

to a system that is a 'prime mover' and our project didn't apply. Arnott sent it back to them saying it was indeed a 'prime mover'— he had ridden in it when I went to see him. They hadn't even read the thing.

"So now we have a toe in the door," said Gordon. "And I'm still waiting to hear what they have to say now."

Scattered across the land, Gordon has a number of vehicles in varied applications using his concept. There is a large 150 horsepower Ford farm tractor on a Mennonite farm, north of Edmonton, operating on NH3, with no problems at all.

An NH3 system-equipped motor has been on a dynamometer at the University of Michigan, to take readings of the horsepower on both gas and NH3. The NH3 was found to be operating at 90-95 percent of the power of the gas, with virtually no pollution.

They have a freight train in Iowa which was converted to NH3 through a co-operation between Gordon and the University of Iowa.

Gordon has also converted his own F350 pickup truck, as well as a Freightliner tractor trailer.

All of the conversions can be seen on Gordon's web site, (www.greengas.cc or www.greennh3.com) where he explains the concept as well as some background on NH3 as a fuel.

The cost of making the NH3 can vary, depending on the power source that is used. Gordon says if a wind turbine is used to power the machine creating the fuel, the cost of a litre of NH3 would be around 10 cents. Yet to do it with power off the grid, the cost of the fuel would skyrocket to nearly a dollar a litre— like gasoline.

"It's key that the power come from an alternative source to power the (NH3 conversion) machine," said Gordon. "But there's lots of 'almost-free' power out there, like wind turbines and solar panels."

Gordon has also been talking to GO Transit, explaining how they could convert their vehicles, and also use the excess electrical power that is created in the night, when the demand for electricity is much lower.

"I told the people at GO, if they were to adopt this concept, their fuel costs would drop dramatically," said Gordon.

Now that Gordon has proven the system works and is financially viable, he is currently looking for someone or some company who is willing to take the concept further. He's invested his own time and money thus far, but is now looking

for investors to help him make the next step.

To date, Gordon has had 17 people/businesses express an interest in his technology, and he's hopeful one of them will eventually come on board.

And when they do, Gordon has made a unique personal commitment. "We've been fighting cancer here (at home) for two years now," said Gordon, whose wife Debbie has the disease. "And we decided that we will donate one-half of the profit we make from this technology to cancer research."

Gordon's technology is the closest thing to making vehicles run on water and air, and he is looking forward to seeing it to fruition.

"I just want to see it happen," says Gordon. "It's been a long time coming and hopefully we're close to one of the (17) investors stepping and running with it."



With the simple push of a button, Gordon can switch from gas consumption to NH3 on his Ford F350 pickup truck.



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