

WR 050708
"SUPER SOAKER"

Kim, this is a diagram of the simplest design I can construct.

You will notice it uses only a "ONE STAGE" regenerator tank.

Kim, understand what I am saying here carefully. My claim is that if we mix gas and a dense liquid together dynamically. Not just to shove air from a hot and cold chamber as a liquid displacement Stirling engine does (can be found on internet at many sights, friend built one, but I was unable to see it before he left Oklahoma)

Kim, this is "NOT" a Stirling engine, I repeat this is not a Stirling engine!(it would help you to familiarize yourself with the liquid displacement Stirling engine first)

For a significant duration of the power generation cycle, only a fluid connects the right and left hand chambers.

I call this the "SQUIRT GUN" or "SUPER SOAKER" type Clem engine.

That is because the hot chamber has a pressure bubble (white) above the cooking oil (yellow) and gas mixture.

This effect can be dramatically demonstrated by inserting through a rubber stopper, a thick soda straw at the top of a 2 liter soda bottle 3/4 full of tap water. The straw is "BELOW" the water's surface, not above it! A demonstrator then blows into the straw pressure bubbles and then allows the pressure in the bottle to force liquid high into the air above the 2 liter soda bottle.

This concept is so simple it requires no pressure valves. Instead Kim, as the air bubble drops on the single stage liquid pressurization chamber, it will "DYNAMICALLY VENT"! This causes pressure equalization between the pressure chamber and turbine chamber. Now the higher level of liquid in the turbine chamber finds equilibrium with the pressure chamber and once more "RE-SEALS" the flow pipe bottom from the pressure chamber.

The turbine has a natural "DOWNWARD" angle from which the oil is sprayed. In this device the entire torque converter housing "ROTATES"!!!!

This forces large quantities of dissolved air into the turbine chambers base. That air and cooking oil mixture will only flow into the pressure chamber by gravity when there is no back pressure on the "ONE WAY" ball valve at the bottom of the two chambers.

Kim, this is a common feature of the liquid displacement Stirling engine, which in fact uses marbles to seal the one way pump inlet and outlet.

I believe that it is a "UNIQUE" arrangement of cooking oil and air that causes a natural compression of air bubbles in the working fluid.

Kim, think of all of those tiny air bubbles as being tiny springs, held in check by liquid pressure and density. As they reach the pressure chamber side they come out of solution and heat up!

On the rotating turbine sprayer side they are cold, since all of the cooking oil entering the turbine has passed through a radiator or cooling chamber.

This gives us, "DEFINABLE" thermodynamics! This is not a toy, the chambers can be up to 10 feet tall and deliver anywhere from 35 to 3500 PSI liquid. A 2 foot tall chamber is claimed to generate 250 horsepower with a cut off torque converter. However Kim, that may require "MULTIPLE" pressure chamber stages (seven total), to achieve that horsepower level!

I am building this as a model for instruction only, therefore the pressure chamber is no larger than a grapefruit juice can.

You will notice at the top of the turbine chamber is a small sealed chamber bar magnet attached to a drive shaft. (again I must emphasize this design rotates the entire cut off torque converter housing!)

The purpose of this bar magnet is two fold, one it is used to "START" the Clem engine by holding a "SECOND" bar magnet and motor above it. This is based on the well known "MAGNETIC MIXER TECHNIQUE" used in Chemistry labs everywhere.

Two, the bar magnet can be used with an induction loop to remove energy from the now running Clem engine.

The reason I prefer this method of "MAGNETIC ISOLATION" on a demonstration size Clem engine, is to prevent oil and pressurized air from leaving an otherwise sealed system through a poorly made bearing.....

Kim, that can be a real problem on Stirling engines, they tend to leak air above their displacement shaft as it rises and falls.(the displacement shaft is connected to a flywheel above the Stirling engine.)

Now, would it be better to simply use a "PRE-SET" air valve between the pressure chamber and turbine chamber???

Yes Kim, it would. However in this arrangement the over pressure line (shown by a dashed purple line in the pressure chamber) will send the excess vented air through the turbine. This conserves energy, but may not be a workable solution.

I am building it both ways of course.

Kim, the reason I am doing this is to produce a "MODEL" Clem engine for lecture hall demonstrations, not a practical car engine as Clem once tested on the highway.

I must keep it as "SIMPLE" and "REPRODUCIBLE" as possible for that purpose.

It must be of a small size and limited power output. It must not generate any dangerous pressure levels while being demonstrated!

Yes, Kim I believe the pressure chamber could be "STAGED" with up to 7 additional chambers.

This would increase the ultimate working pressure on the "CONVERTER" turbine(Clem's own words).

Kim, my primary interest in researching this is "NOT" to build another heat engine. (The patent files have "THOUSANDS" of listings for heat engines)

The concept of boiling water and sending it into a turbine (Mercury too) is "WELL KNOWN". The water is then condensed and sent back to the boiler through a pump. That concept is well documented and hundreds of years old by now.

Therefore Kim, what I am testing is the value of submerging air bubbles in a dense liquid!!! (such as cooking oil shown in the diagram in yellow)

Does that allow us to do something thermodynamically that will not occur in a water and steam combination?

If so, my theory is that a mixture of "COOKING OIL AND AIR" is highly unstable. It is sensitive to "ANY AND ALL" vibrations from the environment.

