

**This is i collection of post by robert
hull and others about the
construction tuning and possible
theory**

**FOR HIS AND NATHANS
OIL CELL
FEB 6 to APRIL 24 2009**

**IMPLEMENTING THE
“HULL EFFECT”**

By Nath

DESIGN/CONFIGURATION

TECHNIQUE/TUNING

OBSERVATIONS (not yet done.... be my guest)

POSSIBLE EXPERIMENTS (not yet done.... be my guest)

THEORY

(not yet done.... be my guest)

Feb 6 post#24649

The devise I use is the common overhead/ceiling fan and light switch combination that uses 120V configurations.

Two control switches that allow a very precise control of amperages.

I use one single strand wire to the output side of the oil pump flow...and all connections.

Using it in a reversed manner...the higher settings allow more amperage...and less responses???

It is wired to the alternator positive charge wire for the supply.

I also use a toggle switch to totally stop the frequencies transfer.

The switch is one that is designed to stop the "hum" of the overhead fans of older designs.

This is the devise that Nathan thought was a rheostat.

It is a frequency modulator...and the frequencies do seem to work to propogate the same reactions as the Joe Cell... when applied to the ICE's oil system...but in a very controllable manner.

Is it time for this to happen?

Robert

Feb 7 post #25663

Is any timing advance required like as in the Joe Cell and any other specific changes to the ICE need to be made?

Smokey

Feb 7 post#24658

The timing question...the variables that require timing changes are now stabilized...yes the timing adjustment is needed...

The relationship of the settings of the switches seems to determine that.

That part I have been just guessing/by ear...following the same guidelines as Joe stated....just in a more controlled manner.

Robert

Feb 7 post#24656

Robert,

Your reference to 'hum' in the controller made me look further.

The older style fan controllers consist of a laminated transformer and a switch assembly and there is the 'hum' and heat.

The newer are the PWM or electronic style and that's what you need.

Smokey

Feb7 post#24659

I bought my switches at local hardware stores...Lowes....Home Depot...True Value...for less than 30 dollars USA.

Robert

Feb 7 post #24663

May I say in all honesty that I have no idea as to what device you are referring to. I have read all your posts, and read most of them several times, and have just re-read the last ten.

Basically, would you be so kind as to tell me in a few words what device you are claiming as yours invention please?

Alex s

Feb 7 post#24666

PWM...the use of...in combination with cell or not...

That is the on-off switch I spoke about.

The devise is the switch I posted about.

Combination ceiling fan and light switch...made for 120V...60Hz

The type that eliminates the humm.

The frequency modulation....controlled.

The peculiar thing...is that the frequencies flow when using the off positions of the switch...and the use of milliamps controls the flow rate.

The use of the light switch allows very controlled milliamps.

The two leads, one for ceiling fan, one for light, are twisted together so the milliamps of the light bulb can be utilized to limit the flow of frequencies.

Best to you,
Robert

Feb 7 post#24665

Reviewing what you wrote so I can fully describe what is taking place with my own experiences. Using only one single strand of wire from the alternator positive supply to the output side of the oil pump and there is no other connection from your PWM unit to the earth or block or anything like that? If this is the case I will come back and fill you in on what is happening. Did the wire feel 'cold' at all?
Thanks.

Smokey

Feb 7 post#24667

Yes, that is what I have done.
the ground wire provided...is not used. It simply attached to the frame of the switch.
The two wires on the output side are twisted together...to utilize the milliamps for the light bulb dimming qualities...acting as a restrictor of some sort.
The wire is insulated for the routing purposes and I did not feel it for temperature.

Best to you,
Robert

Feb 9 Post#24677

I directed this question to you, it is not an oversight.

Joe was not the only one to built a AAA drag racer that performed as well as it did.

The man I worked for, who built it, never figured out why at 5000 rpm...it became uncontrollable with power...that was 35 years ago.

He could not hire a driver anywhere in the world to take it down the trak.

We have wondered about the reasons why that one engine configuration would do what it did, for all these many years.

Without a lot of details to bore people.

The oil was stored in the sunlight...outdoors...for about three to four months, as I recall.

Did it become charged up... like a Joe Cell does???

It was stored in a stainless steel pot,an improvised devise to maintain purity....and it had a valve on it to measure precisely the amounts taken.

I was the teenager that kept track of the oil.

When I would get that oil for that particular engine, I could "feel" a difference in the energy radiated.

Back then I didn't want to be called crazy. Go Figure!!!

The other engines used oil that was stored out of the sunlight...they never performed like that one engine.

That engine was set to run very lean...

Until now, those details had no definition....meaning...

MY suspicions from the very start of my research into this phenomina.

David L can theorize/define the processes that evade my comprehension, but I don't think he is wrong either.

As you describe, it at the point rotational motion stoppping, that a discharge occurs.

That fact is very important to realize.

When Nathan and I set the switches to off positions...there was still an energy transfer...until we placed a gap of one and one half inches in the supply wire.

That maintained the magnetism of the steel components.

It still diminished overnight...but the response time to smoother operating conditions was shortened progressively.

It finally got to the point that the switches were used much less...and the magnetic fields had to be "managed" with heat of ICE operations and water flow....less holes in the thermostat base.

Or it would become a run-away condition.

Nathan used to race on figure 8 tracks....so he is a very very skilled driver...when he reported that it was unmanageable for daily driving...we reversed the conditions.

The comparable aspect of diesels to gasoline engines...the diesel does not maintain very much vacuum...especially with turbos.

Diesels do have a much larger volume of oil compared to gas ICE's
As a vacuum/carburated engine such as mine...maintains 20-22 hg at idle.

One and one do not add up to two in this comparison of vacuum being the controlling factor.

The common link has to be the oil charged maintaining the magnetic strength of the crankshaft.

That magnetic strength of the crankshaft determines the frequencies drawn into the ICE internally.

Did I ask the correct person, James G?

Absolutely.

Best to you,

Robert

Feb 10 post#24700

Hello Robert,

Let me see if I am anywhere in the ballpark with the theory of what you have electrically connected.

It seems that you are using an electric oil pump instead of the normal mechanical pump. I am confused about one thing Robert: When you say a conductor is connected from the 12-volt alternator output connection at the positive battery junction, and then it connects to the output of the oil pump, this is the part that is not clear to me.

In reference to the output of the oil pump, does output refer to the oil output or to the pump housing output? I think David took it to mean that your switch is simply in series with the electrical winding of the pump and you were controlling the current to the pump because he referred to the pump as the load. If you were doing it this way I think you would have described it as the 12-volt input to the pump and not as the output. Is that correct? You also referred to controlling the milliamps to the pump. Current in the milliamp range would not normally operate the pump motor. This is why it is a little confusing.

You also stated the switch was passing frequencies when the switch was off. How did you determine this? Most solid-state dimmers are akin in that their main control component is from the thyristor

family, a group of electronic power switches. As Moses said, the triac is often used as the power control device in a dimmer, but others can also be used. The triac is a thyristor that basically uses two silicon-controlled rectifiers connected in anti-parallel with a common gate terminal and placed in series with a load, normally the light. This arrangement allows the triac to operate on ac voltage, whereas the SCR by itself is normally found in a dc control circuit. Being an ac device the triac will not function correctly in a dc system, especially when the dimmer circuit was designed for 120-volts ac and 12-volts dc is being applied. With 12 volts dc applied to the dimmer, only one half of the triac can partially function. It would be equal to the triac being replaced by one SCR. The thing about an SCR is this: Once the device is fired, or turned on, in order to turn it off again the polarity across the device must be reversed, or remove the power source, one or the other, a gate signal will not turn it off. So in your circuit when the dimmer is energized by the 12-volts, the triac fires but stays at maximum current and should have no control of the current flow between input and output. Almost the full 12-volts, minus the drop across the triac, would be applied to the load. This is probably why you added the extra switch in line with the dimmer.

I assume the combination dimmer switch you speak of is a wall mounted switch for controlling the on off and dimming of the light, as well as speed control for the three speeds of the fan. In the older control units the fan switch is a mechanical switch and not an electronic device. It connects the high, medium, or low motor windings to the hot from the 120-volt line and requires three more conductors from the wall switch to the fan in addition to the two conductors required by the dimmer. The light dimmer alone only needs two conductors, unless it is a three-way dimmer, which requires three conductors. What is the total number of conductors coming from your switch? Not knowing the exact circuit hookup, as well as the type dimmer switch, I am only guessing, but at this time I can't understand how the dimmer switch can be varying the current to the pump motor, or oil, whichever the case may be. Obviously I am missing something you are saying because you are getting results. Thanks, James Goss.

Where to start?

I am not an electronics guru.

Most of what you stated....I have no clue as what it really means..example "SCR"...gates and triacs???

How did we determine it operates in the off position???

We risked a 10,000 dollar engine and removed all other variables and got results by unhooking the power supply line and the engine returned to normal operating perimeters.

That was repeated 6 times, and when the operating temps got down to to 100 degrees F....that was the fail safe...worked everytime.

Only partially operational?

That indicates that the most unusual responses is unique to the designed application.

You tell us the possibilities why a 120V AC switch put on a 12V system has these results.

There is no electric oil pump.

The oil pump is called a high volume high pressure.

The true temperature of the oil controls the spring that regulates the pressure.

That determines the volumetric flow.

The wiring is from the positive charging post of the alternator to the switch and then upstream of the oil pump.

The reasoning is that is where the highest volumetric flow per second occurs.

The engine that this occurred in...has a 1 inch long pipe out and the wiring loom was faulty in this spot...the loom was "leaking"
I had to magnify 30X to find this spot in the insulation.

The control of the milliamps is to the oil flow only.

The switch is as described..ceiling fan/three speed...dimmer for light bulb...it came as a single unit.

With all the respect in the world to you, we never could figure out the why's....so I have posted the results before the device was described.

It ain't supposed to work...I get that idea.

I am the dummy...I get that part also.

Do you have any idea how much sleep I have lost over this "accidental discovery"too damned much!!!!

You have just indicated "invention" at hand....unknown applications.

You have no idea how much relief that allows me.

If this has never been done before, then I must apologize for all the nasty, snide, cruel, and just plain mean comments I directed toward the engineering world.

Go Figure!!!

Best to you,
Robert

Feb 12 post#24728

This is what is happening.

The air flow from the Positive Crankcase System...allows the air to enter one head and flow to the crankcase area through other head and then is drawn into the intake manifold by a PCV inlet below the carburetor into the intake port system.

Normally this is also considered a controlled vacuum leak.

The PCV valve is operated by a spring...and thus the internal vacuum of the engine is always kept bouncing.

That PCV spring loaded valve has got to be eliminated.

The control of the air flow through this system has to be properly managed.

That is the root cause of so many failure rates.

Controlling the flow of this volume of air which will become conditioned (ionized to some form of hydrogen, I guess) by becoming saturated with electrical charge.

The air from the inside is controlled to the intake and as the throttle is opened ever so slightly...you accelerate.

The powerful cells overcome this scenario...which draw way too much energy from the surroundings to be managed.

If the air flow through this system is too slow...you will have excess condensate inside the block...water...making the oil too saturated to perform.

It will have a milky look to it.

To overcome this milky scenario...shut off the frequencies heat the engine up...the water evaporates...the oil is good to go...

If the airflow is too fast the charge to the incoming air will not occur either.

this sounds very simple...because it is that simple...using the switch as I have described.

Thus the magnetic field that allows saturation is maintained inside the ICE...

the cell's magnetic field is maintained outside the engine.

That is the utmost obvious differences

Now you can accept that or not.

Best to you,

Robert

Feb 12 post#24734

A wire from alternator to a switch/PWM and on the the oil pum/sump pum. Control the temperatures and air flow through the engine.

Do I get it or is it much more complicated?

Mike

Feb 12 post#24736

I always installed a 12V toggle switch to stop all power to the switch as a fail safe.

Route the wire(positive) to the pressure side of the oil system...maybe to the turbo oil system...the intercooler....so the charge is evenly distributed.

Over time of one half hour driving...you should feel increased power. Driving under load will decrease the time it takes to acclimate and adjust.

That is the jest of it...a diesel will actually get to the point it is self sustaining...limited by the fuel injectors... no timing adjustments needed.

Keeping the switch in the off position overnite will maintain a charging scenario.

Just do not allow the operating temps to be below 110' F under normal drving conditions...control that with thermostat and drilled 1/8 inch holes.

What ever routing is designed into your system to circulate the air through the crank case...is what you have to adapt...to increase the response.

That may sound very complicated to non-mechanics...to a

mechanic...it is very easy.

Nathan hooked his up in 20 minutes and did not get dirty....after doing it 6 times.

Best to you,

Robert

Feb 12 post#24737

The engine will re-turn to normal with the operating coolant temps at 185 degrees for 32 hours of operation....or if it sits still for a long time and not started...it will just drain off.

it will run a bit rough till then...but totally drivable....you won't like driving it the old way.

You must decide how to regulate the air-flow...I suggest choking the line from the rocker arm cover with a smaller line to the PCV inlet to the intake manifold....repeat the reductions as needed....to learn the feel with small amounts to larger amounts...and adjustments. I did this trick with a TBI system and doubled its mpg and increased power.

No timing changes.

Best to you,

Robert

Feb 14 post#24794

The spin on oil filters have a rubber gasket that seals the base.

What you need to comprehend is that a frequency transfer is occurring not an amperage transfer.

The whole idea of "shorting out does not occur"

I did try this switch with a hydrogen producing set-up and when too much amperage was sent through the switch it burned out.

In the beginning, We started by connecting to the coolant system...and it does lower the total H2O content of the mixture solution.

It did not harm the coolant base mixture...and by adding back the losses with distilled water...worked fine...

What was profound...as the magnetic strength increased at the crankshaft area....less total water losses were noticed...

That is when I determined that the oil was going to work as a better medium for frequency transfer.

Until the alternator is used as it varies the frequencies with rpm's...
this methodology will not be fully appreciated.

Best to you,
Robert

Feb 16 post#24802

Thank you for this remarkable post.

As much as James G stated that normal electrical flow is not measured to make any difference.

The reasoning to go to the oil is to slow down the reaction time of events.

The oil becomes a charged storage medium for this to occur.

In such a situation, it is not hard to understand that Joe suggests the frequencies travel up the dizzy to the cap and spark occurs to the plugs.

Also, as a person that values the destructive issues of "electricity in the oil passages"this has not occurred. I took apart one engine hat was experimented with....and the components of the lower end are remarkably lacking wear and tear.

I really need to put some real life perspective to this leaking wiring loom.

The stress I put this gas engine through....should have shelled out....fallen by the way...destroyed itself..

That was 1999...that engine was still running when I took it out 4 weeks ago.

The mechanical Motorheads that are around me have all made that comment....it should not have endured that 1200 mile run... from Las Vegas to Missouri...pulling a loaded 30 foot long travel trailer...that weighted about 6000 pounds.

The total load was about 11,000 pounds...

The engine never got too hot...it should have...

Due to what has been determined...this now makes a tremendous amount of sense....logical..at my level of understanding.

Had I known then, to drill holes in the thermostat....the results might have been more favorable.

Under those conditions the oil should have broke down to a very weak viscosity...and ruined the bearings and all that...that is what I expected to occur...it did not.

I felt "enegized" that whole time...gave the appearance of being on amphetamines...uppers...as by brother was the only witness.

The man I bought this truck from...told me he used to drive it around for 30 minutes and feel refreshed...I thought him stressed (looney) as he is an executive vice president.

Five other buyers were there to buy it.

