

ATTN: Agent Pierce Cox; Assistant Attorney General Phillip Ledbetter

Fax: 512-473-8301

From: Ozzie Freedom, Fax 818-273-4412

Re: C.I.D. of February 25, 2009

Dear Sirs,

In accordance with our conversation of March 24, 2009, and in response to C.I.D. of February 25, 2009, here is the information I have gathered so far. Below I have included the following sections:

1. Written testimonials
2. Research papers
3. How tests were conducted
4. Changes made to website

SECTION 1: Written testimonials I have received

Hello,

I have been having great luck with my chevy avalanche from 12.9 mpg to up to 23 mpg
Buying the program was a great service to me.

Don L. Gigante__ Posted on: 23 Mar 2009 07:36 AM

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after installing the system in a 1991 model gasoline car, i noticed a tremendous
improvement in its performance.

Vysali Janardhanan, India (March 2009)

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"I have installed the 1 cell of electrolyzer in my toyota van 2.0 liter diesel
engine w/o turbo. I have increased my mileage by 28% and significantly improved the
exhaust emission. Friends of my no longer smells unburn fuel."

Michael del Rosario, 28 Jan 2009

20 Year Old Mitsubishi - Saves 18-20% & Feels like new after 1 hour of using
Water4Gas!

=====
Dear Ozzie,

Gooday, Water4gas system really works great, thanks to you.

I managed to replicate an electrolyzer and it works well, it gives me about 18 to
20% fuel saving, thats great....The system is really great, i tried to an old
mitsubishi engine, a 20 year old car, after an hour drive i found out that the
system has cleanse the comustion chamber and now that car sounds as good as brand
new and it is very smooth.

Keep well

Thank you

Thillai S. (Malaysia) June 10, 2008

=====

since fitting my 3 cell unit I'm really happy with the results... a 40% mileage increase with my 2.5 1992 Misubishi Pajero TD... and much better cold start, and smoother running.

Regards... John S. (United Kingdom) May 23, 2008

=====

Right then, I've got a 1969 Landrover Series 2a 2.25L Diesel. I put magnets on the fuel line and increased the mileage on a set 17 mile route at a steady 40mph to 27.87mpg. I then constructed the single cell system and fitted it. My first run was with the bubbler closed and on the set run increased my mileage to 28.84mpg. A positive start, but I felt that the engine was being starved of HHO. I then reduced the length of the two feed pipes going to the closest point on the air intake manifold to 4 feet each from five feet and opened up the bubbler to allow a moderate amount of air through. I then ran the same run (each run took 35 minutes) and compared the results. My 39 year old Landrover did 71.43mpg!!!!

In truth, I was hoping to achieve a modest 40mpg but this is unbelievable!!

Regards.

Michael B. (Lancaster, United Kingdom) March 2008

=====

i have been experimenting, with my own , truck, 79 chev pu 4wd getting 7 mpg installed 2 hho went to 12 put on 6 went to 15 ??? i made some changes , i found some bigger , jars i changed the design on the winding the coil , got 8 windings, changed a few other things , I have been a mech. all my life , i am up some , last test was around 20mpg as near as i can tell , speedo not exact , but a major change in running ,etc,

Gilbert B. (Missouri, USA) January 31, 2008

=====

[three emails from same guy, reported mileage gain 25%, then reported 77% then 100%, on same 2007 Dodge 4.7 v8]
my 2007 Dodge 4.7 v8 Multi fuel got a 5 mile per gallon boost so far which is about 25%...Hope to see another 10% or more. Still tweaking the system.

Thanks,

Tim D." (Illinois, USA) January 4, 2008

.....A day later Jan.5,2008, Tim wrote again:

Ozzie,

Well I was wrong on the Mileage. At 40MPH I got 26.5 MPG which is 77% higher than the manufactures listed 15 MPG Sticker. Still tweaking the system and hope to break the 30 MPG barrier soon.

