemicals to increase oxygen by 6%. Water by molecular weight has 89%. It is an insult to common sense to claim that water will increase emissions. Like the Tobacco Industry, lies are common. All major Tobacco chiefs testified that cigarettes were safe! I believe the Oil Industry is worse! You have a choice to smoke cigarettes. You don't have a choice to buy oil or water injection with alcohol. Race cars used alcohol and water injection for decades. It is more powerful, efficient and cleaner. Common knowledge in that industry.

When George Bush became president following Reagan, one of his sons, Jeb Bush was Secretary of Florida. Since, I had demonstrated and received such favorable publicity in Florida, I presented him the proposal to make Florida an example to the U.S. At first he received the proposal with enthusiasm, later he ignored me completely, once he told his father! Finally, after numerous unsuccessful attempts to open the Florida Market, I moved to Los Angeles, California. By 1990, Los Angeles had serious smog alerts and had become the place most interested in electric cars to clean the air. After 3 years in L.A., and again failing the E.P.A. Certified Tests; for increasing emissions, I realized that something was dirty there too! At last, I moved away to Thailand; under an invitation from a company that was partners with Japan's giant corporation, Mitsui. (They own about 25% of Toyota) There things happened quickly.

The King of Thailand's Royal Board offered to test the system on one of their own cars. Within 2 weeks reports indicated that the engine was overheating. I knew I had problems again. The last thing water injection does is overheating. On the contrary, it is

known in the racing industry for cooling combustion! In 1994, I convinced my partners there, that I attend the Switzerland U.N. Meeting on Climate Change. I had been an NGO, appointed as a Sr. Technology Advisor for the United Nations Association of the United States of America, while in Los Angeles.

At the Climate Change Convention, I delivered a blow to the U.S. delegation. I questioned why the U.S. had not implemented water injection with alcohol; since their own U.S. Department of Agriculture Study #771-80 states that it is "800%" more efficient than their current gasohol program. (90% gasoline, 10% alcohol) The director immediately answered "because it causes corrosion." I replied that was a contradiction to the Society of Automotive Engineers (S.A.E.), the United States fighter planes and racing cars that used the system for over 30 years. He refused to continue discussing the subject! Later, the U.N. Trade & Development Commodities Division Director signed a letter offering to study the matter for \$125,000 U.S. dollars. My S.E. Asia partners re-fused to pay money to the U.N. They felt it was the U.N. that should pay, not us! From the U.N. convention, I was told to meet the U.N. contacts in Paris, France. Perhaps Renault Auto manufacturer, being government, would be more cooperative. They were not. None of the U.N. people were effective. I left and went to Belgium. The European cooperative was being formed there. Their own confusion did not allow any serious consideration for a new energy program.

From there, I visited government officials in Holland. Land of windmills and yogurt. Soon I found out that the windmills had been converted to oil and Shell Oil Co. was originated there. I received no consideration. They would not even conduct a test, at our expense! Germany was my last presentation visit. Some government officials seemed very knowledgeable and remembered that Hitler developed alcohol fuel during the war. Losing the war once, seemed enough to start another! Nothing happened in Germany. Finally, I returned to Canada, my homeland. It had been nearly 30 years since I left the country and married an American (Miss U.S.A. All American Girl). Ironically, my own country disappointed me the most.

After 3 years of attempts to demonstrate the benefits to Canada, an appointment with the "Green Team" was made. Officials and directors of various ministries were present. Amazingly, to me and a former Royal Canadian Mounted Police (R.C.M.P.) witness, the fire alarm went off during my presentation, forcing all of us to leave the meeting! I was never able to get another appointment! From there, I went to the French speaking Quebec, back to my origins. I offered to be a witness of what had happened.

They never considered my offer, even though the separatist had been campaigning on how big corporations influence governments! That was it for Canada and its opposition Province Quebec. I moved to New York State. They had just banned MTBE chemical additives in gasoline. Now, I am in Trinidad. Here, I hope to form a partnership with the gov-

ernment companies, Petrotrin and National Petroleum. Hopefully, Trinidad and New York State will become the first places in the world to implement what could have been done over 50 years ago! If we don't, in 50 years from now, our children will pay the price for our foolishness, irresponsibility, corruption and sinful nature!

Today's environment calls for solutions, we are ready to deliver them to the global environment.

In our long journey, we didn't reinvent the wheel, we simply work to make it turn (or spin) in a sustainable development direction.

With devotion,

,

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