When I first sat in the truck, started it, I said "this feels right"

He smiled, and said, "My baby has found the right owner."

Now, this is where it gets really interesting.

As Nathan test drove his truck, in the beginning, he noticed that the energy field changed.

to what is called "the slipstream effect that has been mentioned with the Joe Cell testimonies"

I have also experienced this phenomena when driving my truck...and operating conditions were just right.

You will never feel it when not in forward movement.

Sound changes...wind resistance is changed...I have leaky windows in that old truck of mine...a magnetic bubble is created(?)...and at those operating conditions...**the power/torque increased and the coolant temps dropped noticeably...**just the opposite of what I used to know was "normal"

Yupper, I have been (in real life)"in the eye of a tornado" and it is so remarkably similar to feel...not many people have that life experience to compare to.

Now I know I am not "insane" "troubled" or any of those other labels that have been put my way.Go figure!!!

James G stated that the electrical energy was not enough to make the switch perform...and I do agree...with what he tested.

What we know, Nathan and myself, is that the capabilities are still not defined...that will never be erased from our memories.

If a person has never experienced these sensations...it can be very unsettling.

My work in the paranormal arenas, prepared me to "not" to be so "emotionally shocked" when all these events took place.

When it happened to Nathan, it took me three months to get him to calm down, stay in reality....so to speak.

These behaviour patterns are noticed by everyone who has success with this energy fields we are manipulating.

Best to you,

Robert

Feb 16 post#24809

Installation complete and first run this evening.

Would swear the engine started before I had the key on the 'start' position - it was instant and no rough idle.

Note here that the fuel filter and its piping have been re-arranged to fit a stop valve or tap in the line. The filter was emptied.

Fuel tap was set to a pre-determined position of turn which was 90% OFF!

Note also that I tried to take the car out last week and it would not start and I began discharging the battery so decided to take another car instead.

That was why the battery was being charged.

Tap on the PCV line is also set for about 90% OFF.

Went for a drive and only about 1km and noticed the temperature at about 40% of scale - it is normally only about 10%.

Drove home and temp lowered and was going to go further but car stalled (doesn't do this normally) so reversed back home after instantly restarting without problems.

Car felt good and ran extremely well but too short a distance to feel levitation effects.

Radiator fan was on as I checked Rheostat voltages in carport, confirming high temperature.

Ambient today is 21°C (70°F) a perfect day.

Positive input to Rheostat was about 2.5v and varied down to 1v as the pot was increased.

Pot was set at mid point - engine varies only slightly - am an old timer and familiar to listening to motors to tune without tools - screwdrivers up to the ear type tuning.

Tomorrow I pull the Thermostat out and start drilling 1/8" holes - do we have a recommended number, Robert?

IR temperature sensor will be here Wednesday and can then do some serious investigations.

In summary, I believe you have something here and the high water temperature is the indicator that 'something' out of the ordinary is happening and well worth experimentation.

The oil filter connection to the block is not quite what I thought but appears to be a satisfactory connection point, around the body.

Have an oil pressure switch also but this works on an open circuit under pressure, the reason why your dash light goes off so will see if it can't be modified.

Stay tuned, we have only just started on this one and it's looking good.

Thanks again.

Smokey

Feb 16 post#24812

Hello Smokey,

I do appreciate the work and effort.

You say it seems to be worth doing. Thank you for that.

If you would, keep in mind you are setting an example that is known only to about 6 people I have trained in person.

I hope you will take the time and have the patience to provide a lot of posts.

No disrespect intended...not sure what you are doing.

It is the language thing again.

I timed everything I have done.

Idle time for noticing that the spark is drawn inside the ICE.

Using the IR temp guage at all times.

I found that direct contact to the fluids was the only way to get reactions I am familiar with.

The coolant temp guage is electrical? easy to add a tee and compression fitting to runs single wire and seal.

Explain fuel tap? Is this the jet A/F mixture or the total fuel line volume?

The PCV at 10% of volume. That I understand.

I reduced the air flow in small steps of volume as I went along...from the standard to the flow rate that worked...for each engine.

What you are doing is assuming that 10 % is a good choice.

That is based on what?

We need to have a better idea of why you picked that volume.

Is this alternator charging?

As far as numbers of holes to drill...I did one at time...to have a guide to follow.

What might have occurred...is that the thermostat did not react fast enough...and when it stopped running the spring warmed up and allowed water flow. The fast reduction of heat indicates that happened.

Screwdrivers to the ear...I know that...and sounds will not be familiar to you.

Why?

The magnetic field the steel parts are floating on...changes those sounds. reduces the noise levels.

In your mind, reduce the sound by half for the same noises you are familiar with.

I have the engine stethoscope...and those sound changes were making me wonder at times if the oil pump was stuck wide open.

It wasn't.

Best to you,

Robert

Feb 16 post#24813

Smokey,

if I understand this correctly, as the energy field affects the engine, the operating temperature rises, and therefore we must add holes to the thermostat to increase heat dissipation from the engine?

Or is the temperature rising because you're limiting the fuel to the engine which is a natural cooling agent?

Why can't we remove the thermostat from the line and test the system (too much heat loss to the engine)?

I'm planning a test on a diesel engine; once energized, I assume I can reduce the fuel to the engine via a pressure regulator adjustment on the fuel rail?

Would the injector size really need to be changed or do you think the fuel pressure reduction would be enough for noticeable results?

Appreciate your comments, I guess you're one of the few information points now

Mike

Feb 16 post#24814

>Smokey,

Mike contacted me wanting answers to questions. I replied.

If he was to read the past posts about the diesel, he has the info.

He does bring up a good point of **cooling the engine with fuel...reducing 90% is a shock to begin with.**

It takes time to accumulate the charge to the oil.

I always idled my engine for many minutes and as it charged up... then I made the adjustments.

Best to you,

Robert

Feb 17 post#24817

Robert,

Thankyou.

Will go in smaller steps but will wait for the IR temperature sensor to arrive before proceeding further.

The tap is in the main fuel line to the carby after the filter and will try a series of smaller steps as you suggest.

Have not made any changes to the carby - only added the two taps.

Appreciate the fact that the ICE needs to acclimatise to the new energy.

Agree with any changes being subtle as I had to listen very closely to hear what I was being told by the engine.

Did a run with the compass last night over the ICE bay and was most surprised as I had done this same thing some time back and results were negative.

The ICE is now a distinct and polarised magnetic field directly above the rocker cover and so too is the water as you can follow the top radiator hose and it shows the path of water flow.

Will thoroughly map this as it may assist in developing further the theory side.

Have found a way to modify the oil pressure switch as an optional Load feed position.

Have heavy rain here again today and will flood my workspace so little will be done.

I must have a word with the guy that does all the Aetheric Weather Engineering around here and tell him to lay off a little. LOL!

Smokey

Feb 17 post#24819

You are welcome.

When you mapped the engine with the compass, was it shut off?

Now if you disconnect the power to the switch by 1 and 1/2 inch...the magnetic field will change...back to normal..

That is a great way to show yourself it is happening.

When the rain stops...measure the range of magnetic field using the compass

Then notice the??? just notice.

Idle for 3 minutes..check range..idle for 3 minutes..check range....give a good idea of rate of development

It was hard for me to feel the subtle energy so I used a military grade compass.

The waiting,the anticipation, only makes it sweeter!!!

Best to you,
Robert

Feb 18 post 24834

It is great you accomplished what you have. Kuddos to you.

Thank you for the enormous amount of information.

This cell came to being in the same manner....searching for

hydrogen...and got something else.

You know what to think, with flowing water, the closer to the head of the flow will yield a 'more living/less polluted water'.

The fuel switch was off...the one tank was full of fumes...and the switch is not designed to totally stop the pressure built up from the frequency interactions.

This is a more common scenario.

The type of oil, can make a huge difference and so many that post here do not drive that much.

You come in in at a very good time, as I have monitored the oil pressure and temps to monitor the stability of the magnetic field.

Smokey is "somewhat duplicating the methodology" to have a more manageable system.

Best to you,
Robert

Feb 18 post#24842

Robert,

Temperature sensor has arrived.

Will probably do what you suggest and tee off the block sensor into a digital meter for a reference temperature in normal mode.

Took the time today to tune the motor and found it lacking.

Was fun to bring out all the timing gear and went straight back into it like yesterday.

Have been allowing the local garage to do the basics but feel more confident if I do it all now as I had done in the past.

Carburettor at one stage was adjusted onto the Fast Idle set position and I had to readjust - they no longer know how to tune the older engines.

Both revs and timing were out considerably.

They had rounded off the distributor timing bolt head so had to replace that - took me an hour to finally get it undone.

Attempting here to adjust everything to a reference benchmark so that we can then make logical comparisons.

Noticed today the engine ran differently and was rough compared to the first brief trial run but is a damn good motor.

Will do a compass map of the motor and a temperature scan tomorrow.

Did notice today that I still had a magnetic path along the top radiator hose which was not there some months back.

Did not have the air intake piping coupled up the other day and engine would have been sucking in heat from engine bay so have reconnected that.

Admire greatly your attention to detail and will follow your advice with much respect.

Tend to use gut feelings a lot from experience but that may not be the wisest choice here. Later. Smokey

Feb 18 post#24843

Hello Smokey,

I hope I keep the earned respect intact.

By all means trust your gut, past experiences, to evaluate the reactions.

This is by no means easy for you.

The hands on experience is what is most valuable...and then comparing that information to what you see and feel and hear at the same time.

You are correct, the past tuning skills are now reliant on computer scanning machines...to comply with the on board computer logic operating perimeters.

I have also made the observations hands on as I learned that the comparisons/questions did not make sense to trained mechanics.

As David L stated...using the cold energy as a "controller" is a unique strategy unto itself.

As I stated, take your time, as you observe, allow your mind to digest the information, as the energy field tends to get people in high gear.

I do stress that I monitored the oil pressure...normally as the engine heats up the viscosity lowers...mine operates at 70 psi at idle...and lowered to 40 psi when operating coolant operating temps got to 200 degrees F.

This is the critical comparisons that when the energy flows to the oil the pressure does not fluctuate the same way.

Best to you,

Robert

Feb 19 post#24854

Robert,

This to CSSP and JCFED.

We had a good day!

I have a friend that works with me and lets me know if I am making the right move or not.

Tuning completed - Magnet map of engine bay with engine running and a temperature before and after.

The Before exercise I made sure I disconnected the output wire from the alternator as I wanted no stray fields.

A magnet map of the vehicle with engine NOT running.

Compass is affected at about 4' all around the vehicle.

Four photos uploaded into Photo Albums under 'Robert's Oil Cell' and two files into same named folder with compass and temperature data.

1. ROCell1:

Compass data is significant - shows the front of the ICE itself to be 'South' (lhs) and rear is 'North' (rhs) and this is measured at the bolt heads holding the rocker cover to the head.

The centre bolt shows a North flow to the front of the vehicle from the air filter.

Have drawn the arrows as representing North and have a reference compass pointing at the top left.

We are 15° CCW to true north at this site.

Meant to add the following to the drawings:
Oil capacity with filter = 3.3 litres (0.73 galls).
Coolant capacity = 6.0litres (1.32 galls).
Oil Pressure:
Idle = 29kPa (4.2 psi)
3,000 rpm = 245 to 490 kPa (35.5 to 71 psi)

2. ROCell2:

Temperature data (light colour is 'before' and dark is 'after') shows as experienced on the first run that I believed running temperature to be much higher and that is indicated clearly at the rocker cover and around the engine metal.

A slight coolant increase but this was being kept in control by the radiator fan being busier than usual.

3. Magnet map of car shows clearly the front is a North pole and the rear is a South pole.

LHS is mainly North and RHS is all South.

Right rear was a little undecided as if it was not yet under a clear influence.

Car drove well, appeared to be lighter, steering was also lighter.

Fuel tap at 80% and PCV at 85% - just a small back down from the first run.

Intuition still here and asking that it is correct.

Gunning accelerator did not stall motor and high revs was just so damn cool and smooth man like I was a hoon 20yo!

Plans for future:

1. Going to top up fuel tank and do a mpg check.
2. Will use vehicle as normal in my daily routines - have a spare battery, water, oil and tools in the boot in case of.
3. Will buy a 'tee' for the oil pressure switch so that I can actually touch the oil with the vibrations as I am not sure at this stage if my loop around the oil filter is sufficient for good vibration induction.
4. Remove thermostat and drill 1 x 1/8" hole as a first step and continue to monitor temperature at the rocker cover.
5. Further magnet checks to see if field is growing around vehicle.
6. Plan to attach to water and air as well if required.
7. Build a Triac version - will upload some schematics later if others are waiting on circuits.

Hope you can follow the drawings as the key should assist as well as the photos.

Summary: Too early yet for a clear distinction but will update as appropriate.

The increased head temperature is a distinct indicator but it may be due to less fuel in the system which is reported to cool the cylinder areas.

Only time will tell.

Thanks.

Smokey

Feb 19 post 24859

Hello James G,

The information you are providing with regards to the frequencies generated via the alternator...allows the frequencies measured with the one wire energy transfer.

It is your experience with dyno's and such you will be able to give an educated guess and opinion that will help to clarify many questions that will arise.

This is (will be) known as ultra-sonic frequency manipulations. There are many official studies being performed but the human interactions is purposely omitted from the reports.

You stated that Joe uses high amounts of energy to achieve his end goal.

Using the methodology Smokey is duplicating is a slower more stable energy transfer.

It is putting the Joe Cell reactions in slow motion for better study.

I made the decision to present this forum with this method for that purpose.

The unique blend of talent cannot be compiled any other way I am aware of.

That is my guts talking to me.

The ability to reverse the reactions...is the only reason I have done this...my own personal experiences as my guideline.

Best example... this methodology has been exposed to many different people...no cause effect on them or the system like the Joe Cell.

The design of these switches was not common marketplace accessible when the Joe Cell was "created".

Best to you,
Robert

Feb 21 post#24885

Robert, Thanks for sharing your breakthrough.

I found a three way switch with separate slider adjustments for both the fan and light. It is a Lutron (Skylark S2-LFSQH-WH and found at

Lowes or Home Depot for under \$30. It does not indicate that is designed for low hum. Not

sure if it is electronic or not. Can you suggest a brand or model that worked for you.

I want to give your method a try on this 4 cylinder/8 plug Nissan 85 pickup with adjustable distributor/timing. Wonder if the 8 plugs will be an added advantage or not.

I'm ready to try something else for a while... been unable to get the joe cell working due to tube polarity issues. Thanks again. Ken

Feb 21 post 24886

Hello Ken,
You are welcome.
Blame Josepf Papp.

Lutron is fine.

The real breakthrough will be learning to use it.

I have not tryed with 8 plug set-up.

As I recall you hire the work done for you, this method should not be hired out as it has to be learned by individuals.

A magnetic field is generated, use caution.

It will be the honest sharing of experiences that will help bring this all together.

When this is learned well....the Joe Cell will happen, if you feel the need.

Best to you,
Robert

Feb22 post#24890

The best help you can do for yourself is to **familiarize yourself with the workings of the ICE fluids and where they travel.**

I "suggest nothing" .

I am very specific as to where to make the "connection" and which devises to use and to 'measure/monitor' effects.

Robert

Feb22 post#24892

i've read your posts and and just wanted an informed opion as to running the positive line directly down the oil dipstick opening (i.e. it goes directly into the oil and is an easy accesss point, however it's probably at a low pressure area).

Mike

Feb22 post#24894

I am not going to give an educated opinion.

