Appendix 4

RE: Table of Tabulation
Appendix A
(Tab 36)

Gasoline vs. "Water as Fuel": 50 hp Internal Combustion Engine

111 ml/min. gasoline consumption rate (on-road tested) @ 65 mph + 2.5 hydrogen-fuel of water = 44.4 mil min. water flow rate ÷ 60 sec. =
.740 ml/sec water-fuel consumption rate @ 65 m.p.h.

Water Injection Cycle
(Tab 37)

3,000 rpm + 60 sec = 50 engine revolutions / sec + 2 (Distributor Turn Ratio) = 25 Rotor revolutions / sec × 4 Water-Fuel Injectors = 100 Injection cycle / sec. Therefore,

.740 mil sec water-fuel rate ÷ 100 injection cycles / sec = .0074 ml or 7.4 µl Water Droplet / injection cycle

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Voltage Intensifier Circuit
(Tab 38)

40,000 volts @ 1 ma = 40 watts of applied electrical power

40 watts ÷ 12 volts battery = 3.3 amp/hr. (current) draw capacity

100 amp hr. battery ÷ 3.3 amp/hr. current consumption = 30.3 hr. battery-life without recharging.

Mode of Operability
(Tab 39)

Example: 148 µl (1/8 Dia 2 cm length) Water Droplet + 7.4 µl = 20 × 50 Bhp =
1000 Bhp I.C. Engine power-yield (gtnt) / injection cycle. (see Center for Electromagnetics Research, Northeastern University, Boston, MA. report titled "Powerful Water-Plasma Explosion" as to Kansas State University report titled "Electrically Induced Explosion in Water" affixed to WFC International Independent Test-Evaluation Report. **Remember, water is 2.5 times more powerful (gtnt) than gasoline. (U.S. National Bureau of Standards)** ... as so established under U.S. Patent Security Laws 35 USC 101.

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Appx. A 04

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