

## Introducing the design for an **optimally-efficient living engine**:

Mankind's Greatest Automotive Engine Design uses Gasoline, most any combustion fuel or Air plus Steam, released on 02-20-2008 by [Woodrow Riley](#).

[As I mentioned in my last pdf file](#), using too much crude oil + other combustion engine fuels is a powerful reason for the world's droughts getting so strong and common place. Since there are a lot of people making fortunes with crude oil gasoline, hydrogen, natural gas and many other inferior pollution-causing (life-, ocean- & world-destroying) fuels, it occurs to me they might decide to stop me from giving you this system so here it is: **200+ miles per gallon, yours; it always was yours from before Creation even began.**

I will try to make this explanation step-by-step simple to reveal an engine to you that is SUV-strong and backhoe powerful, an engine like a beast [as I promised last week](#), really truly **like a real beast having a real heart, having valves that flap**, shoving liquid in one direction in a circular path to move the body. This is why this is one of "God's Engines", that it is patterned after one of God's most beautiful, and powerful ~and powerful-quick~ animals. **All engine cylinders fire at the same time.** This multiplies the power of the engine.

Imagine a doughnut-shaped engine like a round turbocharger. The engine cylinders are angle-arranged around the edge and the doughnut-shaped engine is sitting vertical on its edge, up front where engines today also sit. **The vanes inside the turbocharger-like engine are fluid-driven.** When the cylinders all fire together they push fluid that drives the engine. (So there is no crankshaft like today's combustion engines.)

**All pistons being pushed at one time makes a magnification of power**; so if the engine is made with 4 cylinders there would be a 400% increase in engine power, 6 cylinders would be a 600% increase & so on **above today's combustion engines.** By increasing the engine's raw power this way you can stop using 4-stroke engines and return back to using a 2-stroke engine, like earlier motorcycle or lawnmower engines. A 2-stroke system eliminates 2 strokes, **doubling today's combustion engines from an efficiency from 26% to 50+% or more.** An engine jacket contains the fluid around the cylinders, making it a liquid-cooled engine. Added together producing a vehicle drivetrain system that is an **1100% increase over present vehicles = extremely high mpg and less CO2 pollution.**

This constitutes the design for a living engine patterned after a living animal's circulatory system. It should idle at 100-150 rpm's like a crouching tiger, conserving energy til energy is needed.

The fluid is pushed by a ram block (using the standard connecting arms, just pushing the block rather than the crankshaft that is no longer used with this engine). Each of these blocks has one or more trap doors (flaps) so that when the cylinder fires => **the flaps close and push the fluid but when the piston returns the flaps open and allow the fluid to travel onto the pushed side of the blocks.** This creates an engine that suction-reloads itself per stroke just like an animal's circulatory system.

(2)

So each power stroke pushes fluid and **on return allows fluid to pass through the block "trap door-like" flaps**, then it does another power stroke, and so on. As the fluid pushes the vanes only so far there needs to be slots cut in the back side for the fluid to escape back around in a circular path to return back to the blocks (and through the blocks) as the blocks are returning upstroke back to "grab" another gulp of the fluid.

The front wheels are the 1st & 2nd gear power-pulling wheels, just like a deer in the woods for having really fast jumps and power leap takeoffs, while a direct-drive back to the rear wheels is for **high-efficiency interstate travel probably exceeding 200 miles per gallon**. Ever watch the action of a Swiss watch?: a multi-slope timing disk is used to same-time push all pistons back to firing position. Gasoline can run this engine but ~lacking the return compression~ it needs compressed air added just before the fuel, unless using compressed air & steam which delivers its own compression: **enginewow**.

**A remarkable engine design many do not want you to have.**

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That's the engine. Gearing and transmissions will have to be worked out in R & D for each weight-class of vehicle. I would have liked to have worked on it more but my circumstances did not allow, so we will pass the football and see who catches it.

Efforts to obtain funding has been difficult because of health problems plus 3 angina episodes in 2008 so far. I first approached the California governor's office several years ago with the basic **enginewow** engine, before completing the engine system as with this document about 7-8 months ago. Then I wrote Governor Granholm of Michigan for Detroit automakers to build last year. Several years ago I applied for a loan from Wachovia Bank, plus have in the past several months of 2007-2008 attempted to open a working dialogue with Wachovia.

Apparently they all have some sort of personal problem as they all turned down my offer of a new engine. At the present moment **Wachovia Bank** has decided to take legal action against me is my best understanding. I tried to close the account since it was obvious they had no interest in any funding of this remarkable engine; they refused to close the account so some few charges drifted in, incurring additional Fees.

**I heard someone say ideas die in Washington DC but I got news for you.  
Ideas die wherever they run into a closed (banker's) mind.  
And many times it just takes a God to  
open their eyes.**

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More info:

<http://www.newpath4.com/imitationenergy.htm>