

Re: On the slow verge of a civil war in the USA, satellite TV in vans

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On Mar 29, 3:20 pm, "gb6...@xxxxxxxx" <gb6...@xxxxxxxx> wrote:

http://autos.yahoo.com/articles/geneva_auto_show_2007/116/minivans-li...

Imagine a van, one where when camping the rear two rows of seats stretch to 4 rows, and this lengthened back space also widens twice the width and heightens to an RV space. A small van with good gas mileage converts into an RV.

But this van has more. A toilet, a shower, warm water for waterbeds, a hydrogen fuel-injection engine, large TV, a kitchen, and a very efficient heater, 10 times the efficiency of heaters today. Solar panels on the top, and free water simply by using hot and cold air, and with little energy (10 times less than current heating energy) produces a gallon of water a minute, heating, air conditioning, electricity, and hydrogen with electrolysis, as this is a hydrogen car.

All the technology is available today, there is technology to produce heat 10 times cheaper than priorly in RV's was not achievable for the night using solar panels, as the electric demands for heating were far greater than what solar panels could offer, propane gas was used. With the new technology heating becomes cheap and solar panels can be used to provide it, not only for the RV-s, but for all homes and businesses this technology applies, and exists.

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Now for the hydrogen production, is a bit costly. 10750 watts-h is needed to generate hydrogen from the very cheap water (less than a penny of energy to get a liter of water from the air) this van needs. The solar panels generate about this amount of energy in a day, which is sufficient for all the heating, cooling, electric power for the big flat-screen TV, fridge, microwave and electric cooking. The solar panels installed at the top are 3 kilowatts and generate about 11 kilowatts of energy for a day.

So what is needed is a cheap solution to power batteries that can store 500 kilowatts and filled up in 10 minutes with electricity at a power (not gas) station, and produce all the hydrogen by electrolysis for the ride, at a rate that the car can produce hydrogen faster than it consumes when it rides, using 10750 watts of ene