Tim D. (Illinois, USA)

.....On Jan.20,2008, Tim wrote again:

Boosted my mileage to just over 100% from the rated 15 mpg to 30+ MPG and still tweaking. In addition that was with a single unit HHO 32 oz.

Tim D. (Illinois, USA)

=====

Hi Ossie,

wanted to...share my excitement!

I did my first car test on Sunday with my daughters Hyundai Accent 1300. Simple carburettor system and a great 6mm vacuum inlet right into the base of the carb. The engine did everything you said it would. So we hit the road. WOW - first time out of the box on a 39km test run I got a 47% improvement. I could not have been more pleased. Granted this was a careful drive but the results were way more than I expected for a first time. We then did a "performance " run. Power is definitely up by a good 10 - 15%. it felt like the car was running at sea level - we are at 5500 feet. Acceleration was also improved. Temptation to use the extra power will impact the saving but I still reckon an overall average improvement of 30% is well attainable.

Kind regards.

Peter (New Zealand)

=====
Hello,

After installing the MAP sensor enhancer on the the vehicle I have experienced an 100% increase in mileage going from 16 mpg to 33 mpg. My car is running from top to bottom better than ever before.

Regards, Michael C. (Texas, USA)
=====

I have been using water4gas for a little over a month on my Ford....my mileage has increased by about 40%.

Paul Korber, Water4GasReview.com
=====

Hello Ozzie.

...the van was doing 14 miles on the express way with out the system and that in the city it definatly is less(lets say 12miles in the city per gallon) well all these 360 miles were in the city with an average of 35 miles per hr. and only 12 miles out of these 360 were run with the air conditioning on. So finally I got 20 miles per gallon and the gain was of 80% which I am satisfy with.

Jaime V. (Florida, USA)
=====

hi Ozzi

its mike from england again

got my electrolyzer fitted and working within minits the smell from the exhaust was completly different no smell of diesel at all - amazing

Michael P. (United Kingdom)
=====

wanted to report that my friend, an 85 year old mechanic, installed a Hydrogen-On-Demand system on my car and it went from 28 mpg on the highway to 47!

N.G. (Seattle, Washington, USA)
=====

I have connected a three bottle water4gas system to my 1985 ISUZU P'up and am happy with the results. I am only on the early phases of this experiment but the power is improved, and the exaust is definitely cleaner. ... Installation is very simple.

Bottle to air cleaner.

L.B. (Texas, USA)
=====

I drove 410 miles on my 1st trip with the electrolyzer. It used 1 & 1/2 pints of water...This is on a '97 Dodge diesel with hoses going to the intake manifold and the air breather before the turbocharger. Everything made according to the instructions. My guestimate is that it boosted mileage by at least 25%. THANK YOU!!

K. Alexander (Texas, USA) 2/17/08
=====

Hello Ozzie

I increased my mileage 70%.

1999 Cadillac Sedan DeVille.

G.A. (Pennsylvania, USA)
=====

My friend Don C. tried out the charged water system in his 1993 Pontiac Grand AM. Went from 28 MPG to 41.6 MPG.

Bill Lang (Florida, USA)
=====

My first mileage results were really amazing I got 37% better mileage, in my 1985 Toyota P.U. truck it has a 22re fuel injected motor with 328000 miles Yes I have been driving this forever .

My mileage in the sommer is around 26 to 29 mpg , in the winter its around 23 to 24 mpg depending on how cold it is , the average is 25 mpg , with the water4gas unit installed I got 34 mpg amazing , this was not highway driving backroads with hills stop and go and warm up in the morning when it cold !

Also I noticed better power up hills in fifth gear.

Take Good Care Ozzie

P.M. (Connecticut, USA)

=====

I was connecting up a charged water system in BUFFALO, in the 2 1/2 car garage. It was really cold, so I started up the vehicle and ran it in the garage, with the door closed, for about two minutes, to check the engine vacuum. WELL, 3 minutes and I was about ready to choke from the fumes. Five minutes later, with the unit installed, I start the car up and the owner and I are standing around in the garage discussing how good it runs etc. etc....five minutes later we are still talking and there is almost no sign or smell of any kind of pollution.