That is a slow flow area...lack of mixing/exchange qualities, that is a fact.

Robert

Feb 22 post#24896

Robert,

Correct - slow flow is no good and need as you originally stated:

"I use one single strand wire to the output side of the oil pump flow... and all connections."

<http://d.scribd.com/docs/1fu8udk6shnpbf3fvv1c.pdf>

Page 59 for a good description of the oil flow in an ICE.

My apologies to all as my first instinct to use a PWM (Pulse Width Modulation) was wrong and I stand corrected.

I used this on a previous OU device ('Stirrup' - Meyer Mace device) and experienced OU 'hits' but were not sustained - I should use a Triac instead.

Another project thus reinstated and better understood.

PWM is more a pulsed DC which can be modulated to change the mark/space ratio and therefore control the dimming of lights etc.

I may be hitting on a changed effect with the Seca as it currently is but this is not what you are offering.

Induction is not an option here - it needs to be in the high velocity oil flow.

We are dealing with 'noise' here which is entraining the aether energy from the alternator into the oil and a Diac/Triac is the ideal AC means to do this.

Have finished the oil pressure teed probe which should place the energy right at a high velocity point in the oil.

Was so good I made two.

Off the shelf dimmer controls contain an inductance that is used to get rid of 'noise' or interference - I would bypass that component as you are working with 'noise' here and you don't want it suppressed.

Triac is finished and have photos of both projects which I will upload later.

Forgive the initial hiccups as we all see things differently from digested words and it takes time to review what you are doing and does it match what was initially conveyed by the author.

No it didn't so we get back on track and the result is the tee and Triac.

Only have to JB Weld the back of the tees and we are back in business.

Hope this helps those that are attempting replications.

Smokey

Feb22 post#24898

Bless you for clearing up so much with this post.

I did no modifications to the switch components...it seemed the noise suppression component is the stability factor???

I will not stop you from trying this both ways...to compare...

In very simplistic terms...the cold energy used ...is being replenished via the one wire while in operational mode.

Not all that scientific in terminology.

Best to you,

Robert

Feb22 post 24903

Hello Rob,

Have a crack at it if you want to.

Just to re-state for the record...

You are using EFI.

I do not use EFI.
Smokey is not using EFI.
Robert

Feb22 post# 24901

David, Robert,
That pdf on the ICE just came in from nowhere - amazing!
Both probes now ready but took some time to take the old pressure switch off.
Then decided to probe into the block to see what depth I had and came up with 20mm so now need to extend my probe into this area and about 5mm off that back wall.
Have found some old refrigerator thermostat sensor 'wire' which it isn't - it is hollow as I suspected and exactly the right size for an extension.
It is copper with an outer layer of possibly constantin (?) so a solder job and then can assemble.
Also bought a spare oil filter to determine if modification is possible and yes it is because the top leads directly into the center chamber which is then flowing through the inner and smaller hole back into the main bearing lines.
The oil enters around the outside and flow here would probably be smaller compared to the more restricted central area.
Also found the tap that drains water from the block and another most convenient probe point right alongside the oil filter and switch.
These mods are really quite simple and once they are displayed are easily built by any handyperson.
The oil filter may be the way to go because of its location and easier to get to but just an option at this time.
The Triac is actually a 'bidirectional triode thyristor' and conducts current in either direction when it is turned on.
The Diac is a bidirectional trigger diode and together they must be not only firing on a positive peak but also negative.
From this I can see frequency as they trigger back and forth in some harmony with the alternator 'pulses' as that is basically what they are with only a single rectifier for each phase.
Should be able to run motor tomorrow with the newer organisation and should prove interesting.
Looking for a blue aura LOL!

Smokey

Feb 22 post#24904

Smokey,
Someone wants you to be sure you have all the tools you need.
Thank you for your detailed account of the type of wire used.
I prefer 316L Stainless Steel...but you are much more qualified to substitute other wires.
The spare oil filter should not be needed unless you need to clean the oil as this progresses.
Thank you for all the details of the Triac and Diac and pulses of the alternator.
Yes, once you are able to see where the places exist to put the tap into, it is not so difficult to accomplish.
I do appreciate all your efforts, as will many people.

Best to you,
Robert

Feb 25 post#24938

A very small amount of vapor fuel is required to avoid runaway conditions...IMHO

Robert

Feb 25 post #24939

The switch I have does not have any neutral wire.
One power wire in and two power wires out...the ground wire was loosely attached to the frame which I removed.

Best to you,
Robert

Feb 25 post#24946

Robert,
32v was at idle.
Pulled out the CRO today and found the potentiometer was not changing the waveshape so will have to investigate why.
Rotation did not change audible engine noise either.
Was unable to see the 32v signal on the CRO and only saw a 0.5v sawtooth waveform - did not see the 14v dc either so all I am doing is looking for the impossible with standard 'tools'.
Frequency monitored was between 50 and 67 hz at idle.
Will bring back to the bench and actually try the triac with a 240v lamp and make sure it is controlling.
Took car for a longer run today and was a bit rough but don't feel I have it operating as yet as you disclosed.
Colour of oil has changed from a dirty brown to a dirty black but I am due for a change and will do so shortly.
Thinking of adding an oil pressure gauge and also a small gasoline tank (1 gallon) in the engine bay (properly vented etc) so I can determine quickly what gas/petrol I am using as this is really what everybody wants to know before they or we can make a move.
See what tomorrow brings.

Smokey

Feb 25 post#24947

Smokey,
Thanks for the update.
I hope it is just cleaning out the engine, that being a used vehicle.
The frequency is occurring, no doubt.

Best to you,
Robert

Feb 26 post#24958

Robert,

Triac works fine on the bench but I only have 1/3rd range and all up the bright end. Waiting now on a 500k potentiometer and have also ordered a 50uH 5A inductor just to cover all possibilities.

Triac I am using is a BTA16-600B, 16A 600V simply because that's what I had at hand.

An 8A would do fine like a BT137F 600V.

I agree the oil colour change is a beginning for something better.

Car has done 220Ks but still in VG condition.

Hoping parts get here before end of business Friday so I can install immediately, else Monday.

Smokey

Feb 26 post#24967

Very good of you.

I wonder if when you change the oil, you will keep it separated from all else, and then test it with a compass, let it sit for a long time, so that what is being cleaned out will have the time to settle to the bottom.

With 220K on it, the oil additives accumulate on the components.

I am fairly sure, these are being cleaned out slowly.

Keep in mind, that when you say the engine runs rough, I need vacuum hg, to have a good guess.

Example: if the hg is reduced by one-half hg...the air fuel mixture to the cylinders is affected.

In that regard, comparatively, reduction of the air flow through the PCV system by 5% (total volume) will cause this rough idle.

At idle the vacuum maintained in the carburetor, determines the amount of fuel allowed through the main jets by springs.

When the carburetor throttle plates are opened a great amount, the hg drops...this is nothing new.

When the frequencies are applied to the oil...and the heat dissipation is increased...the observations I have made is that less throttle plate action occurs, reduced by some 75% in my case only.

Basically, I am mostly operating on the idle mixture most of the time, but only after the magnetic field is at good strength.

The adjustments have been made properly.

To any mechanic, this defies proper A/F mixing with power/torque achieved...I thought so too.

The really KEWL aspect... can control the runaway issues by just opening the throttle plates very fast...loss of power...and all that is opposite of what is expected.

Best to you,

Robert

Feb 27 post#24979

What I know and what I choose to post shall always be a mystery.

Best to you,
Robert

Feb 27 post#24981

Hello Robert!

Thank you for responding and for the nice words. I was only curious about your opinion and/or knowledge. I will refrain from prying in the future. My apologies.

I do have a question with merit, regarding the oil cell. When you hooked everything up and put some miles on your truck, did you devise a fuel limitation of sorts. So far, the Mustang is responding well. If I move the switch adjustment, the engine does respond accordingly. However, I need to start limiting the fuel. At idle, with the idle screws at the lowest fuel setting, it is starting to smell rich. I am going to reject it, but this locks it in yet again. Did you have to modify your carb in an unconventional manner? If I run a pressure type regulator, or clamp, the bowl will still be as it is now. Also, manually choking the carb some seems to help. It is almost like both the air and fuel are too much now.

When it begins to run out of fuel and starts to go lean, it does run better.

Lastly, the compass is beginning to show a stronger attraction/deflection.

Shalom,
Rob

Feb 27 post#24983

Hello Rob,

Apology accepted.

Would you be so kind as to explain what "Shalom" actually means?

I am unfamiliar with this salutation.

This is a fantastic post. Someone else can do this!!!

What is the distance of compass reactions around vehicle?

Best one yet, your wife's feeling's inside the magnetic field?

How much run time?

How about some oil pressure readings and temperatures?

Yes, the fuel is limited. I did this in gradual steps to find where each ICE seems to get along well.

The choke can be used as a restrictor to a certain degree, you are in

the beginning stages of the re-magnizing of the ICE and surrounding metals...all metals !!!

The frequencies are affecting the gas in the bowl to be excited quite a bit more than is usual.

At this stage, test driving and such is greatly appreciated.

I am also very curious as to your 'state of mind'?

This is where we found constant exposure affected the metabolism so that very little sleep was required.

An increased focus to otherwise "small" details.

The mind became very much a walking calculator.

Example:

Nathan and I tested this when he goes to measure his items to be installed.

This normally requires measuring tapes and all sorts of paperwork sketches.

As Nathan became "comfortable with this energy", familiar, he found he needed the tape measures and sketches much less and his 'mental' numbers were EXTREMELY accurate.

Not photographic, but very KEEN.

He also experienced that his friends of decades no longer could communicate at the same levels of intelligence?

Perhaps your wife will notice this more than you can yourself.

I almost thought I was 'telepathically enhanced' (moreso than previously tested for), but found it was recalling previous information about the same subject and able to finish the sentences of those I spoke with, if I choose to.

Most annoying to some family members.

It is almost like speaking in a hyro-glyphic language?

Nathan and I can speak this language to each other with great clarity, others cannot.

Nathan and I have never met in person to satisfy my suspicions of this aspect of this phenomina, per my instructions.

The real issue of the Joe Cell phenomina....communication.

Best to you,
Robert

Mar 1 post#25014
Shalom Robert!

Would you believe this is the third time I have tried to respond! I hope it is only computer problems. It is as if something doesn't want us to communicate. You are the only one, I could not reply to!

Shalom is a hebrew word that means peace,welfare,completeness,and is used to say hello,or goodbye.

It is an informal way to bless someone upon arrival or departure.

The car...

The compass is affected within inches of the car.

Around the front of the car is the strongest reaction till the windshield pillar.

The aluminum intake manifold is the most strong.At the back of the car it reacts very ,very slowly,but shows north toward the front of the car.It is the weakest spot.

I could not get a true reaction for pole at the front.However behind the carburator it shows north toward the front of the car.

The coolant runs 180-200degrees with a piece of cardboard in front of the radiator as a regulator.

It has a highflow thermostat already.

Oil pressure 20 psi @idle,60 psi moving.

Running the car is very limber and smooth.That on rails feeling.

It is somewhat addictive to drive.I am sensitive to these things and I am good at ignoring it.Too early to tell how strong a field.I can usually feel a coil pulse within inches of it with my hands.

My wife has not driven it,as it is her car that she used to drive to college.I restored and modified it and it spends most of it's time in the garage.Custom paint and other hot rod stuff.Don't want to mess it up by driving it!

Two short excursions so far.

The oil is way dirty now and smells like gas.

The pcv when I started, was almost closed,now it is closed just a bit.

I bought another switch for my truck.I do have a regulator and a rheostat to control the fuel injection pulses.

Any thoughts or advice?I do have the cell on board as well.Also,a brass ball valve for the pcv.

All in all this is very cool!

It still seems too easy ,but it is true.

I will post results next week after more time with it.

Shalom,
Rob

Mar 1 post#25017

Hello Rob,and Smokey,

Thank you for the post.

The internet provider is making changes to the system I am using and that has caused the issues of communications.

Thank you for the explanation of "Shalom".

You are using a hot rod customized engine. That is risking a lot.

The feeling of "riding on rails" is hard to define, better handling and smoother ride with a floating sensation.

I believe that you are capable of understanding the gas in the oil as too much unburnt fuel.

That is most likely from the gas being overly excited(boiling?) and

coming out the vent tubes for the floats.

This was most difficult for me to find in my experiments.

Use tubing and route the fumes off these float vent tubes back to the fuel tank.

I think you are mechanic enough to know how to do this.

This serves two purposes.

One, it keeps the fumes out of the bowels and the vapors do not interfere with the floats actions.

Two, the re-jetting that is used becomes more reliable.

I would like your mechanical feedback on this aspect of the carburetor system...How this over-fuels the ICE.???

This is one of the engineering discoveries I uncovered in my research of high mileage carburetors.

This was known as "vapor flooding" and it occurs when the gas got too hot in idle or slow traffic situations.

Related to "vapor lock" in so many ways.

This is also one of the many reasons for the timing curves to be adjusted in so many configurations.

If you want to make a return line scenario to the fuel tank...and route these vapors to the return line to absorb the fumes...a "true Wye" connector is needed to create the correct siphoning effect and also prevent the backflash effects that are possible by the fumes being routed such a long distance.

The return line keeps this in a fluid state for traveling the distance to the fuel tank.

For most people this is a lot of work. And is very scary to do, if you are not mechanically adept.

This "unknown modification or trick" reduces the excess fueling of carburetors by some 35% or more after normal operating temps were accomplished.

As the magnetic field strength increases, so does the excitation of the raw gas in the float bowl area.

Honest question for you to answer.

Would you be inclined to make this modification if you had not experienced the rest of the results?

The high flow thermostat is basically a faster reaction spring time of opening and closing.

Best to you,
Robert

Mar 2 post#25018

Good day Robert!

Regarding communications...GOOD!

The mustang engine itself, is not overly modified internally.

It is a hi-po 289cu bored .30 over. Stock hi-po lift cam. Headers and an Edelbrock carb and intake. Mostly, polished and chrome. We bought the car thirteen years ago, with the rebuilt engine, almost as described with 15,000 miles on it. The outside is more of a restomod. Disc brakes, 50's style ghost flames etc...

When my wife drove the car, it did pretty good on gas. Around 15-17 mpg. If I used it, my lead foot made it worse.

The "on rails" is almost a smoother and lighter feel. It feels like it even steers better. Almost, like when you wash and detail your car...

You feel good and you would swear it feels easier to drive!

The gas in the oil, I also believe is just unburned fuel.

This was only after "the switch".

I will indeed, install the vent tubing and return line scenario.

This will take a bit of work, as this car is pre-return line to the fuel tank and sits very low.

I don't know, if I would have made this modification without experiencing "the switch", if that is what you mean. I am not sure about the flooding. To some extent, this may have to do with the fuel chemistry. They used to put vapor carburetors on tractors that were pretty efficient and started easily. Today's fuel in these vintage tractors will work, but not well. Part of the fuel, seems to consume well, then there is the remaining fuel that does not.

Honestly, if we look at efficiency carburetors and when they put additives in the fuel etc... I can't help but think "they" want it to be hard to crack the fuel and use all of it. When a breakthrough would be made, "they" would have a tendency to louse it up! Computer controls in my opinion, are just another control medium for them. Fuel prices go up and suddenly last year's car gets more mpg! This would take money and research. It is a game to control us! Buy your own programmer and you pick up mpg and power to boot! I don't believe them.

