

PREPPING? Didn't You Forget Something?

OK, you have food, shelter, clothing, med kit, 4WD truck, generator, radio, lighting, emergency network, weapons, hardened computer, fuel... ...**FUEL?**

How much fuel do you have?

How much fuel do you need?

Where are you going to get more?

What are you going to do if it's contaminated?

What are you going to do if when there's none left?

Presumably your truck, generator, heater, etc., run on diesel fuel.

If so, you're in-luck Well Prepared. ...**But what about your Fuel Supply?**

Virtually any Diesel engine can run on any combustible oil. Most older & Military Diesels thrive on any oil they can squeeze through their injectors. Do your research to be sure your equipment is compatible.

Likewise, some Turbines and many heavier-oil burners thrive on oils for fuel.

It used to be common for Diesel operators to just dump the waste oil from oil changes into their fuel tanks. As on-board filters became more expensive, clogging caused this to cease to make good sense.

Now there's a Problem...

Low Sulfur Diesel Fuel has nearly no lubricity and its use can cause, and does cause, greatly accelerated wear on injection systems, especially on older engines, and diesel operators are now forced to buy Lubricity Additives to protect their engines. Again, the use of waste oils is attractive & possible - but check compatibility.

BUT don't I have to convert my engine to use waste oils? In most cases, NO. The myth that an engine has to be converted is just a myth. It may be necessary to replace some fuel hoses and filters, or to add resistance heaters to the injector lines, but all that might cost \$150...NOT \$3000. It is smart to thin or cut waste oils to suit your engine. I've used diesel fuel, and gasoline (up to 20%) (stale gas is great.)

Now all you need is oil. ***During wartime it was common for retreating troops to contaminate their left-behind fuel.*** Most smaller restaurants will give you their old cooking oil if you ask respectfully; many shops will give you their waste motor, transmission, hydraulic and even newer transformer oils (WMO) and many farmers and equipment operators have quantities of waste oils left over from oil changes and normally have to pay to have it hauled away...Contaminated fuels are still fuels – just contaminated...Almost all of that is potentially good fuel or fuel additive IF it is well cleaned.

BUT don't I have to make cooking oil into biodiesel? For many engines, NO. Besides, making biodiesel is messy, uses toxic chemicals, & if not perfectly made (as Asheville's EMS fleet found to their dismay) it can make a mess of fuel systems...Whereas cleaned WVO makes great fuel for many engines.

How is this possible? GGF makes Micro Refineries that economically remove solid as well as water-based contaminants such as acids & salts, in one single step without the need for heat, electricity or chemicals. You can probably drive coast-to-coast and back on one. Waste oils and contaminated fuels are all around us.

BE PREPARED TO SURVIVE - AND DRIVE - ON WHATEVER YOU CAN FIND.

For more information, please call us at 828-333-4658

or visit our website at: www.wasteoiltofuel.com

for detailed information, videos and links to informative websites.