Bill Lang, Jan.08 from Buffalo, New York (USA)

=====

Hello Ozzie,

I have completed the installation today. After I completed the installation and ran the car, within minutes I could smell a BIG difference in the exhaust emission, it quietened the engine and it ran so sweetly and that was within minutes!!!!

....For the record my car is a 1986 Nissan Skyline 6 cylinder 3litre fuel injected. It has only done 98,000 Klms or nearly 60,000 miles so is in very good condition. Believe me, I would not know what I now know had I not bought my membership. Thank you for that.

Regards,

N.S. (Queensland, Australia)

=====

My car is an 1986 Subaru GL. I bought her originally in 1989.

Two weeks ago I agreed to have the gas saving device put on my car. Immediately I noticed that the engine was much, much quieter and smoother.

We did a test drive on the car with and without the device. The results were spectacular. The Subaru does 32.8 miles to the gallon. With the device - which is only the very basic fitting - the Subaru did 36.8 miles to the gallon, a saving of twelve and a half percent....What was really noticeable on this test drive was the difference in the quietness of the engine and how the car picked up much more easy with the device installed....Since then, I have noticed that the car continues to improve and I feel she is back to where she was in 1989. Feels like a new car!!

J.H. (California, USA)

=====

Thank's...I got everything and made a hydrogen generator to your spec's...Works good on smaller motors ...I put it on a honda civic...does about 15 % better on gas ..not bad..no tweeks...no 02 just the generator.

the past few days I have made 6 more models suitable for 1.2L - 3.0L on up to 5.2L to 7.0L gas and diesel engines now working on 8+.....I have been seeing up to 45 % better gas milage with a few tweeks.

K.B. (Kentucky, USA)

=====

MY Water4Gas unit I have on my car is working. So far I have noticed a jump in mpg from 24ish mpg to 30ish mpg I am running it on a 2005 Nissan Sentra.

J.R. (Oregon, USA)

=====

Thank you Ozzie, for putting together such an awesome book! I'm consistantly getting 27-30 MPG highway now. (varies from hilly terrain in PA) I feel like I hit the lottery!

Mike W. (MA, USA)

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SECTION 2: Research papers

- **U.S. Department of Transportation: [Guidelines For Use Of Hydrogen Fuel In Commercial Vehicles](#)** - see page 20 - "Onboard electrolyzers are used with hydrogen injection systems for diesel engines (see Section 3.5). In this case, only a small amount of hydrogen and oxygen are produced to supplement, not replace, the diesel fuel used in the engine. The electricity to operate the electrolyzer is typically supplied by the engine's alternator or 12/24-VDC electrical system."
- **NASA** in their Technical Note Report E-9105 (**NASA-TN-D-8487**) published May 1, 1977:
 - This report is titled "Emissions And Total Energy Consumption Of A Multicylinder Piston Engine Running On Gasoline And A Hydrogen-Gasoline Mixture", and NASA's abstract (in their archives today) says: "A multicylinder reciprocating engine was used to extend the efficient lean operating range of gasoline by adding hydrogen. Both bottled hydrogen and hydrogen produced by a research methanol steam reformer were used. These results were compared with results for all gasoline. A high-compression-ratio, displacement production engine was used. Apparent flame speed was used to describe the differences in emissions and performance. Therefore, engine emissions and performance, including apparent flame speed and energy lost to the cooling system and the exhaust gas, were measured over a range of equivalence ratios for each fuel. All emission levels decreased at the leaner conditions. Adding hydrogen significantly increased flame speed over all equivalence ratios."
 - This research focused on using hydrogen as a supplemental fuel to gasoline to a 1969 production engine. The research demonstrated that the higher flame speed of hydrogen was responsible for being able to extend the efficient lean operating range of a gasoline engine:
 - "Lean-mixture-ratio combustion in internal-combustion engines has the potential of producing low emissions and higher thermal efficiency for several reasons. First, excess oxygen in the charge further oxidizes unburned hydrocarbons and carbon monoxide. Second, excess oxygen lowers the peak combustion temperatures, which inhibits the formation of oxides of nitrogen. Third, the lower combustion temperatures increase the mixture specific heat ratio by decreasing the net dissociation losses. Fourth, as the specific heat ratio increases, the cycle thermal efficiency also increases, which gives the potential for better fuel economy."
 - "Adding hydrogen to gasoline significantly increased flame speed and allows for a leaner air-fuel ratio. All emissions levels decreased at these leaner conditions....significantly increased flame speed and allows for a leaner air/fuel ratio. All emissions levels decreased at these leaner conditions."