Or, they put things that are federally mandated into gasoline to help one thing and they pollute lakes, but cannot remove it because it is the law! I am starting to make myself angry! Maybe, we need a good natural disaster to hit Washington, parliament, or whatever other control factions that exist.

I need to just remember, that God is in control of it all. If I do not, I will surely go insane.

Shalom,

Rob

Mar 2 post#25021

Hello Rob,

I know what you mean by insanity...been there and done that!!!

Should all this be proven by you and Smokey the masses will have the control of energy we should have had a hundred years ago.

Take your time, and it will come to you.

The 289 is an excellent engine for what will occur.
I have experienced that same feeling of road handling and it will go away if returned to stock by eliminating the switch effects.
The question will beWHY DO THAT???

Due to Rob's efforts and componets I have sent him a few instructions offline and will not put those on the forum until a later time.
Please appreciate that Rob may need a couple of weeks to make these adjustments and try them out....and be able to communicate his results.
So I ask everyone to give him some "breathing room" and limit questions until he is ready.
This is only easy for him as he is qualified...IMHO... to not use all the power he will have available.
The exhilaration like feeings... he is reporting can be due to metabolic influences...adrenaline rush..etc etc etc... which would defintiely make driving easier.
As he stated, if this makes improved mpg to a great extent...he will have anger issues.
I REPEAT...this has never been done before so we are not uncovering something that has been suppressed...which deserves that anger.

Best to you,
Robert

Mar1 post #25015

I have been speaking to a good friend of mine,for the last two years,about cellery.I spoke to him about the triac,in the oil cell experiment.
Why does this matter?
He is a radio frequency engineer.
He varified,that theoretically,the triac from a DC source would indeed generate frequency and a magnetic field.
This man is very brilliant and had much to do with some of the communications we use today and I trust him.
He is going to assist me in generating some hard evidence pertaining to this and the cell alike!
As an outsider to cellery,he mentioned the water jacket of the engine,the rotating assembly,and the vaccuum early on in my experiments!
I won't go into details yet,but he has a theory that feels right to me.
I can also logically agree with him,as I am no electronic novice,but I am not the frequency engineer he is.
Early on he did say theoretically that an ICE could run using magnetism and RF.Also,at that time he thought fuel vapor would always have to be the catalyst to start motion and/or slow it.This does not mean it would have to be gasoline.
This theory does have to do with difference in potential,the cell as a form of capacitance,and phase aiding or leading.

Robert,kuddos to you with the switch.He even said that it was brilliant and so simple!Too simple to notice!The best things usually are simple and free.

I am beginning to feel that it may be time to unravel this mystery!
We will generate data soon.I have finally given in...WE need to get real numbers and something tangible,instead of just OUR senses.
I am tired of the unreliability of this whole thing.No more games.
No doubt,the cell taps into the aether.The power we use everyday comes from the same sea surrounding us.Aether is just unorthodox,because we have been trained to think inside the box.
The world is truly controlled by the enemy.Work hard for the good,and you are persecuted.I will be persecuted anyway,very soon indeed.
I never liked the inside of the box anyway.

Shalom,
Rob

Mar 3 post#25026

Hello Robert,

You are right.I did leave Nathan out of the credits.
I formally reconize this and appologize.Thank you Nathan and Robert!

This friend of mine can be trusted.He no longer works for the machine,as it were.He recognized the corruption years back and is in another line of work using his talents.He will only be supplying his knowledge and equipment to acquire some data.This will be disclosed.He will focus on frequency,as this is something most of us don't fully understand.It does come up,but is looked at as more of a by-product.He mentioned sending power through a coil.Change it's frequency alone and the magnetism gets stronger.Like he said,everything is frequency.When rpm changes,so does the frequency.
This has alot to do,with making things smoother,as not to disrupt frequencies.My truck usually goes further,or longer,on the cell when at higher speeds because the engine is smoother and at a higher frequency.This aspect being my personal theory.
Now,I must go sort some things out on the mustang.Daylight is burning.I will get back to you soon Robert.Privatey,of course,in a couple of days.

Shalom,
Rob

Mar 4 post#25039

Hello Rob,

(Rob) He will focus on frequency, as this is something most of us don't fully understand. It does come up, but is looked at as more of a by-product. He mentioned sending power through a coil. Change it's frequency alone and the magnetism gets stronger. Like he said, everything is frequency. When rpm changes, so does the frequency.

(James) Your friend is probably in reference to inductive reactance, which is produced by an inductance (coil) when frequency is applied to its terminals. Reactance describes the amount of resistance or opposition a coil offers to an ac signal and varies directly with frequency. If frequency is increased, a coil's resistance to ac will also increase. Likewise a decrease in frequency will lower a coil's resistance to ac. The current flow through a coil determines its magnetic strength. As frequency increases, current decreases and thus produces a decreased magnetic field strength around the coil. As frequency decreases, the coil's magnetic strength will increase due to an increased current flow. So basically a frequency change alone is not allowing a coil's magnetic field to change. The magnetic field changes because the coil's current has changed in value as a result of frequency change. I guess what caught my attention was the word alone.

The term RF (radio frequency) is mentioned in the subject title. What reference did your friend make to RF?

Thanks, James Goss.

Mar 2 post#25023

Robert,

Results were disappointing and will take it no further with detail.

Problem is not the triac dimmer into the oil but more my temporary fuel set-up which is working ok but is not a true part of the total fuel nor vacuum mechanism.

The 22 ECG pipes around the engine may preclude me from using this temporary set-up.

Each run gave a better mpg figure but the carby saw it as a free go and just sucked it all up rapidly even on the 80% tap restriction.

Got the feeling that the outlet is too high above the mechanical pump and once the fuel line is full it may be syphoning away.

Catalytic converter probably received a dousing.

Car ran well and was smooth.

Will ponder what I need to do next and the best way to sense what is happening.

Smokey

Mar 2 post#25025

Smokey,

What are the 22 ECG pipes?

I use electric pumps to control the fuel supply.

Mechanical pumps were used for many reasons, one being the mindset

that gasoline needs to be pre-heated to work well.
On many engines the supply tube that comes off the mechanical fuel pump is placed close to the head to make this happen.
If this was really true then EFI would be pre-heated.
Timing is used to adjust for this aspect of ignition pulses.

Best to you,
Robert

Mar 5 post#25044

Robert,

I just posted a PDF file of an oil pressure regulator bypass system used in some engines.

I am curious if you think this might have potential in protecting the engine from too much energy, possibly preventing blowing seals.

The oil would now be charged ahead of the pressure regulator and could even then be overcharged, instead regulating with the pressure set screw of this system.

This must be similar to a fuel bypass system also.

As all the pumps are designed to provide too much for our more lean requirements, seems these kind of systems might be the quick solution.

Dave L

Mar 6 post#25049

David,

Thank you for the file.

I have seen that used on very high end racing engines that also use a larger oil pan for increased volume of oil.

The frequencies affects the oil in such a manner that the hydraulic lifters operate at better efficiency, opening and closing at the designed perimeters. If you are using solid filters, this is solved.

The noise generated by solid lifters is annoying, and lubrication issues can occur.

The cushion allowed by hydraulic lifters quiets the operations.

The multi-viscosity oils are 'engineered' to accommodate this scenario.

This loss of oil pressure is another reason for the fuel inefficiencies that occur during idle or low rpm operations.

I have to be concerned that the "aeration" issues are part of the reason this methodology works.

I have not seen a need for adding devices as all ICE's have the locations available if looked for.

The reasons for using a re-circulating system on the fuel supply do not have the same issues.

The underlying issues is that gas will expand with heat...changing the performance qualities greatly.

The function of return lines(the rail) of EFI systems is to 'cool the gas' to performance levels of timing and such, avoiding the vapor lock conditions that occur if it was a one way delivery system.

They also use high pressures to atomize the fuel droplets discharged out the injector nozzles.

The magnetic field generated and maintained seems to make all this happen.

The opposite reactions, in very loose terms...the more energy, the oil cools(exchange) the more excited the fossil fuels.

Very difficult to comprehend...from a mechanics point of view...due to what we are taught as being rules of accepted normal operations.

This is the crucial re-tuning that has to be learned.

Best to you,
Robert

Mar 9 post#25063

Robert,

You're welcome. I am sharing what I find/experience with gratitude for the chance to be a part of it.

What I called a remote oil filter set-up is just a screw on bracket that goes where your filter normally does. It has two threaded holes. You hook rubber oil lines to these ports and then connect it to a remote mount where you install your filter from now on. Jegs has one similar to what I bought from a schucks.

<http://www.jegs.com/webapp/wcs/stores/servlet/ProductDisplayPopup?storeId=10001&catalogId=10002&productId=1032933&langId=-1&showValue=3>

I believe there are 3 or 4 coils of exposed 18 gauge solid copper wire around the outside of the .5" inside diameter rubber tubing. This is the tubing I installed from the block mount to the new filter mount.

I'm going to head to the parts store and see about a tee for my crank case. I already have a ball type valve and am likely going to put a check valve between the ball valve and the manifold vacuum source.

I will continue to update with what happens.

Warren Dickens

Mar 9 post#25068

Warren,
Thank you for the post.

Concerning the PCV and tee you have in mind...the purpose of the PCV is to circulate air, on V configurations is to circulate the air from the heads to the intake manifold. I used a spacer to be sure this air supply is between the filter and carb.

In your situation, this is the last modification you need to address. The time needed to see what improvements "manifests" would be highly beneficial.

A 454 is a very intense engine and it has the capacity to generate some 1200 foot pounds of torque...that can be very hard to manage.

The 454 is built much heavier so that the magnetic field takes longer to build and change...basically I am asking you go slow and drive with this set-up before making any major changes.

As it stands in the world in general...if you get 17-20 mpg with a 454 that is quite impressive.

Adjusting the timing by 2 degree increments and nothing else just might surprise you with results.

454's have always had issues with heads operating too hot so the timing is slowed to allow for this situation.

Manual temperature gauges on both heads will keep you best informed.

I want to address the issue of gratitude, and not being unappreciative of the recognition, you are the one putting your vehicle and time and efforts at risk. IMHO that is the facts of life.

Nathan and I did "accidentally discover this switch usage".

I, alone, made the decision that this methodology is too powerful for any single person or group or corporation or organization to control.

That is what you are participating in, you have just proven you are part of the solutions needed for these times.

Best to you,
Robert

Mar 13 post#25181

Just a quick update. I have been advancing my timing by small amounts over the past four or five days. So far I have made three adjustments. The torque appears to be growing. So far I have seen no negative effects. There is no hint of ping or detonation even under heavy load. I have only been able to spend a small amount of time driving the truck though, and one day it just sat, so I will leave the timing it where it is until I get a bit more time driving it. I'm just using 87 octane fuel, but a ways back I was playing with water vapor injection and making timing adjustments. At that time only small adjustments were made and the pinging came rather quickly. There is a big difference here.

Warren Dickens

Mar 14 post#25197

Hello Warren,

Thank you for the update.

Using 87 octane is good info.

I looked at what you put on your truck.

As it has rubber hoses that will act as insulator...a Tee put in that area with a 316L SS piece of tig welding wire silver soldered or tig welded that will attach to the wires from the switch...and using whatever is available to insulate the connection should work well.

I also experienced that pinging was impossible to achieve.

There could be many reasons for this reaction/scenario.

Have you smelled the oil?

Have you smelled the exhaust...to see if it smells cleaner?

Best to you,

Robert

Mar 22 post#25361

I doubt that Ernst could give an useable opinion.

The re-tuning process is quite involved.

The one thing I learned, when fine tuning, is that sitting still, at idle, is not comparable to driving.

The very small changes that occur when driving/moving are very noticeable to a skilled driver and adjustments are then made.

I do not compare this system to 'radiant energy systems' as it only adds confusion to the issue of fuel management of the ICE.

Best to you,

Robert

23 mar post#25364

Robert, Group,

Slow progress if you can call it that.

Seca will not run on the electric fuel pump and need to find out why.

May need to prime system first and try again.

Mechanical pump had a bleed line off the top which goes back to the fuel tank.

Expect that to be a simple return line - don't think it has pressure there back to the tank.

Now that I have thought about it whilst typing - will check that out - easy to do.

Running the pump from the PWM Rheostat and that works fine.

Daimler-Benz do it that way as well.

Most electric fuel pumps today are located back in the fuel tank itself but my old 1948 Morris 10 had it on the firewall.

Wish I had kept all my old cars, Morris 10, Holden FX, Holden FJ, Mini Moke, Cortina, Datsun 2000Bus, Datsun 1200 - all so simple and none of these current day 'progress' additives - they are all just like pills/drugs treating the symptoms.

How can we all be so damned stupid by accepting all this crap!?

Currently doing experiments connected with semiconductor junctions which includes the triac and will report as I progress.

This is to do with devices like 'Nexus Water Spark' which uses diode strings and includes Crystal Radios, Dr Jan Pajak's 'Telekinetic Cell' and Avramenko's Plug.

Robert's Oil Cell has really been the catalyst for my experiment direction - Thankyou!

Everyone - have a look at this:

<http://www.energeticforum.com/renewable-energy/2410-stan-deyo.html>

Much to do.

Smokey

Mar 23 post#25369

Hello Smokey,

That having a return line to the fuel tank is important.

I posted that it also needs a vapor recovery line as well.

Best to you,

Robert

Mar 23 post#25370

Smokey,

I cannot be there with you to figure out the SECA...the complexites designed into the fuel managemet system.

You have to think in term of vapor carb...with a huge difference, the fuel bowel does not get hot.

The strength of the magnetic field, when in place, makes the fuel vaporize if left stagnant in the bowel.

The electric fuel pump with return line in place allows this build-up of processes.

The vapor recovery line is used for cold start...ergo... volumes of vapors to get it going...and then shut off the excess vapor supply from the fuel tank.

The magnetic field keeps the fuel in the tank excited for quite some time and so the cold start use of the vapor recovery line is a learned situation.

The adjustments I have made use a needle vale to use the vapors of the fuel

tank as I am driving so none escape to the atmosphere.

Interesting you bring this up.

Daimler-Benz is a good example of them trying to atomize the fuel at specific rates.

They only wish they could make this system usable on their scale of production models, especially in cruise modes.

The magnetic field generated does this automatically.

The older models of vehicles that you mentioned are just examples of different carb configurations to accomplish the end results.

With this frequency enhanced system...only one style/design of carb is required... when completed.

Reality check....the entire carb industry/fuel injection industry is defined as the same single entity.

I have to say this now, I have designed this Fuel Management System that most second year machinist and third year electronics people can build at home.

Any reasonably skilled "backyard mechanic" can do the same thing.

You have already proven the magnetic field exists by mapping it out.

It is comparable to mine.

Recently, a vehicle did some test runs, and just for fun...0-60 in less than 5 seconds...no tire slippage.

This vehicle is still using 6 times or more the fuel needed...but the further adjustments will have to be learned.

At this level of learning the system...the safety factors are still in place quite well.

Best to you,

Robert

Mar24 post#25418

On the heads is a place for manual thermostats. It is not centered.

When you can get a compass reading and map it as Smokey has in the files...it will be pretty nice to have a good idea about the radius.

Best to you,

Robert

Mar24 post#25421

Hello James G,

Thank you for the excellent post and observations.

The inter-actons of the human electrostaic fields is also traced to the ignition module mounted on the steering column with exposed copper connections.

This very issue you described so well is why I focused my efforts to the inside of the engine.

I have also re-wired(replaced) the ingition block and insulated the components to avoid this inter-reaction with the human electrostatic field....for the sake of controlled conditions...stabilized.