Kim, imagine a large tank on the back of a pickup truck half full of oil and air, being shaken as you drive down the highway. It would almost have to build up pressure and be of use as a source of motive energy in a car engine.

As usual no one is testing this effect.

I can almost see a "GIANT" bottle of soda strapped onto the back of pick up truck and running the engine as it drives around a test track!

We of course are "ONLY" interested in a device with the ability to re-fill or regenerate its pressure chamber with new liquid!

The concept of powering a model car with a compressed gas and liquid storage bottle (no combustion) has "ALREADY" become a purchasable toy on the market.

We are after a device that self re-generates its pressure bottle, not a "ONE-USE" only gimmicky toy.

That is a "VERY DIFFERENT" system. The liquid and pressurized gas model car I am referring to, "SOON" runs out of energy and must be re-filled after each use!

Kim, I have worked on that free energy well pump for a very long time, You have those drawings. The one where a BPS gas valve vents every 30 seconds as water is pumped out of a rocking tank.

The "PRIMARY" difference between the drawing in this letter and the "TEXAS ROCKING WATER PUMP", is that unlike the rocking water pump with the BPS valve combination, this Clem engine prototype operates in a "CLOSED LOOP"

The oil is re-circulated over and over again. The confined air is never allowed to leave the system!

Kim, Clem may have pre-charged his air tank with high pressure air.

No, that would not produce more energy! The system would rapidly reach internal equilibrium without thermodynamic input to the working fluid.

What I am saying, is that by pre-charging with compressed air his turbine chamber and pressure chamber, he might increase the temperature at which the cooking oil would become a gas! He has stated over and over, he does not "WANT" the cooking oil to become a vapor or boil into a gas and that is why he does not use water as his working fluid.

I know all of this is confusing.

I am used to "COMPLETE" thermodynamic explanations and diagrams of heat engines in my engineering texts.

We are forced to do this without any additional information from Clem's daughter. Kim, we are "LUCKY" to have any information at all from her, she is very afraid of the government or corporations out to suppress her deceased father's cooking oil based car engine.

I will update you on my "MODEL" Clem engine experiments.

Kim, there are hundreds of devices in use today that could be a basis for a working Clem engine: The oil diffusion pump, the water aspiration vacuum pump, endless compressed air and liquid model cars and rockets, model steam engines such as the 2000 year old Hero "WIND BALL", bubble chambers, patented asphalt distribution tanks and sprayers, compressed air bubble driven shallow well pumps.

Therefore, we have a wealth of additional data to draw from. Is it enough with what we know about the Clem engine to reproduce one???

No, not at this time. I am forced to make "FAR TOO MANY ASSUMPTIONS" about the Clem engine.

Kim, I "KNOW" it was a legitimate breakthrough in heat engine technology.

Since we can not assume Clem's daughter will be any more forthcoming in information. We must experiment on small model engines.

So, that is what I am attempting to do. Let's keep in mind that "ANY DAY" now Clem's daughter might release additional information through Keelynet. I for one will not wait for that event.

We must work on this today, "NOW", or be left behind.

It is "STILL" possible the Clem engine consumed its 8 gallon charge of cooking oil far short of its 150,000 mile predicted distance, before an oil re-fill was needed.

There are so many unanswered questions about poor Clem and his cooking oil based car engine. I assure you I remember in the 70's during the oil crisis seeing a man pour cooking oil at grocery store into the side of his car and drive away in a human interest "NEWS SPOT". I have do not know if that man being filmed was Clem. As an engineering

student, I assumed the cooking oil he poured in, was being combusted as if a regular engine fuel. I had no idea it was being re-cycled over and over again inside the engine.

I will make one finale statement then. Kim, if his cooking oil based car engine was "SO WORTHLESS". Then why all of the cloak and dagger from his daughter, why all of the secrecy and physical violence he was exposed to.

If his cooking oil based engine was fundamentally flawed, why not allow its re-lease and testing by an independent lab, so all of these "FREE ENERGY" and "VIOLATES THE LAWS OF THERMODYNAMICS" rumors can be permanently silenced on the internet. It is a well established fact that heat can only flow from a hot reservoir to a cold one. However we know that road "VIBRATION" might be a hidden source of energy available to the Clem engine and make it "ONLY APPEAR" to an untrained observer to be violating physical laws of thermodynamics as they apply to perpetual motion.

NOTHING MAKES SENSE HERE after 35 years of waiting, what possible gain is there in waiting any longer for his daughter. If she dies from natural causes while still holding the secrets of the Clem engine. Who will release the rest of the data to the public?

Kim, she did say she has someone in mind to reproduce her father's notes on the Clem cooking oil based heat engine.

That was "YEARS AGO" I believe.

He must have finished it by now. Once again my friend, the Clem engine may be in the hands of some greedy corporation or those two criminals sent to jail for fraud.

That is why am working on this now, not later. Something very sinister is going on in regards to the Clem engine, that is "ALL" I really know at this time.

GOOD LUCK ON YOUR FABRICATION EFFORT FOR YOUR
ENDOTHERMIC REACTOR KIM AND AS ALWAYS I WILL SEND YOU
ANY DATA I COME ACROSS IN MY EXPERIMENTS OR ON THE
WEB.....Mr.Bailey.