- "The results were used to explain the advantages of **adding hydrogen to gasoline as a method of extending the lean operating range**. The minimum-energy-consumption equivalence ratio was extended to leaner conditions by adding hydrogen, although the minimum energy consumption did not change. **All emission levels decreased at the leaner conditions**. Also, adding hydrogen significantly increased flame speed over all equivalence ratios."

- The official document may be downloaded from NASA Archives (document ID 19770016170):

http://ntrs.nasa.gov/archive/nasa/casi.ntrs.nasa.gov/19770016170_1977016170.pdf

- **The Society of Automotive Engineers** of Troy, Michigan

This is a huge organization with over 121,000 members! The list below shows a collection of references found in their official publications of the past 35 years (today it is published online <http://www.sae.org/mags/aei/>) - from which it is obvious that THEY HAVE KNOWN all about it [source: Google - this info appears on many websites and I couldn't tell who's the original compiler]:

- Publication #740187, February 1974: Adding hydrogen to gasoline resulted in significant efficiency improvements due to the extension of the lean operating limit.

- Publication #740600, February 1974: A compact onboard hydrogen generator has been developed for use with a hydrogen-enriched gasoline internal combustion engine.

- Publication #810348, February 1981: Adding hydrogen to gasoline showed a potential for very low pollutant emissions with increased energy efficiency.

- Publication #830897, April 1989: Adding hydrogen to gasoline produces improvements in engine efficiency and emissions due to accelerated flame speed and combustion rate.

- Publication #960603, February 1996: Adding hydrogen to gasoline produces improvements in engine efficiency and emissions, due to accelerated combustion.

- Publication #2000-01-2206, June 2000: Adding hydrogen to gasoline can reduce exhaust emissions and increase efficiency. A large reduction in nitrogen oxide emissions can be achieved without a catalytic converter due to very lean operation under certain conditions.

- Publication #2002-01-2196, July 2002: Adding hydrogen to gasoline increases the flame speed at all gasoline air/fuel ratios, so engine operation at very lean mixtures is possible.

- Publication #2003-01-0630, March 2003: Adding hydrogen to gasoline extended the lean limit of engine operation, resulting in greater efficiency and reduced emissions, both hydrocarbons and nitrogen oxides.

- Publication #2003-32-0011, September 2003: Adding hydrogen to gasoline resulted in improved engine.