I highly doubt that any people on this forum would go to such extremes to re-wire the entire dash and loom.

I am quite certain that this is why my system does not change to random human electrostaic fields...or high voltage lines...or any electrical surges I have exposed it to.

The magnetic field that is measured by the compass...does not measure the strength of the magnetic field inside the ICE.

Best to you,
Robert

Mar24 post#25423

hello robert

i am i right in thinking you have isolated the entire ignition circuit from the original wiring loom. or is every thing stock apart from the key barrel and the alternator potentiometer mod.

that is to ask, is the power from the neg side of the coil still running under and across the dash. to the cig lighter, heater, ect and to the rear of the car, or have you created a seperate circuit independant of the coil.

nath

mar25 post#25432

Hello nath,

I have isolated myself/body from the electrical loom inside the cabin area by insulating the many connections that were open air.

I hope that answers your question.

Best to you,
Robert

Mar 25 post#25438

hi robert,
to what extent were they insulated. just a bit of tape? or some thick two inch rubber matting running under the dash board.

thanks nath (THIS WAS NEVER ANSWERED)

mar 26 post#25495

Bernie,

"The goal..." that is a mindset without considering the magnetic field influencing the phase changes of gases.

As the magnetic field strength increases/as the frequencies increase amplitude, the gases phase change to a more complete burning fuel mixture....atmospheric blends on the fly.

The mindset that water is the ultimate fixed supply of fuel is, now, to me, the biggest stumbling block I ever had.

Best to you,
Robert

Mar26 post#25481

Just a quick something I found.

It stuck out for me as I have found that reversing the magnetic poles on the rotor and applying the resulting negative current to the rotor winding brush, which, I think, may be connected to the "neutral" wire of the wye stator windings, through a small coil, I am getting a cold current. This high voltage, low amperage is what might be the thing we want.

The link below is a direct copy of the google search link.

http://books.google.com.au/books?id=WCU8XuiSKD8C&pg=PA256&lpg=PA256&dq=neutral+alternator+windings+role&source=bl&ots=vaS8rxk1I5&sig=GpGeR9io6j9aOHxTrEH5KPUhpBk\&hl=en&ei=ZsLJSfL8HoiU6gPmw8G3Ag&sa=X&oi=book_result&resnum=7&ct=result

Daniel.

Mar 26 post#25499

Hello Daniel,

I just might agree with you, but would like to have James G, offer his opinion, as the switch allows the very same energy flow but with a restrictive aspect built in.

I want to stress that with a small amount of gas/fossil fuel used as a constant fixed supply, the magnetic field generates a stable environment for the phase changes to occur...automatically.

The small amount of gas used also restricts the magnetic field from growing uncontrollably...as with a Cell influenced scenario.

Another way to state this, as the rpm's are lowered...the magnetic field strength is decreased...allowing the reversal of the gas phase changes to occur.

In mechanical terms, the gear ratios of vehicles are as such that this amount of increased torque is not utilized to efficient terms, ergo, a much higher gear ratio is required to also slow the response times of acceleration...an overdrive on top of the overdrive.

The cell influenced ICE(shutting of the fuel totally) will actually reduce the potential of torque by totally eliminating the fossil fuel factor.

This might be distressing to some, but put in context, the fossil fuel is no longer a pollution factor under these circumstances.

The smog tests proved pollution is so reduced, I fear to post that information, as it might become a government mandated item to be installed on all ICE's.

Would we really want that to happen?

More Government control for the right reasons? Go Figure !!!

Best to you,
Robert

Mar26 post#25504

Robert,

I'm starting to think more and more that the magnetic field is simply a way to measure the strength of the torsion field being impressed into the block. Since the block is made of iron you can't really get a voltage developed across it (E field), so what is really happening is the block is converting some of the applied torsion field (frequencies) directly into a magnetic field.

Your approach involving tapping into the TF produced by the alternator appears to be a good way of accessing this energy. The JC's are another way of doing so, but probably less reliable as a TF source. I'm sure there are other ways to develop the field as well, and I'm doing a little playing around with another one at this time. If I have any real success, I'll report further!

Bernie

Mar 28 post#25564

Bernie,

The magnetic field around the vehicle is the measureable indicator of the processes taking place.

"Aiding the performance?"

I specified ex-race drivers for the criteria of those I taught.

Only for the reasons of reflexes and conditioned responses of radical driving experiences.

Nathan fit the criteria, combined with his responsibilities of life, I counted on his assessing when the performance was too much for "normal drivers". He did not fail in that decision making process.

He also covers a lot of miles...with his business endeavors.

Multitudes of data gathered in the least amount of time.

This is real life exposure...not a lab environment where the system could be manipulated with false data.

That is why I refused the offer from International/Catapillar to have total and complete control and access, with my own security people in place, to the

dealership shop in Springfield, MO... to demonstrate the system potential.
The cost of that offer, out of pocket, about 8 million dollars over 6 months.
Then 2 years of road testing etc etc etc...

One of the hardest issues of designing this system...is to keep it toned down...with existing drivetrains...

The total performance is greatly enhanced...from a normal driving experience comparison...but as the magnetic field intensity(density) increases the slip-stream effect of the 'magnetic bubble' is 'startling' the first few times it is experienced.

It takes personal counseling and observation to safely re-learn the driving experience.

Or, the alternative, is the people who are mentally adept with observing close environmental changes.

The people examining the JOE CELL...fit my criteria quite well.

This is also why the constant values of fuel mixtures are not varied as with conventional tuning concepts.

Instead of needing more fuel at higher speeds...rpm's of the alternator...you need much less than designed system's ...carb and EFI both... to avoid flooding the system and smothering the performance improvements.

That is normal tuning for a stationary genset...under constant load values.

YUPPER THAT IS A HUGE CLUE !!!!!!!

You are never going to get a fuel system designer to agree to that until after many hours of use are verified.

You will never get a qualified mechanic to risk his reputation with that criteria in place.

Thus I had to do the work myself, hands on, to make the adjustments as needed.

I also speculate that the magnetic field behaves as a shield of sorts that reflect (God only knows what) frequencies in our saturated environment while driving along.

Working on something similar? Good luck with that.

I tried to teach you along the way and gave up in frustration as you are so disciplined in electronics...and lacking the mechanical skills to make my system work for you.

You recall when you stated that if we were closer, we could figure this out?

I had already had it in place...thinking I needed to comply with computers.

That is not needed.

The diesels...using mechanical injection...set them and forget them...one time...my eureka moments.

Best to you,
Robert

Mar 28 post#25566

Smokey,

I also posted the requirement of a fuel pressure regulator...you have too much
VOLUME of fuel going to the carb.

The PCV is a controlled vacuum leak...stop the bouncing of atmospheric
pressures...it is that simple.

You do as I instructed and those boys will be so far up your arse you won't be
able to piddle alone !!!

I hate those BOOM BOOMERS...around here...with herds of animals...the speakers
have been known to be destroyed.

Best to you,
Robert

Mar 28 post#25569

hello robert

i was wondering if this comment

**"The one issue you really mis-read is that the air flow of the PCV is changed....I stated
controlled."**

was meant for me (nath) in reply to my post with all the questions of the replication of your
design.

if so does control mean to regulate with an adjustable valve.

also this electronic device.... is it:

- a rheostat
- a potentiometer
- a triac
- a light dimmer
- or a fan dimmer
- ac or for dc

- does it incorporate a transformer

what is the goal of altering the fuel vapour recovery line. (is it to minimise the fuel flow)

also are we putting the smallest jets possible in the carb to lower fuel flow

does the dipstick and other internal air pressure vents need to be blocked.(are we creating a closed system)

you dont seem to want to help me. i was under the impression you wanted your find "out". if i am misunderstanding your disclosure, please tell me and i will stop asking questions.

nath

mar 28post#25573

Hello nath,

yes it is meant for you.

Helping you is not the question. repeating myself is.

The switch is an overhead fan and light controller combination that is designed to eliminate the 'humming' of previously designed switches.

The vapor recovery line is used for cold start situations as the frequencies build the magnetic field strength.

It is controlled with a needle valve for precision adjustments.

The jetting size is a concern...but not the most important aspect of this learning exercise.

In this regard, the excess fuel keeps the runaway conditions from occurring as a person learns to 'deal with the driving experiences'

Depending on your level of mechanical abilities.

You have to have a fuel pressure regulator in place...a very good one...to adjust the fuel flow to one pound or less...you cannot buy a fuel pump that does this.

The need to seal all those leaks...is compensated by the adjustable valve replacing the PCV spring loaded scenario.

A constant air flow instead of pulsing.

The recent driving test developed 0-60 mph in less than 5 seconds...without using all the throttle.

0-100 mph in a very short time span as well.

The tires never lost traction...no wheel spin.

You better be an excellent driver to do this.

The larger(factory) jets will be safe enough to use until other adjustments are learned.

The adjustments made internally to the ICE will allow much more responsive reactions.

Those adjustments are not to be taken lightly...by anyone.

I am the only person who knows the internal ICE adjustments.

That is to state, 0-60 in less than 5 seconds is very, very, fast..and the system can be adjusted to perform much better.

That dragster that Joe built...is not all that hard to do now...

Just eliminate the 20,000 dollars of special parts they use to do that now indragsters.

Best to you,

Robert

Mar 29 post# 25577

Robert,

Actually I've been planning to implement your setup on my Accord. Been dragging my heels waiting for a little better weather, and also to see how SMOkey does. He's pretty good about documenting what he finds, and hopefully his experience will help save me some effort.

Interesting, about your comment on flooding. I think I experienced that the other day with what I'm currently doing. I drove a couple miles and shut of the engine for a minute or 2, than restarted it to drive back home, and the car had almost no power. The effect lasted only a few minutes, but the car had never done anything like this in the 250k miles that I've driven it. And it did feel like it was flooded.

Nathan is working on a diesel isn't he? Did he do the thermostat hole(s) as well? Is his engine EFI? A couple of the locals who have shown some interest drive diesel pickups, so I might find a good test bed among them.

Actually I do have some mechanical skills. Unfortunately, I quit working on cars about 30 years ago, so my experience is outdated. And I am getting a little old to be doing this kind of work. I found that out a couple years ago when I did a brake job on the Pinto. I managed to tear the rotator cuff in one shoulder.

Been trying to get some local "youngsters" to help with some of this, but feel I need to build more credibility with them to get them interested. Kel has been a big help, but he's pretty busy with college now.

I do appreciate your inputs! Unfortunately, up to a few months ago your inputs were very vague for the most part. I am glad that you've decided to open up more now!

Bernie.

Mar29 post#25583

Bernie,

The Accord will have to use the system in timed amounts of on and off...so to not overcharge the fuel in the fuel lines...and it also causes the injectors to 'leak' at the tips.

You have the skills to do that quite well....very easy for you and that is best case scenario for the EFI puter system.

I have been vague in the past, for many reasons, the most being I had to proof it to myself and take the engine apart to see with my own eyes the wear patterns and valves etc etc etc etc to accurately diagnois what occurred internally.

You have mechanical experience of the correct timeline...pre-EFI...

Example: one of the adjustments requires just 1/64th of a turn to smooth the engine...IT IS THAT PRECISE

That old school mentality is very challenged.

Nathan is driving his diesel, daily.

He is the only one with the driving experience with this system in the world.

That will cost people money to learn.

Just that simple.

We do not need test bed diesels.

With all due respect to Smokey, he will provide more information than is needed...for 95% of the people willing to do this.

On the upside, Smokey is priceless as a comparison baseline of experience with energy fields and magnetic fields and human interactions...with a Joe Cell and this system.

As to the fuel volume being so regulated...that was another of my mistakes in

the past...in my weakened condition, I lowered the fuel pressure via the regulator when I intended to increase it.

Divine intervention at play that day...I knew better...but it happened.

That fuel pressure regulator controls the volume of raw gas into the float bowls.

THAT IS A HUGE CLUE !!!

Best to you,
Robert

Mar 29 post#25584

Adrian,

Yes, that timing issue is for the more volatile gaseous mixtures.

Referring to 70 degrees is the best that was known using heat to atomize the fuel...when at peak conditions.

The magnetic field/frequencies do more work than the heat does and so the gas is phase changing all the way from in to out of the ICE.

What you need to realize, is that implosion will cool the internals of the cylinder...explosion heats it...both are required to keep the ICE from destroying itself.

It happens in a millisecond and needs the heat processes to be able to implode.

I suspect these processes could occur all the way to absolute zero...but where could that be proved.

Even with outdoor temps at -32'C there is a lot of heat in the atmosphere to provide this scenario.

I have operated my engine where the coolant was 50 degrees F hotter around the heads than in the radiator...after idling for 30 minutes.

I have watched the coolant temp drop as I drove at higher speeds...and the oil pressure go up at the same time...

Both conditional responses are reversed of expectations.

That is what Joe refers to as "upside down observations" as normal.

Best to you,
Robert

Mar 29 post#25585

First of all I think you need to get away from the concept of either implosion or explosion. Joe has supposedly demonstrated that the spark plugs are not even necessary, just an arc to the block, or a magnetic pulse.

You seem to be ignoring my speculation that **the cell is possibly affecting the engine torque by increasing its inertia.** Don't know if that's really what's happening or the effect is gravitational or even magnetic.

I still think that the cell works differently in shandy mode and fuelless mode. Shandy mode is about increasing the energy of the fuel and possibly the circumstances under which the fuel is burnt. Fuelless mode is about replacing the fuel with a different mechanism to produce motion. Apparently this mechanism has no effect on the valves. Hell, you might not even need valves in a fuelless engine.

Bernie

March 29 post#25586

Bernie,

> **The Accord will have to use the system in timed amounts of on and off....so to not overcharge the fuel in the fuel lines...and it also causes the injectors to 'leak' at the tips.**

The leak at the tips makes some sense based on what seemed to happen. I tried to reduce the injector pulse width at the time and it didn't seem to make the problem any better. In any event the problem didn't last very long - only a few minutes. Probably just long enough to get the overcharged fuel out of the fuel rail.

> You have the skills to do that quite well....very easy for you and that is best case scenario for the EFI puter system.

>

> I have been vague in the past, for many reasons, the most being I had to prove it to myself and take the engine apart to see with my own eyes the wear patterns and valves etc etc etc etc to accurately diagnose what occurred internally.

>

> You have mechanical experience of the correct timeline...pre-EFI...

> Example: one of the adjustments requires just 1/64th of a turn to smooth the engine...IT IS THAT PRECISE

> That old school mentality is very challenged.

>

> Nathan is driving his diesel, daily.

> He is the only one with the driving experience with this system in the world.

> That will cost people money to learn.

> Just that simple.

> We do not need test bed diesels.

I need test bed vehicles that are daily drivers. I simply do not drive enough miles to test these concepts. It takes me weeks to use up a tank of gas to just be able to check fuel economy.

>

> With all due respect to Smokey, he will provide more information than is needed...for 95% of the people willing to do this.

> On the upside, Smokey is priceless as a comparison baseline of experience with energy fields and magnetic fields and human interactions...with a Joe Cell and this system.

>

> As to the fuel volume being so regulated...that was another of my mistakes in the past...in my weakened condition, I lowered the fuel pressure via the regulator when I intended to increase it.

> Divine intervention at play that day...I knew better...but it happened.

> That fuel pressure regulator controls the volume of raw gas into the float bowls.

> THAT IS A HUGE CLUE !!!

This sounds to me like you're only allowing enough fuel flow to idle the engine and not providing the increased amounts normally needed for highway speeds or even for acceleration. couldn't the same thing be accomplished by only having idle jets functioning in some carbs.

