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GLOBAL POWERTRAIN CONGRESS

FORD CONFERENCE CENTER, DEARBORN, MICHIGAN

ADVANCED POWERPLANTS & VEHICLES SESSION
Chairman : Prof. Herber Kabza, University of ULM (Germany)

White Paper on

Quantum Parallel: The Saint-Hilaire "Quasiturbine" As The Basis For a Simultaneous Paradigm Shift In Vehicle Propulsion Systems

http://quasiturbine.promci.qc.ca/Presse/Quantum0312Typo.pdf

An entry into the "Post Piston Engine Era" for Optimum Efficiency and Environmental Benefits

by Myron D. Stokes
Publisher, eMOTION! REPORTS.com
www.emotionreports.com

OPENING REMARKS

Thank you Prof. Kabza (Session Chairman).

I'm here today because of 3 reasons:

1. **My Father, scientist and inventor Rufus Stokes, who, owing to his work developing advanced air pollution control technology, has been included in the DOE's listing of energy pioneers dating back to the 17th century beginning with Newton, and inclusive of Tesla, Otto and Einstein, our family is honored and grateful for this;**
2. **Dr. Gilles Saint-Hilaire, a Thermo-nuclear physicist and holder of Quasiturbine technology patents (www.quasiturbine.com), and…**
3. **THE ENVIRONMENT**

I was drawn to the work of Dr. Saint-Hilaire and his team over 18 months ago, when I realized there were similarities in vision and in the ultimate application of his and my father's respective and revolutionary technologies.

Both incorporate near-perpetual flow operational characteristics bordering on the ideals of long-postulated perpetual motion concepts. For example, my Father's patented system, designated the APC-100, achieved near 100% elimination of harmful particulates and gases; Dr. Saint-Hilaire's achieves, theoretically, near 100% combustibility of any fuel it burns, whether gasoline, methanol or hydrogen.

My Dad died before he saw the utilization by industry and society at large of his proven technology, which was not limited by design or configuration. And now, in 2004, 36 years since his first patent was issued, there is an even more urgent need to develop and implement on a grand scale such environmentally friendly approaches. Our disturbing future, as so impactfully demonstrated in the recent NATIONAL GEOGRAPHIC analysis "Global Warning", will not be put on hold simply because we don't want to offend the research direction sensibilities of our peers and colleagues.

The unprecedented, and multiple occurrence destructive forces of nature recently visited on Florida and the Caribbean reveal, unquestionably, I think, that the time for indecision, delay, denial, and rigid adherence to the status quo relative to planetary responsibility is over.

As Publisher of eMOTION! REPORTS.com, an automotive/aerospace industries research and analysis site targeting professionals within the academic, media, corporate and government sectors, and an entity that has created an environment wherein White Papers and other scholarly research can be presented to a broadened, yet still defined audience, we have as a core mission the perpetuation and continued viability of the US industrial base and the mitigation of global supply chain vulnerabilities.

We are also cognizant of the fact that globalization, now a solidly entrenched fact of our existence, is not the enemy; it is, rather, the lack of managing it. Conversely, globalization, improperly managed, can bring about the demise of companies, if not countries. And so, here we are gathered at this conference with the profound potential to SHAPE the near, mid and long-term environmental future of our planet.

QUASITURBINE just may be one of those shaping technologies, since it could indeed provide the basis for a paradigm shift in vehicle propulsion methodologies. Transportation, of course, is inextricably linked to environmental concerns.

On screen are the 10 areas we will discuss in part or in full today in accordance with allotted time. A complete copy of this presentation will be available from our site and that of Dr. Saint-Hilaire. We have also included an imbedded Q&A session based on queries from several engineer and researcher colleagues. Feel free to contact Gilles or myself at any time with follow-up questions.

INTRODUCTION

In a nutshell, and borrowing from an early abstract, the Quasiturbine engine is at the crossroads of the three main modern engines. It is inspired by the TURBINE, it perfects the PISTON, and it improves upon the WANKEL. Engine performance puts forth the challenge of the best possible use of time and space. The Quasiturbine theory optimizes the use of time by eliminating dead times; reallocating time among the different engine strokes – in the best tradition of improved systemic efficiency with a corresponding reduction of waste – and replacing the progressive torque impulses with impulse plateaus. This theory concurrently takes advantage of space by adopting multi-functional and homo-kinetic engine components which are indispensable at all times during rotation, and demands continuous flow at the engine's intake and exhaust. The Quasiturbine simultaneously is a theory on engine optimization and is an apparatus (device) which perfectly reifies this theory. The name Quasiturbine, meaning almost turbine, comes from the fact that the instantaneous engine torque is almost constant, as is found in conventional turbines. This concept results from research aimed at making a hybrid piston-turbine engine; having a static center of mass or gravity during rotation resulting in ZERO VIBRATION.

Data within the next slide will expand on this.

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