- Publication #2004-01-0972, March 2004: Adding hydrogen to gasoline results in lower emissions and a significant increase in engine efficiency.
 - Publication #2004-01-1270, March 2004: Adding hydrogen to gasoline produces improvements in engine efficiency and emissions.
 - Publication #2004-01-1851, June 2004: Adding hydrogen to gasoline reduced knock due to accelerated fuel burn and shortened combustion period.
 - Publication #2005-01-0232, April 2005: Adding hydrogen to gasoline produces lower emissions due to increased flame speed and resultant accelerated fuel burn.
 - Publication #2005-01-0251, April 2005: Adding hydrogen to gasoline can extend the lean limits of the air/fuel ratio.
- **Registered Patents**
 - 1918 - This is the oldest hydrogen-on-demand known (to me) patent FOR VEHICLE USE! Note the use of the term "Hydro-Oxygen Generators" used at the beginning of page 2 to describe the entire water-fuel industry. American inventor Charles H. Frazer filed this patent, number 1,262,034 on April 18, 1916 (the final approval was granted by the U.S. Patent Office 2 years later, on April 9, 1918. He described the purpose of the device to be: "In this manner, a very low grade fuel may be used and by properly setting the valves, the proper supply of gases may be added to render the fuel thoroughly combustible."
 - 1930 - Rudolf Erren - Erren engine - GB patent GB364180 - Improvements in and relating to internal combustion engines using a mixture of hydrogen and oxygen as fuel.
 - 1939 - Rudolf Erren - Erren engine - US patent 2,183,674 - Internal combustion engine using hydrogen as fuel.
 - 1980 - Charles T. Weber - U.S. Patent 4,344,831 "Apparatus for the Generation of Gaseous Fuel".
 - 2005 - Australian Patent AU-2005100722-A4 - granted by the Australian Patent Office to Robert Michael Roberts and Chau Kin Nam. Some relate it to the Joe Cell. In part, it looks similar to the devices shown experimented by Stanley Meyer.
 - **California Environmental Engineering (CEE)**

"CEE feels that the result of this test verifies that this technology is a viable source for reducing emissions and fuel consumption on large diesel engines." (source: <http://www.hybridtech-energy.com/hydrogeninfo.html>)
 - **The American Hydrogen Association Test Lab**

"Emissions test results indicate that a decrease of toxic emissions was realized." Zero emissions were observed on CO (carbon oxide). (source:

<http://www.hydrogennow.org/Facts/Safety.htm>)

- Addison Bain, a retired NASA Hydrogen Program Manager and founding member of the National Hydrogen Association, is reported by <http://www.hydrogenassociation.org/advocate/ad82sbb.asp> to have found “a new niche in the marketplace--adding small amounts of site-produced hydrogen [electrolysis of deionized water by Proton Energy System of Connecticut, USA] to natural gas-powered vehicles to further reduce emissions.” Bain is a well-known figure in the hydrogen economy, safety (proved hydrogen did not initiate the 1937 Hindenburg fire) and hydrogen-based innovations.
- Additional data based on http://en.allexperts.com/e/h/hy/hydrogen_fuel_injection.htm and other sources including http://en.wikipedia.org/wiki/Hydrogen_fuel_injection

In 1974 John Houseman and D.J. Cerini of the Jet Propulsion Laboratory, California Institute of Technology, produced a report for the Society of Automotive Engineers titled "On-Board Hydrogen Generator for a Partial Hydrogen Injection Internal Combustion Engine" (available at http://www.osti.gov/energycitations/product.biblio.jsp?osti_id=5206481 and <http://www.sae.org/technical/papers/740600>). F.W. Hoehn and M.W. Dowy, also of the Jet Propulsion Lab, prepared a report for the 9th Intersociety Energy Conversion Engineering Conference (held August 26-30, 1974 in San Francisco), titled "Feasibility Demonstration of a Road Vehicle Fueled with Hydrogen Enriched Gasoline." (This research utilized onboard storage tanks to supply the hydrogen combustion enhancement.)

In 1993, researchers Y. Jamal and M.L. Wyszynski of the University of Birmingham, United Kingdom, released a review titled "[Onboard Generation of Hydrogen-Rich Gaseous Fuels - a Review](#)" in which they concluded: (3.) Hydrogen supplementation of gasoline combustion has been shown to yield reduction in fuel consumption. (4.) Hydrogen-rich gaseous fuels can be burned under ultra lean conditions to yield very low NO_x emissions without running into lean flammability limit problems. and (5.) The lean burning conditions give possibilities for very low CO emissions.