Bernie

Mar 29 post#25599

Daniel,

If you have a normally functioning float bowl and float valve the fuel pressure into the carb has no real bearing on what happens at the venturi. I think Robert is actually suggesting that by lowering the fuel pressure you actually avoid filling the float bowl, and doing this will reduce the amount of fuel that can get through the jets.

I see the float bowl accumulating a small amount of fuel at idle which would provide the fuel necessary for pulling out, but by the time the car is up to speed the extra fuel in the bowl has been used up so then only a small trickle of fuel will still be getting to the jets, thereby leaning out the engine significantly.

Robert,

Do you agree with this scenario. **The pressure regulator adjustment would be really critical and have a major affect on the engine operation.**

Bernie

Mar 29 post#25606

Smokey,

Fuel vapor burns faster and more completely than atomized fuel. This is why a simple fuel heater can improve gas mileage, more fuel actually vaporizes. Also impressing a torsion field onto the fuel makes it more volatile, so more will vaporize. I think that's at least one part of the performance and economy improvements gained in shandy mode. People claim that simple magnets on the fuel line will do some of this as well. And others claim that a vortexing coil in the fuel line will help as well.

I've been forced to change my thinking considerably since I started investigating all this, and so far it appears that the changeing is not something that will end soon.

Bernie

Mar 29 post#25609

Hey Daniel,

I think Robert's method of reducing the fuel pressure to the carb is similar to what you are suggesting.

Reduction of fuel pressure is also reduction of fuel volume flow rate, the amount of fuel per second. Since there is less fuel getting to the carb, under loads the float bowl can almost empty itself. By not allowing the float bowl to fill properly, **the float will never raise and shut off the flow of gasoline.** Therefore there will be a slow trickle of gasoline into the float bowl, due to the reduced fuel pressure. If I understand Robert correctly, the fuel vaporizes more easily once his system takes hold, then the fuel that **trickles in will vaporize in the bowl** and **then get sucked into the venturi**; or into the intake via float bowl breathers if equipped.

Kel

Mar29 post#25613

rote:

>Smokey,

See interspersed.

> Robert,

> Thankyou for your continuing disclosures and support.

> Having been away from the car for several days but still thinking about it as I work elsewhere, certain aspects of the operation become clearer.

> Yes, had already thought of a fuel pressure regulator or more a flow regulator - adjustable would be nice.

> Have sorted out a means of analysing the electric fuel pump problem and getting that into operation.

> While first attempting this I had some wierd effects at the engine which

required physical adjustment and should pass these on as they are significant.

> At one stage engine ran at high revs several times - this is not normal on this car as reduced fuel and it normally just dies - possible vapour run-on?

(Robert) Nathan and I experienced this same scenario, over two years ago.

The many reports of increasing power going up hill (shandy mode) has the same effect...which I traced to the atmospheric vents of the carb.

The level of the fuel...angle of the incline...allowed for the vents to use vapor off the top of the fuel when normally those vents had raw fuel covering the openings.

I lowered the float levels to such that a smaller volume of fuel was always present...at higher speeds the vapors would begin to be utilized...by volumes...and it does drive as though you added a turbo.

Reality, the fumes were doing the work of more efficient burn...very deceiving unless you have used nitrous oxide in very small amounts to do the same thing...very hard work...do not try this unless you are totally qualified.

The pulse like fashion is the floats moving ever so slightly...releasing energy...sorta like the bubbles do in a cell.

The excess fuel slows the processes and the fumes rev it up.

Carbs are not designed to have the floats that stable.

What rpm does it fall to? Details?

By the way, did you do a compression test to set a baseline when you started?

> Next scenario is the exact opposite where the rpm just dies to a minimum, motor just rotating and in a pulse like fashion.

> All I can conclude from this is that I have a changed system at hand and need to continue to sort it out fully.

>

> Smokey

mar 29 post#25611

Robert,

Spent the day with a parallel fuel feed system but was driven off by dusk and the mozzies.

Will prime first tomorrow as I am not drawing fuel up from the tank - something about the electric pump which doesn't prevent flowback - needs a floating ball valve?.

Voltage readings as mentioned earlier:

This is from the triac non-connected wire:

1. Car at temperature = 1.11Vdc
2. Battery disconnected = 550mVdc
3. Car cold between 610 and 760mVdc

This was verified again today where the car has been sitting idle for over a week and was also checked with an analogue meter.

Anybody attempting this modification of Robert's are advised to do this test first to see if you get similar readings.

Where is the voltage coming from? - good question.

Also advised to do the compass check and magnetic map as much as you can of the engine bay and bodywork as Bernie feels he should have done in retrospect.

Smokey

Mar 29 post#25614

Smokey,

Thank you for the post.

I use my electric fuel pump that has a check valve built in.

I assumed, unfortunately, all are built this way.

I turn on the electric fuel pump for a few seconds to fill the bowels and using the vapors of the fuel tank to get it started.

Leaving the vapor line fuel on until operating temps are sufficient to shut it off.

This also allows the processes to energize the fuel from a different state of excited condition.

The fuel expands very much and so what you describe as a siphoning condition may exist.

Best to you,

Robert

Mar 29 post#25619

Hello kelburn, Daniel,

You have summed up some very good points.

See inside.

> Hey Daniel,

> I think Robert's method of reducing the fuel pressure to the carb is similar to what you are suggesting.

>

> Reduction of fuel pressure is also reduction of fuel volume flow rate, the amount of fuel per second. Since there is less fuel getting to the carb, under loads the float bowl can almost empty itself. By not allowing the float bowl to fill properly, the float will never raise and shut off the flow of gasoline.

Therefore there will be a slow trickle of gasoline into the float bowl, due to the reduced fuel pressure.

(Robert) This is correct to a point. The measured fuel temp inside the bowl does not correlate to vapor rules of thermodynamics using heat as the energy. Nor does the pressure generated inside the bowl area.

Using a MAP regulator will restrict the processes that occur.

If I understand Robert correctly, the fuel vaporizes more easily once his system takes hold, then the fuel that trickles in will vaporize in the bowl and then get sucked into the venturi; or into the intake via float bowl breathers if equipped.

>

> Basically in my view, Robert's system converts a standard carb into a vapor carb.

(Robert) That is the appearance, no doubt, but this scenario does not use heat... to make the vapors...uses the power of frequencies...huge differences...

Of course he has outlined other procedures including drilling holes in the thermostat and removing the spring from the pcv valve and partially restricting its flow. It seems that his system takes the variables of the engine that change aka have a frequency of occurrence, and makes them steady-flow processes. A bad electrical analog might be converting AC to DC.

>

> The example of removing the spring, or in some cases the "shaking ball" (for lack of a better term), from the PCV valve can illustrate my point. During normal operation you can hear the PCV valve rattling as the engine ventilates the crankcase. This rattling indicates that the PCV valve is opening and closing very quickly. By removing the spring or "ball" the PCV port is no longer opening and closing quickly but is now always open. To compensate for increasing the amount of airflow by removing the valves internals, he puts a regular valve inline and partially closes it. He may restore the previous airflow rate. Now, however, it is not opening and closing (ie a frequency) but a steady stream of gases (air, etc).

> (Robert) As much as you are correct...for clarification...the use of the steady air flow through the block is for many reasons that have been eliminated...excess blow-by of the rings...conditioning the incoming air..and avoiding any pressure build up in the crankcase area.

The pulsing also affects many carbs "power valve" and the acclerator pump actions...to be more mechanically correct...adding fuel in tiny amounts at the wrong time.

> Drilling holes in the thermostat is another way of making a process in the ICE steady flow. In this case the holes in the thermostat allow heat to escape at a more constant rate, making the heat flowing out of the block more of a steady flow process.

(Robert) this is also correct to a point.

The drilled holes in the thermostat base have demonstrated to me that an energy exchange of thermodynamics happens at a higher rate than normal...in the radiator area.

A much higher rate than expected...unless you factor in the frequency enhanced scenario that engineering firms have voidated as increasing the cooling capacities of water by 100x...with a constant fixed frequency setting/supply.

The other observations that I have made...is the time it takes to cool down the engine when shut off

With and without holes drilled.

Greatly reduced, by as much as 30% in general terms.

That indicates, very strongly, that energy is still being transferred in some manner...and the compass detects varied magnetic field strengths when this occurs.

>

> Just my thoughts on the subject,

> Kel

>

>

>

> "This is why I am leaning toward the option of utilising an LPG vapouriser, with petrol running through it instead."

>

>

>

> Daniel.

>

Mar 29 post#25622

Smokey,

I do want to say thank you again for your efforts.

In a short amount of time, comparatively speaking, almost fuelless operation will exist.

That changes the world of energy consumption tremendously.

The use of these frequencies on a diesel engine reduced the emissions from an allowable 40 points to 9 points using the very strict California Smog Station as the measuring devise.

I cannot calculate the tonnage of harmful emissions that decreases on an annual basis.

The diesel operates at about 140 degrees F(Lower can be achieved)...reducing heat build-up in cities...that is also beyond my ability to calculate the environmental impact.

This system operates at much lower temps than hydrogen-assisted vehicles while producing enough heat to the cabin for comfort and safety.

The price tag of 2 trillion dollars has a realistic meaning when put in this context, don't you think?

Best to you,

Robert

Mar 30 post#25625

Hello Daniel,

Bernie is mostly correct with non-frequency enhanced systems as to the idle fuel mixture.

To keep you on track, and so endless debate is avoided, if you take a magnetron out of a microwave... pointed at a cup of raw gas and could see the increased amount of vapor production...with plastic wrap covering the cup...you would see the plastic wrap expand like a hot air balloon until the electrostatic pressure on the cup creating the air tight seal lost its grip.

Crude but effective model of frequencies affecting the raw gas.

I have done this...to try to formulate an equation of time and such.

It is remarkably fast. But not an explosion.

Now as the rpm's increase...amplitudes increase...per James G...the rate of change increases exponentially.

The reduction of the rpm's... amplitudes... allow the gas phase changes to reverse to liquid state...so the constant re-circulation of fuel in and out of the carb...absorbs excess vapors...returns to liquid state.

Like using a still to make ethanol...booze...etc etc etc

THIS ELIMINATES THE EXCESS PRESSURE BUILD UP ASSOCIATED WITH VAPOR CARBS AND HYDROGEN GENERATORS !!!

Now, if you continue on with these frequencies applied... the covalent bonds are broken... to more volatile gases

THIS IS CALLED HYDROCRACKING !!!!

...which will... as physics determine...

when cooled...

will recombine to safer volatilities...

Example: Papp noble/inert gas processes taking place on a very, very, very, low levels of excitations.????

A self balancing process that, when the magnetic fields are of adequate strength will maintain the volatilities of the gases to some degree.

FYI...my profession was to take the oil refineries apart and put them back together.

Ergo, using a MAP valve will not serve the processes in play.

Fuel injectors are not designed to manage these conditional perimeters...of the volatile gases produced via the supply lines.

This is a very brief summation of the processes and more in-depth clarification should be allowed.

I do hope this limited explanation helps you to comprehend the complexities of my system...beyond "vapor carb"

Best to you,
Robert

Mar 31 post#25662

KP,
The heat generated makes the density of the magnetic field "looser" for lack of better terminology.

Robert

Apr 1 post#25693

Hello ALL,
Daniel, this is directed at you.
I made a statement that I wish to clarify about not using any computer controls on my system.

Basically it interferes with the processes in place...no program exists to start and stop the porcesses.

The constant supply of frequencies/energy from the alternator provides a pulsing that cannot be tampered with.

Accept this or not, that is up to you.

If the poles increased inside the alternator...the magnetic field builds faster?

I did not/do not see a need to find out.

Lets keep this in perspective.

When the standard alternator is used...the ICE can be adjusted to develop more KW power than ever in history.

I have operated my system on 4 ounces of raw gas per hour...non-loaded conditions.... idling..that is a 305 cubic inch V8...naturally aspirated...carbbed engine.

Hardly worth turning it off and on....wearing out the starter(smile)

The mathematical equations you seek; either do not exist, or they are withheld

from people outside the quantum/astro physics arena.

Best to all,
Robert

Apr 4 post#25726

Hi Rob,

A few questions please:

In your discussions of both the Joe Cells and Robert's system, I believe you have consistently maintained that shandy mode is essential if we are to ever attain reliability and controllability. The consequences of pursuing fuelless have been discouraged from two different standpoints. In the first, it was intimated that a minimal amount, something akin to a homeopathic "dosage" of even fumes or vapors was indispensable. It was implied that the engine starves without this required minimum. My first question has to do with the nature of the fuel: Does it necessarily have to be a petrochemical fuel? I am less than optimistic about your answer to this question, since in an earlier post #25495, Robert declared without explanation, "The mindset that water is the ultimate fixed supply of fuel is, now, to me, the biggest stumbling block I ever had." On the other end of the rpm scenario, we are told that a fuelless condition inevitably overpowers the driver and renders the vehicle uncontrollable. You note, "This is never discussed at length. The power is INTENSE, and is an overlooked attribute." This confuses me. In this context, do you mean "detriment" instead of "attribute", as in a quality to be avoided?

You continue, "If using one, keep fuel delivery in the mix. The focus should not be fuel-less or nothing. If you get 50MPG, would that be enough? The point is, HOW MUCH IS YOUR LIFE OR SOMEONE ELSE'S WORTH? If the vehicle takes off on you, what will you do?"

Again, I am confused here by the linkage of two issues which I previously thought were independent: mileage and safety. Are you implying that the higher the mileage we attain, the greater the risk of loss of control, and that a certain mileage threshold absolutely cannot be surpassed?

At the same time, you remind us that, compared to the Joe Cell, Robert's oil cell is stable and safe. Sufficiently intimidated by your own experience--for which I do not blame you--you wrote, "Can it go fuel-less? I don't care to even try that. More power? You bet!" I sense a consensus created here by the movers & shakers, the thinkers & the doers around this issue, that renders the pursuit of fuelless a cardinal sin--temptation, forbidden fruit, portending misfortune, the Biblical bind, etc.

You warned, "what if you do go fuel-less and kill someone, because your

brakes are not enough to stop you!" Later, you noted parenthetically, "I have installed a device to disengage the transmission if the kill switch doesn't do it." For my last question I will beg your forgiveness for any perceived impudence. My car came with exactly the same device, already installed at the factory--they call it a clutch. In my experience, simultaneous application of both pedals never fails to quickly squelch any drivetrain rebellions. In your experience is this practice insufficient with runaway cells?

Perhaps it would be appropriate here to close with a quote from an unlikely source, the president of Shell Oil Company:

"As we look ahead, we have an expression in Shell, which we like to use, and that is just as the Stone Age did not end for the lack of rocks, the oil and gas age will not end for the lack of oil and gas, but rather technology will move us forward." --John Hofmeister

To which I might add my own expression: Beware, doubletalking greenwashing corporate honchos are notorious for looking ahead by walking backwards while they "move forward." Translation: sustainable monopolies.

Please don't throw in the towel yet, at least not while Daniel's "cell" is in the offing.

Shalom,

Ron

April 4 post# 25727

Hello Ron,

I guess it is weird how certain people just seem to understand one another.

When speaking with Robert, we could understand each-other, without exhaustive explanations.

There is no other way to say it.

I agree about maintaining the fuel. With the cell or otherwise.

The cell will go fuel-less, but this is an extreme risk. This is an area that must be understood.

When driving, other people are at risk.

Shandy mode is the way to go. That does not mean that you can't get 200MPG doing so!