In 1995, newer investigations have highlighted the potential for pollutant reduction. Research performed by scientists at the University of Birmingham, United Kingdom, released a study at the HYPOTHESIS Conference at the University of

Cassino, Italy in which it was presented that "hydrogen, when used as a fractional additive at extreme lean engine operation, yields benefits in improved combustion stability and reduced nitrogen oxides and hydrocarbon emissions."

In 1997, similar results have been presented by a team of scientists representing the Department of Energy Engineering, Zhejiang University, China, at an international conference held by the University of Calgary. Practical tests have been performed by California Environmental Engineering (CEE), The American Hydrogen Association Test Lab and Corrections Canada in which reduction in toxic exhaust emissions and fuel consumption were realized.

- I also based my research on the following U.S. Patents:
 - U.S. Patent # 6,048,500, from Apr. 11, 2000 "METHOD AND APPARATUS FOR USING HYDROXYL TO REDUCE POLLUTANTS IN THE EXHAUST GASES FROM THE COMBUSTION OF A FUEL"
 - U.S. Patent # 5,863,413 from Jan. 26, 1999, describing another "Hydroxyl Generator" feeding the intake manifold of an internal combustion engine for similar purposes
 - U.S. Patent # 5,452,688 from Sep. 26, 1995, describing yet another "Hydroxyl Generator" feeding the carburetor of an internal combustion engine for similar purposes
 - U.S. Patent # 5,231,954 from Aug. 3, 1993 "HYDROGEN/OXYGEN FUEL CELL." This Patent displays in Figure 1 and Figure 2 a very simple Electrolyzer and it states: "Use of the generated gases as a fuel supplement enables substantial increases in fuel efficiency, while at the same time reducing the emission of pollutants."
 - U.S. Patent # 5,143,025 from Sep. 1, 1992 "HYDROGEN AND OXYGEN SYSTEM FOR PRODUCING FUEL FOR ENGINES"
 - U.S. Patent # 4,369,737 from Jan. 25, 1983 "HYDROGEN-OXYGEN GENERATOR." This Patent says: "A cell for generating hydrogen and oxygen comprised of a plastic housing and a plurality of regularly spaced metallic electrode rods....This cell finds particular use as a fuel generator for internal combustion engines." It also says: "These patents teach the use of an electrolytic cell for making combustible mixture of hydrogen and oxygen from water, and using this mixture of gases as fuel for the engine."
 - U.S. Patent # 6,257,175 B1 from Jul. 10, 2001 "OXYGEN AND HYDROGEN GENERATOR APPARATUS FOR INTERNAL COMBUSTION ENGINES" that describes in detail the use of hydrogen and oxygen as fuel, and the benefits of reduced pollution, and states that "It has long been known".

SECTION 3: How test were conducted

Smog tests before Water4Gas – Ford 1989 F-250, 460 cubic inch

SMOG CHECK VEHICLE INSPECTION REPORT

(06/02/2008 @ 10:14:12 am)

VIN..... 2FDLP47G7KCB42388

License.. 6V85517

ASM Emission Test Results

Test	RPM	%CO2	%O2	HC (PPM)			CO (%)			NO (PPM)			Result
	MEAS	MEAS	MEAS	MAX	AVE	MEAS	MAX	AVE	MEAS	MAX	AVE	MEAS	
M1: 15 MPH	1341	11.6	4.3	137	62	61	1.37	0.18	0.55	2223	437	469	Pass
M2: 25 MPH	1329	12.2	3.8	110	45	28	1.63	0.12	0.03	2173	338	369	Pass

MAX = Maximum Allowed Emissions AVE = Average Emissions For Passing Vehicles MEAS = Amount Measured

Smog test after Water4Gas installation on same F-250

Thu Jun 05 2008

Ambient Temp: 87 deg F Baro. Press.: 735 mm HG Rel. Hum.: 34.6 %

Time	HC ppm	CO %	CO2 %	NO ppm	O2 %	MPH	Load ft-lb	HP	Acc MPH/s	RPM
01:35:19PM	154	1.1	0.0	105	7.2	0.0	0.0	0.0	0.0	0

All I have sold so far, from 2006 until today, was an ongoing research, not a product.

When I started my research in 2006, I had nothing but my own untested observations of my own vehicle. Since I had no means to conduct extensive R&D, I decided to start an experimenters club. I learned to build a simple electrolyzer cell and offered it as a FREE GIFT to members. The deal was that for a yearly membership fee they will get a chance to exchange notes with other experimenters, and the designation of a free gift was because I did not want them to return the device – instead, I encouraged members to replicate it and experiment with the replicates, or sell them to others. The relating sales contract was submitted to my California Civil Law Attorney and was approved on December 7, 2006.

The feedbacks from the first members, from many countries including Germany and Switzerland, were of great help because it was found that the design was indeed inferior and fell apart after short use. I made improvements based on the feedbacks, and continued to give away improved designs. After a while it became obvious that some cars were not getting the expected mileage, and I decided to expand from a single device to a system concept described in my books.

I then created a larger experimental kit, but the deal was the same – I asked them to experiment with the kit. The kit box contained five experimental systems, including a stand-alone tap-water vaporizer, a stand-alone Electrolyzer, an electrolysis system, a charged water system (where you charge tap water at home and pour it into a stand-alone vaporizer together with hydrogen peroxide).

It was obvious that there was more than one way to go – and the offer was still the same: the experimenter voluntarily gives me feedback and I share with him everything that I have learned from all other experimenters who volunteered to share.

I totally stood behind my promise, for years. The result was an-ever growing database of how to do it right. Every time I learned something new I immediately went to the books and changed them or added new information, making sure to mark the updates in a hyperlinked list for the reader's convenience.

I gave all buyers infinite access to the books as they grew and improved, and made special effort to make a list of updates so they can see what's new without having to browse hundreds of pages with “an elephant's memory”.

Changes to the information occurred at such a fast pace that I refused to give a downloadable book, and insisted that they come again for the updated, by giving them access to online books. They can print it, but there are so many chapters that most preferred to visit again. I paid a fortune to hosting companies for the traffic, but I preferred it that way because I felt that it was important to always keep the reader up to date so that they always have the latest known data.

The purpose for the tech support I was offering for free was to collect feedbacks and

upgrade the information. All the while from the beginning, the Terms and Conditions were very specific that the information was purely experimental, and the buyer had to read a legally binding contract before he could get to buy membership (2006-2007). When I switched to selling online manuals, the Terms link was placed just above the order button and was always visible with a script that alerts them to note the Terms link.

As you can see I always relied on feedbacks from the field and acted as an exchange point, not a source of scientific data. The research, based on feedbacks, was conducted worldwide with the purpose that I would learn the problems and options of vehicles and weather conditions that I have no access to, such as: freezing conditions not found in Southern California, or (for example) a weird problem of certain countries where you cannot find household catalysts such as baking soda or sodium citrate – problems that I couldn't have predicted, so that was a learning process.

That said, my own tests that I also taught to my readers was to do a controlled test drive of a known length in CLOSED LOOP, and measure the amount of fuel being re-pumped at the very same gas pump, immediately upon returning from that loop drive.

Test results from around the world were published as testimonials in their own words. I did not verify the results myself because such verification would be totally impractical.

SO WHAT IS WATER4GAS ANYWAY?

When describing Water4Gas technology in the past few years, there was no practical way to present an accurate “system” and state or claim that this is what it is and this is what it performs. The term Water4Gas does not, and never did, describe a specific system. It is built on the basic idea of using hydrogen to help save fuel and reduce emissions, but from that point on it had an infinite number of interpretations, that nobody can fully follow or verify by any practical means. For example, I examined photos I have received from an Italian diesel experimenter, Giorgio Rossi, and compared them to photos received from a Tennessee diesel experimenter, Carter Blankenship III, and they looked nothing like each other. Rossi used a single large water-filter housing, while Blankenship created his own idea of a simplified 6-glass-jar design. They both worked better than expected, but the point I'm making is that they were very different. Too different to call both by the same name.