What I mean is, how much is your life worth to save some money?

I have been there, trying to get the maximum, instead of being happy with what I have.

The fuel keeps the field under control.

Have you ever had static cling from a shirt out of the dryer? You take a washcloth, or your hand with

some water, and wipe the inside, and it goes away.

Now imagine the static cling shirt sticking to your back is the field. The water is the fuel. The static doesn't just go away. It slowly dissipates to your desired level of comfort, or the amount of water applied.

I cannot answer for Robert. I know that when I focused on making a hydrogen cell, it was the biggest

waste of time for me. The water as fuel could work, but making the effort to improve the efficiency, would have been time better spent. However, it did lead me to where I am now, so I can't say that.

Perhaps, the meaning was that it was a mindset to overcome. We become so focused, that we don't see the

whole picture, or a different, better picture.

The fuel-less operation is a good question.

I see it like this. If the cell is working well, then good. The frequency is right on and happenin'.

But now, you pick up on something different than that happenin' frequency. The car dies, or takes off

like a bat out of hell! That is why fuel-less is a mistake. I pulled the relay of the vacuum line to the charcoal

cannister on the truck. This is enough fuel to be safe, when it works. To improve this, I bi-passed the canister

and put a smaller hose in line.

This is almost nothing, but is fuel vapor. The injectors will never work. Reduce pressure, and it is not delivered right. I cut the pump and have a cab controlled ball valve on a choke cable to stop fuel to the fuel rail.

The fuel pump switch also cuts the injector pulses as it is a DPDT switch.

My desire is to design a vapor delivery valve that opens with the plates on the throttle body and chuck the injectors, or permanently disconnect the fuel from them. This seems promising.

The vapor is not needed, but maintains a more solid process. At any rate, the cell allows the vapor to do more as well. At least it appears to. It is a balance. Too much fuel will reduce cell actions.

My truck is an automatic,so the disconnect is done through the transfer case.

The power is an attribute,if used correctly.Who doesn't want more power?

I tow a 4,000 pound car hauler with two axles,loaded with steel studs 1,000 miles at a time.

The combined weight of 8,000 pounds,pulled with a 1/2 ton truck over mountains.

Doesn't sound right,does it? Once maybe,but frequently? 200,000 miles on the engine?

The power is an attribute.This was in shandy mode,or fuel injectors on @18MPG average.

Over the mountains themselves is probably less.

Someone I worked with had the same model truck and got no more then 10MPG.

I made this last trip with no cell.

With a small trailer I use sometimes,it was close to the 10MPG.

Pretty good!

No,I don't mean more efficiency is less safe. The amount of fuel is not a ratio of that kind.

The balance must be found.

The uncontrollable actions are scary.I haven't had any that were real bad,but here are some small attributes

of unstable actions.The engine won't turn off,(it ran worse with the key off,but ran),the engine pulses a couple of hundred RPM,the throttle when released,speeds up the truck!?!..what the ____!

YOU ARE NOT IN CONTROL! That is the point.

I have heard,that it can be way worse,and that makes it more scary,because if you get some of the above,

more can easily happen as well. A roll of the dice!

Mostly,ask yourself what is your goal? Can you be happy with twice the economy,or will it have to be all or nothing? How many years are you willing to give it?

I will,to the best of my abilities,help in any way I can. However,this concept that Daniel is working out,which

I believe will work,is the last of my Joe cell efforts.

Because this will work,I want people to understand the dangers. Do you have a 200 horsepower engine?

Imagine it becomes 600 horsepower in 2 seconds @ 7000RPM while in a school zone!

If you take the time to try the cell,put the precautions in place too.

It was like the kids in high school who fixed up old cars. (I was one of these)

The effort was always the engine and making it faster.

It was never upgrading those four-wheel drum brakes,that weren't adjusted ,so it pulled to one side.

I had a friend that killed his girlfriend in an accident,because of this mentality

It is in our nature,to push the boundary. This is an attribute that can be a detriment....

Hopefully,this clears things up.

Shalom,

Rob

April 4 post#25728

Ron,

I forgot to address this point blank.

Fuel-less operation is possible.

It can work,but will always do something that you didn't want it to..

Perhaps,hydrogen can be a fuel to stabilize.I don't know,but petrol gets it done.

If you want to be environmentally friendly,try propane.I don't know about this either.

I do have a propane vehicle and have thought about trying it.
Remember,air is the fuel,the petrol is and has always been the catalyst.
Look into it,if you don't believe it.
That is why the cell can work fuel-less.
It is a catalyst.That however is my opinion.

Shalom,
Rob

April 4 post#25737 (part post)

So,what if the engine cooled the air?

This is a typical cell response.

My truck,with a 195degree thermostat in 115degree weather
with the AC ran between 100-120degrees.I had to put a guage on the radiator to
see,because the one in the truck didn't register at these temperatures.

Shalom,
Rob

April 6 post#25769

Adrian and all,

I would like to make this easier to understand,without sounding upset or the like.
This sometimes is hard to do for a seasoned person,who has experienced much.
I am not quite there yet.The older I get,I realize I have become less patient with pondering.
I am a do'er.I decide something and do it.
Robert is correct,because I will never be able to put it like you would like and I would rather be
working,then posting.
I post to help and learn from others.

I know this is better,based on what the cell has taught me.A stepping stone...
Already,I have done more in a shorter amount of time then with the Joe cell over many years.
I am learning from Robert,but I have made enough of my own observations to see it is an
advance.
The speed of the progress,is because of Robert's sharing and the disclosure to the group.
Trust me when I say,that more can be achieved if the Joe cell is dropped,and your time and effort
went into the oil cell.
When faced with this ultimatum,you too will see the power the Joe cell holds over it's people.
(You can take the Israelites out of Egypt,but you can't take Egypt out of all the Israelites.)

Point blank,I have ran without fuel on the Joe cell and this is better by far.

With EFI, the cell is either in shandy mode, or fuel-less. The only way to help stabilize, has been with tank vapor. I do not consider this shandy mode. The fuel used was the fumes in the nearly empty tank.

So empty, that there was not enough to use the fuel pump.

I drove a 15 mile stretch, back and forth for 3 days, using these fumes only. That is 90 miles on fumes!

When it finally quit, I think it was the cell, not lack of fumes.

The switch is always active.

If using the carby set-up, you could adjust it to work in a similar fashion.

I do not consider the oil cell shandy mode, even at this juncture. It is its own thing.

The Joe cell does a similar process to what the switch does as far as I can tell.

Still, it is its own thing.

Again, the engine is where the magic happens regardless of the method used.

Do you want the energy inside, or on the outside of the engine?

Make no mistake, the Joe cell energy, is mostly on the skin of the engine.

As I posted before, this is a major problem.

The second larger problem, is that the cell frequencies are somewhat random.

I have changed my timing many times, to keep the engine running...then, sometimes, you have to reset if the engine stops.

This means that sometimes, you have to do whatever you did to get it to go all over again.

Example: Start on fuel...run out of fuel...before it dies, adjust timing by ear...engine dies....crank starter forever...if it doesn't work, arc the crank with auxiliary battery(I didn't have to do this once the cell was established?)...the engine starts, but stops...crank forever...engine starts, but may not be enough to drive...

mess with the timing...now you can go, but now the rpm is up and down...moving, lift off the accelerator and you speed up.

This is life with the Joe cell. Hardly worth the effort, for a daily driver. Shandy mode is better in this respect. Running in shandy, I have been able to gain 8 more miles per gallon.

A tank normally got 180 miles, with the cell I got up to 325 miles. Almost double. This is not beyond what the computer would allow. The computer will not use less fuel than this.

Robert informed me, that this was the allowable efficiency for the truck, that year.

This is why the carby, is the way to go, if ever to get a high efficiency, regardless of method used.

Finally, Robert is correct. This is something to experience to understand. I wish the cell would work as "advertised", but it does not. There is always a cost, and that is a fact. No fuel and forget the other features.

However, efficiency can be increased, while maintaining the convenience and safety. There is nothing wrong with the fuel if it is all used. Besides, another fuel could probably be used after the oil cell is learned.

Maybe, organic materials can supply the needed fuel in the future.

However, a step in the right direction is needed first.

In a way, the Joe cell as a fuel-less energy, is almost like skipping ahead, without learning the steps.

This is the want it now mentality.

The methods have been weighed and my experience informs me that the oil cell is where the focus should be.

I have felt that the alternator has been a key from the very beginning. The oil cell responds to this personal feeling I have had. Everything under the hood is used. "Suzuki video comes to mind."

This is the next step. I have prayed for a long time on this.
Robert included me, and I consider this to be the answer to my prayers.
With God, I cannot fail.
I think that God chose Robert to do this work.
This is the next step.
God allowed me to use the cell, to get here.
This will set us free....the Joe cell will set us back.

Shalom,
Rob

April 6 post#25787

Hello Bernie,

I have not addressed you, as of yet, directly.
So, hello!
I have read some of the archive, but I am very behind on the history, as it were.
I have truly been alone for some time.
I wanted to tell you, I think you were very close with the Pinto.
The vaporizer was part of the success.
Repeat the experiment, and don't be afraid to transition off the fuel.
The cell also makes less fuel do more.
The air into the vaporizer is not the problem.
Don't change anything.
Start with what worked and go from there.
Try using the choke to maintain the situation.
Air over the fuel in the vaporizer instead of the conventional method of air delivery.
This may work.
Did you deactivate the advance on the dizzy?
Good luck!

Shalom,
Rob

April 7 post#25805 (this is JC related but shows some of Rob's tricks)

Good evening Daniel,

I have a moment, so here I go...
I have run a static strap.

I have isolated the entire running gear,as far as possible and within reason as well!
The cathode on my cell was attached to the lowest point on the block.
My radiator has charged water with coolant ,which has separated from the water over time.
The cell was in place,when the water was added.
Also,the upper hose of the radiator has a stainless tube in it that is connected to the positive of the alternator,through a diode arrangement.
Finally,a stainless mesh "Tefba" filter in the upper hose from OZ!
This filter used to get dirty,but since the cell,this has not been the case.
Unbelievable,have you been looking at my post history,or are we on some sort of mental link?
Seriously,you have named off almost all of the tricks in my bag!
I ran the static strap on the ground while using the cell,from the opposite end of the truck's body.
I figured it cancelled out the static discharge(?)
I used this just before the first run on the cell.
Who would have thought?

Shalom,
Rob

April 7 post#25809

Hello Daniel,

I didn't think you read the posts,but
this proves to me that we are on the same page in some respects.
I have never had an over-run myself, but have had the pulsations occur,
as well as throttle weirdness.
So,I guess this did not help with that.
I used one of those rubber-looking straps to stop static.
I have not done it with the radiator,but considered it!
I also considered putting one on the cathode.Any thoughts on this?
My cell sat in the engine bay,shrouded from the rest in a aluminum box over wood substrate.
The cell itself was in a hemp sack,inside a pvc toilet-paper tube.Inside the bottom is a wood washer.
The cathode bolt stuck out the bottom,on the outside of the frame rail.
The strap to the engine,is a #2 welding cable.
The pvc tube is well secured to plywood via straps and the bottom on a steel rest.
Also note,my starter is not grounded to the engine,but has a #2 welding cable to the battery.
(Super,rewiring mod from the depths of hell!!)
I considered running this to the cathode.Any thoughts on this?
I was into this big time!

Shalom,
Rob

April 11 post#25903

Thank you for the post.

Aetheric... saturated=colder sensations.

I never knew that in this context. KEWL

In reference to what I suggested to Bernie, **was to compress the incoming air, slow the volume of mass speed**

It seems that when air is compressed and relaxed, the saturation you refer to, occurs **...as measured with digital thermometer.**

So long as it is using vacuum...it gets cooler.

Basically, implimenting the standing windmill design of Reich, which also utilized the vortexing aspects that are not totally defined, but also measured thermal differentials inside the tubes.

Best to you,
Robert

April 19 post#26043

To catch you up...Alex S referred to reversing use of the throttle plate to maintain the energy field.

That was using a side updraft style carb.

Using the choke plate is also reported by many people to stabilize the reactions of the Joe Cell usage.

Tom Ogle and Jack Talbert used a 2 throttle plate designed system that achieved high mpg...but not extremely fast acceleration or high rpm power.

A diffuser plate is used with propane systems and Ogle/Talbert used this with his vapor system...totally not needed.

The 90 degrees was used by Talbert to to accomodate space under the hood requirements to accomodate his vaporizing system.

Talbert believed that it should be a long straight tube design, as most everyone does.

With what I have come to know...is that when gases are traveling at high speeds... under vaccum...then hit the 90 degrees the particle acceleration aspects increases...allowing a more ionized condition.

This can be contrued as many things...but the positive and negative ionic charges do become more adjustable?

As much of what I have described in the past appears to be a 'vapor carb', and

that would be true if heat was the applied conditional perimeters to create the vapors.

The frequencies "vaporize" the raw fuel at a much more accelerated rate...quite astounding.

That sets the stage for the conditional perimeters.

What did plague me was the power output..exponentially increasing.

The only conditional perimeters I have studied that allows that to occur is the "Hall Effect" used with ion thrusters.

When you put the Hall effect to 90 degrees with the incoming atmospheric air the mixing that occurs is astounding.

By using the two throttle technique...as rpm's increase...frequency amplitudes do not increase...the purpose of the switch is to maintain the "vaporization/excitation of the raw fuel"

That sets the stage for the "Hall Effect" to occur out the mixing tubes of the carb.

Thus the normally increased cfm's of incoming air is reduced so that the mixing of the ionized fuel...as the lower throttle plate allows a slightly increased rate of cfm's into the ICE.

When Smokey informed me that colder temps equals more saturated the "light bulb moment" occurred.

So, this does not disagree with any statements that Alex S or others have made concerning energy exchanges.

"A rose is a rose by any other name"

The understanding of the ionizing aspects, positive and negative, puts it in terminology I can comprehend...thermally speaking.

The amount of "Hall Effect ion thrusters" being applied to these conditional perimeters...is the only known scientific explanations possible at this time...anywhere in the world....any where in mankind's knowledge base for that matter.

The results are cold plasma generation...controlled...unlimited energy potential.

I will also state that I never thought this possible to achieve outside a laboratory condition...amazingly easy to maintain once the operating perimeters are established...and understood.

Best to you,
Robert.

April 19 post#26045

Hi Robert.

The emulsion tube within the carby has been the subject of my interest several times in the past. However, it has only been recently that I realised what you now know.

The secret to cold plasma injection is in the excitation of the transfer medium.

Previously, I had only applied basic twelve volts to the fuel, **now I will try this high frequency DC.**

This is why a single touch from a wrong voltage potential will collapse a fragile field.

It is what I have experienced many times now!! Frustration after frustration, not knowing enough, but just enough to be dangerous!!

Perhaps with this dimmer switch, it will be easier to return it to where I want it.

When will you describe how to achieve the required operating parameters?

I have just returned from a two hour 180 k drive with the switch on. I have so far noticed;

1. The earth lead at the battery became corroded and killed the field after 90 ks. Obvious short somewhere.
2. The higher altitude may have altered the operating parameters. 800 meters up.
3. **The timing advance will not effect the raising up of the field if taken to far, only prevent the field from going high enough to self sustain, but to go back towards normal timing will kill the field.**
4. The switch must be isolated from the body field, I think. I have isolated the alternator, from the body, so the only contact is through the battery.
5. **Running with the PCV valve shut seems to give a smoother run while the field is building.**
6. **High vacumm intake pressure seems to aid the build up of the field.** Perhaps this is due to the increased Alternator RPM's. **Holding it at 3500 rpms led to a further climb up the next hill, before a loss of power required an easing off on the throttle.**
7. **Low load and downhill runs are preferable to build the field, as working the engine takes from the field in the early stages.**

I have isolated the dimmer switch to a radiator hose, tomorrow I will isolate the battery from the engine block, except when cranking to start it.