Therefore, the word Water4Gas is a very generalized term and does not describe one specific system or design. It was never presented like a specific system and even the books, in which I tried to simplify and focus on a limited number of designs, shows many options: 1 electrolyzer, 6 electrolyzers, 12 electrolyzers, a vaporizer with no hydrogen at all, and many other options and variations to experiment with.

This repeats itself every day. Just look around eBay and elsewhere and see what people

allow themselves to call “Water4Gas.” I have no control over them. I have no idea if they bought the book from me, stole the book from an illegal site, or imitated the jar I sent to Poland 3 years ago. It's out of hand. Judging by the hundreds of designs I have seen with my own eyes, I estimate that there are probably 1000's of versions out there.

Now where's my point of responsibility here? I started it, I gave them a free hand to improvise and use my materials as an inspiration rather than exact guidance. And this is the major reason why nobody can promise repeatability – a testimonial of a Honda Accord 2001 has no value but inspiration to an owner of another Honda Accord 2001, since the implementation in the first story could have been one jar of a crazy design, or 12 well-built, well configured devices that are based on my instructions AND OTHERS they have seen around. Or anything in between.

SECTION 4(a): Changes made to bookstore water4gas.com/2books.htm

In light of the above, I have made the changes that indicated to be complying with the Texas Consumer Law. Could you please advise on whether the changes I have made to the website are enough, or whether more changes are needed.

To clarify the overall intention and positioning of the information, I placed the following clarification statement right at the top and VERY visible:

This website offers ONLINE MANUALS presented to you as EXPERIMENTAL proof-of-concept INFORMATION only, without any claims on results, legality, or safety, as stated in our Terms [link to terms]. However, I have found a compelling amount of evidence published by NASA, U.S. Department of Transportation, US Patent Office and Detroit that Supplemental Hydrogen has the scientifically proven capability of improving FUEL ECONOMY and reducing HARMFUL EMISSIONS.

The Water4Gas Movement, though, is based on ongoing experimentation with Supplemental Hydrogen made with do-it-yourself devices OR READY MADE DEVICES THAT YOU CAN GET FROM OTHER READERS OR EXPERIMENTERS. Testimonials of mileage gains and lower emissions have been collected from our experimenters around the world, but since every vehicle is different no claims are made that you will get the same results of other experimenters. We invite you to (1) get the

education and (2) try it out. What we CAN do is try and help you out via our Tech Support line if you experience any technical problems. The manuals are 100% refundable - if you don't like what you see you're more than welcome to request a refund immediately (limited to 60 days), your money will be quickly returned in full, no questions asked. And you even get to keep the manuals! We couldn't have been more fair than that. Full terms here [link to terms]. Thanks for your support!

To make sure that the testimonials section as a whole, or any of the individual testimonials, do not pose as "proof" of any claim, I added very strong limiters before the testimonials, saying:

"The user testimonials displayed below are authentic stories from Water4Gas experimenters (including their goofy spelling), however we have NOT verified them, and we CANNOT guarantee in any way, shape or form the accuracy or repeatability of these results - even if your vehicle is of the exact same model."

I examined the Terms and Conditions and found them to be clear and non-misleading. Therefore I found nothing to change there. However, this is a learning process and I am willing to change immediately as needed.

The descriptions of the "system" or systems, and their capabilities and possible variations, have been stressed and clarified in all places that I thought could possibly be unclear.

There was one small reference from me (and one from a client) about "free energy" and both have been removed.

SECTION 4(b): Changes to homepage www.water4gas.com

Still working on this one. However, I already inserted strong clarifications right at the top of the homepage, and near the top of the testimonials page. Removed reference from a client regarding "free energy."

Further modifications - please advice and I will follow ASAP.