From my experiments on the bench alternator, a ground is not needed for the alternator to work. It will reference the existing field, which is what we want. A question may be, what of the dash light and the regulator operation? But since the wiring is referenced to the body, and the current is referenced to the engine, it should work fine in this dual mode.

Also, I might remove the earthing resistor on the back of the wye connector on the alternator, as that will probably be leaking the high frequency to the block.

I tried connecting up an LPG vaporiser the other day, with petrol, only to find, there is not enough back pressure in the fuel to effect a vapour, as we see happens with LPG, even with the massive heat. So I will REDUCE the pressure, and see if that works.

I think I will also isolate the fuel rail from the intake manifold. Thus also the block. This will not be hard as the injectors are already insulated via the sealing o rings. Simply need to insulate the mounting points, and bolts. I will then reattach the Homopolar generator, and send the output to the fuel rail in the same manner that I did some months ago, which started this car running rough in the first place!!

Any other suggestions?? Anyone??

Daniel.

April 20 post#26046

Robert,
Colder temps mean more saturation: intercooler? NOS?

The 90 degrees bend may make a whirlwind whose axis is parallel to the flat tube in the 90 degree bend.

While camping and using a water purifier, the water was pushed through a 90 degree bend. This purifier had a clear plastic housing. I could see that as the water was forced through that bend it created a spinning action described above. Perhaps it's similar in this case as well.

Kel

April 20 post#26048

hello Daniel,

You have fuel rails...injectors...I do not do fuel injection.

It has always fallen short of potential.

That was specified in my posts.

The work you have done is the same work I have done in the past, isolating the alternator.

The switch is never grounded....never was!!!

In the past I did a lot of work that is no longer required.

As to all the operating parameters being disclosed...posted...not going to happen.

Your post is another attempt to get me to deal with fuel injection and computers....a waste of my time.

DO YOU GET THE BIG PICTURE???

You learn my system and it lasts a lifetime to be passed on/down or whatever you like to call it.

Until a better system is developed...not likely...this is the new standard of the ICE.

It is not proprietary...none of that applies.

Best to you,

Robert

april 20 post#26049

Robert

In your last post you confirm you isolate the alternater. Did you isolate the alternater from the block as well as the car body or just isolate it from the car body as well.

All the best Damien

April 20 post#26056

Damien,

In the past I did isolate the alternator, now I find I do not need to do so...you can if you want to.

alternator..(Toggle switch...switch...) mounted inside cabin area...to oil passage...done...

I have been undoing the many ground points I posted about in the past.

I do have a ground strap on each head of a V-8 to body...that will stay...

I did move the negative battery cable to the starter directly...rather than mounted at the front of the block/head...will leave that in place...

You must have an electric fuel pump and regulator...2 separate units to adjust the fuel pressure to 1 pound or less.

Install a toggle switch to shut off the power to the coil...later on...after running for a several hours...while making adjustments

The power supplied by the dimmer switch for the light seems to have enough amperages to spark the plugs when proper ionization ratio's are achieved...

isn't that special???

The huge spark voltage with 40,000 V coils or more delivered to the highly ionized fuel supply actually reverses the effects...still run better...but returns the gas vapors to gasoline.

THAT MAKES IT APPEAR TO RUN RICH !!!!!

Now isn't this fun?!!!!!!

If you don't think so,
stop now and remain enslaved to oil cartels.

Yes, I do have an odd sense of humor at this time.

Rob has achieved what you all wish to do someday.(SURPRISE !!!)
He has earned, the right of passage, through sweat and blood, to be called a pioneer of this system.
I asked him if he wanted to remove the system and go back to normal, the silence was deafening....then "NO". Go figure !!!

Rob does not sound like a revolutionist (does he?)
must be the alter ego...

I made the offer to the USA to impliment this system slowly, placing it strategically to remove the tax burdens that would effectively free-up about 3 billion tax dollars the first year...and so on and so on...till at year 3; a trillion dollars of tax liability would be freed to be used elsewhere.
I tried to be a patriotic nice guy, REALLY I DID !!!

30 years ago, our think tank designed the economic model to avoid this worldwide economic crisis.

I was powerless at that time.

Now, I am no longer the patriotic nice guy, the system will change the way

buisness is done....it is inevitable.
The "HULL EFFECT" is now in motion.

Best to you,
Robert

April 20 post#26065

Daniel,
You did not ask anything "simply"
You admit you are asking me about a computerized EFI system, almost demanding
that I get involved in that system?
Why should I do that?

Too many parts that are not needed which adds to the failure rate of success.

Backfires cannot occur...

The return fuel line from the carb to the gas tank has one purpose;
to remove the excess vapors and as it travels back to the gas tank it returns
to a liquid state.

The vapor return line has another purpose...to initiate the cold plasma
processes on start up...that vapor line is then shut off.

When you shut off the ICE, the frequencies, the remaining fuel vapors inside
the carb return to a liquid state.

The PCV circuit is controlled constant vaccum circulation...and to stabilize
the internal pressures.

Best to you,
Robert

April 22 post#26110

Daniel,
we can end this conflict.

terry_bee ...

told me of making a vortexing devise and to install it in the fuel supply
line...so I did...it did improve the performance.

I also measured the operating temps of the fuel line.

To further proof my theory the aether was entering the vented gas cap.

I put alumium tape over the vent of the gas cap.

The performance went back to as before.

I do not have that installed on my system today.

It did prove to me the vortexing tube did have cause and effect and where the entry point could be controlled.

Have you considered that?

That is a very small hole and a very good example that a small amount goes a long way.

The importance of that little vent hole is VERY IMPORTANT.

To those who are duplicating my system.

Rob, Nathan, and myself, have noticed that when gas gauge is 1/2 or so the gas guage will actually show an illusion of increase of volume.

The excitation results in hot gases but not explosive at the gas tank.

As the measurements of temps... the fuel line will get colder the closer it gets to the carb.

Smokey stating that saturation is colder temps make this very valid.

The operating temps of the gas line and the coolant in the radiator do not vary...do not have much difference...

The correlation...radiator caps are spring loaded...and so another entry point is established

I also put a rigid sealed radiator cap... sealed it with aluminum... that I had to make...and that affected the operating temps of the radiator coolant.

As much as Alex S has stated that the core of the radiator is absorbing the surrounding energies...which it may well do...I proofed that the entry point was also valid.

I use the standard radiator caps bought at parts stores in my system.

So any leak points will create an opening for the energies to find.

Thus the PCV controlled... so that when this occurs it becomes a part of the final mixing inside the intake manifold.

The operating temps of the coolant I have experienced at 120 (and below) degrees F do not allow the expansion and contraction that is normal...the coolant becomes more saturated as the rpm's increase.

That established 2 entry points, to my satisfaction, that can be manipulated relatively easy.

The incoming air has to be affected by all the frequencies generated under hood.

The EFI and all those vaccum lines etc etc etc will cause unstable reactions in so many places I lost count.

The vaccum line to the brake booster from the intake manifold is all that is needed.

Now, get this...if the coolant temps are at 100 (or lower)degrees...circulating

through the coils inside the cabin area...the air conditioning unit is not needed.

The entire industry is thus eliminated in the automotive world. No need for all that regulation.

No need for all that freon and such crap...no high pressure pumps needed...that rob power

Leaving the estashblished Air conditioning coils in place throughly flushed cleaned and routing these line to the radiator and pumping that to the cabin works remarkably well.

This will also increase the power potential generated of the ICE

And yet you seem want to use up my time with your specualtions???

get a freaking grip on reality.

That modification alone will justify any and all 'Total costs' to you and the earth's atmospheric conditions and raw minerals.

Do you get the BIGGER PICTURE ???

You want to try and count the millions I will put out of work as this system is duplicated?

Implemented anywhere.

The changes to cultures around the planet are beyond imagination.

That is the true scope of "THE HULL EFFECT"...in real terms.

This is not rantings or ravings of a man that cannot produce the repeated cause and effects...nothing to illusion.

I DECIDED THAT IT IS TIME FOR THE CHANGES TO OCCUR.

I ALONE MADE THAT CHOICE.

IT WAS MINE TO MAKE...ME AND GOD.

Yes, I am doing a calling out...this can be done in months... not years...not decades...

Best to you,
Robert W Hull

April 22 post#26116 (part post)

Also Daniel what Robert is referin to about the vortex stuff.....is making the fuel/air/Water...whatever travel through a pipe in a twisting manner.....easiest way of doing that is coiling some wire up around a form.....then puting that coiled up wire into the pipe(or tube) making sure its a neat fit inside said pipe (or tube).

It certainly does something to whatever I've put through pipe.....water/air or gas (as in natural gas. Anyhow thats it.....Terry

April 23 post#26123 (part post)

I mean, in your previous post, you mentioned a tank vent at the fill point. But before that, you said the vapour line was turned off after start up. So how does having a vent to the atmosphere work at this point in the system??? Does it mean the petrol, as it relaxes from it's journey to the carby and back, soaks up the eather? (a part of the system which I am not clear on also, as I have not read how this part works, you have merely eluded to the fact that there is a return line from the delivery line, and I have gleaned that this may be from the middle point of the fuel bowl??).

If that is the case, then a canister in the return line, without tapping the fuel bowl, that allows a lot more atmosphere in, via a large bore, loose spring, one way valve, as well as the excess vapours from the carby, then spins the fuel, and drops it via gravity, (as the flow is small), back to the tank, would be a far more efficient and productive method of enriching the fuel with eather, would it not?? This can could be the size of a current in line fuel filter, with the membrane removed.

It would also remove the possibillity of an explosion due to gas tank vapours being open to the atmosphere when the car is standing on a hot day, unless there is a one way valve on this vent??.

This is just an example of the types of solutions to matters that I am capable of, that others simply don't see. I have tried many times over to benefit from this ability, only to be shit upon time after time.

I do not want your defecation, so if that is all you have to give, I say no thanks.

Daniel.

Oh, and unless you meant it, as a play on words, "perimeters" is spelled parameters. They are two different words.

April 24 post#26197

Hello Smokey,

I was not aware of the many forums you are involved with.

I do respect the huge overview you have provided.

Making the title OIL CELL only focused the frequencies to another location.

David L demonstrated the cause and effect when placed side by side.

James G offered that increasing the amplitudes to increase power.

That is wrong.

The propagation rate is all that increases.

The amplitudes of the fan speed adjustment make the constant frequencies for the plasma generation.

The light bulb switch side provides the milliamps to power the spark pulses.

Is it really totally necessary all the time? I do not know.

That occurs after the field strength comes up and a toggle switch installed in the "power to the coil line is shut off".

Adjusting the two switches...my is set to low on the fan side.

The light bulb part is set at differing points to hear the best sound out the exhaust.

Using less fuel pressure from factory specs will allow the plasma condition to be maintained at all times.

The loss of amperages that normally operate the coil is no longer needed.

Is any frequencies jumping across that toggle switch? I do not know.

Is it necessary to reverse the polarities to the coil at that point, I do not know if it is necessary.

This is the ground work that has duplication.

The many questions that will arise from all this will some day be answered.

I am sure that some technical aspects will keep it fine tuned that declare it has to use some form of computer program to maintain.

That is not the truth...it can be done manually.

This has to be learned as the solar flares and magnetic poles shifting will affect the computers breadboard circuits.

It is my speculation that the magnetic field that is created using this technique will reflect much of the unwanted solar radiation that exists today.

Do I know that for certain....absolutely not.

Best to you,

Robert

April 27 post# 15820 (in JOESCELL2 yahoo group)

Hello Everyone:

I am Nathan, moderator of the JoesCell2 group and for those of you that would like to see Robert Hull expunged from this group I am here to tell you Robert

Hull will stay on this group because I think he has earned it! Robert deserves to have a voice on this group. Robert has at his own risk contributed his knowledge to help us all better understand this orgone energy we have come to know as the JoesCell free energy device. Robert adds a certain element of life experiences and expertise we all lack. Robert Hull has unmatched experience and knowledge in specific fields I am not sure if Robert wants me to list his entire history here. However, Robert was one of the few persons who actually witnessed the Joseph Papp "Papp" engine in operation. Robert has an uncanny way of weaving through the bull shit and getting to the bottom of things...aka the "Hull Effect"... Robert's years of contributions to the joescell2 group has earned him a place in history on this group as well as in the world energy game. I have worked closely with Robert for over three years on the "Hull Effect." I am not a physicist nor do I claim to be one but, I know a few things most people don't...and I have used the "Hull Effect" on my vehicles and had tremendous results. I have also used the Joes cell technology as well on my vehicles and you know what both work and in my opinion...when Joe talks about **moving the dizzy over to get to the sweet spot... What is the sweet spot? The sweet spot is when the I.C.E. becomes charged...all of it...the oil...the crankshaft...the cam...the water in the cooling system...hmmm what charges all these components? The charged water in the Joescell does it. What happens when you spin a magnet? I have been told it generates electricity...what is spinning and what is charged? the crankshaft if it is charged and if it spins...now you have a dc magneto...self generating electricity...all you need to do is keep the engine cool and keep the coil plugged in...what temp? let's say under a 100°F. Heat is a maggy fields enemy. Run the engine cool and the maggy field will grow...but you gotta charge it first.**

If you place a glass of water next to a charging vat that is full of charged water...that one glass of water within 24 hrs becomes charged as well...then when you freeze that glass of water spikes will grow out of the top of the ice at certain angles or degrees? lol...these angles depict the degree of charge...Remember Joe speaking of the degrees of charge...a 90 degree spike of the coil and what about all the other degrees? 360' or infinite? Well the **"Hull Effect" will charge the I.C.E. very quickly.** The Joes cell is an electrolytic capacitor/ orgone accumulator that creates a charged environment and frequency the I.C.E. loves and **when you tune the I.C.E. just right it will run like the wind**...same holds with the "Hull Effect" it does the same thing just a little more efficiently...**cold plasma!** Try it you might enjoy the subtle differences between the cell and the hull platform or maybe try both at the same time? Joe said **after the joescell is taken off it takes two weeks for the engine's dizzy to be put back in the original spot ...Joe says then it's not the gas coming from the cell that is doing the work...it is the charged engine components that takes two weeks to disipate.** Same experience I had using the "Hull Effect"...after disconnecting the pos battery from the oil it took about

two weeks for the normal engine noise and my fuel economy to come back to normal in my cummins diesel.

Robert has risked it all just like some of the greats...Joe has had his and his kids lives threatened...Peter has been threatened by the Aussie cia & big oil...Thanks to Peter for having BALLS of STEEL to keep the site up and running so we can all have a voice and can all learn something from each other! thanks to our forefathers...Nikola Tesla...Bill Willaims...Stefan Nystrom...Arie M. DeGeus...Wilhelm Reich...Stan Meyer...Diesel...Walter and Lao Russell...Paul Pantone...William S. Burroughs...and all the rest of the great minds we are following.

It's all about our Grand Children here and their Grand Children as Peter Steven's has put it most eloquently.

So, I ask all you gentlemen to put your ego's aside and work together and learn from one another and help one another!

There is more than one way to skin a Cat!

Best regards to all!

Nathan

