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Six More Months of Tests for Ogle Gas Saver System

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There will be at least six more months of tests and evaluations from state and federal governments before the revolutionary Ogle gas-saving vaporization system will be placed on the market, a spokesman for the Advanced Systems Company of Seattle, Wash., told the *Journal* this week.

The spokesman pointed out that in no way meant that there were additional provisions required, or that the system was held up for reasons of feasibility — or that it had been checked.

Tom Ogle, personally, had managed here, the system would be ready for marketing by January or February, but the company explained that Ogle's role now was to share the system in possession of all the pertinent facts and testing problems and that only official announcements would be made by the company.

John Ceryle, Advanced Systems spokesman, was not available, but an



Tom Ogle during test last year.

executive in engineering who wished not to be named explained the situation to the *Journal*, stating there was a company rule that any official announcement concerning any facet of the system would come only from Ceryle.

The rule was made, he said, because federal laws, as well as others in many states, required precise tests and presentations before a product could be marketed. All were strict and time consuming, but it was the only way to go.

The spokesman said that there was no assurance such tests would be completed within six months, but only that it would take a least that long to finish the work they are now engaged in to satisfy the various governmental agencies that the system would do what they claim it will.

So revolutionary a system demands even more complicated test and

procedures than would a less exotic fuel system, which was tested by Ogle about two years ago to produce more than 100 miles to a gallon of gas with a 350-hp gasoline engine, and Advanced Systems tests are reported to be running in the neighborhood of 60 miles per gallon.

The mileage test between Ogle's demonstration run to Denning and return is due to compacting the system and working out variations so that it can be driven by any type of driver with complete safety.

Ogle's car had a 3/4-inch cast-iron hardened shell tank in the rear that was under so much pressure it became fractured during operation. Later this pressurized part was moved forward to the engine, reduced and made of aluminum, with two chambers for superheated gas and another for oxygen intake and mixture with the vaporized fuel. •

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By Irving Wallace,
David Wallechinsky and Amy Wallace

Tom Ogle's Mysterious Black Box

It might have been the greatest invention of the 20th century—a device that allowed a car to get 100 miles to a gallon of gas.

In 1977, Tom Ogle drove an old Ford more than 200 miles on 2 gallons of gas. The car had no fuel pump or carburetor; gasoline fumes were fed directly into the combustion chamber by a black box atop the engine. The 20-year-old mechanic said that his engine not only saved gas but also reduced emissions almost completely, eliminated engine wear and even cleaned the spark plugs as it ran.

Skeptics insisted that Ogle must have hidden a reserve fuel supply somewhere in the car. Others were convinced his device worked. Ogle admitted his system still had flaws but said all he needed to perfect it was money—lots of it. Wealthy investors began financing his research, and a Seattle company paid him a huge sum for the rights to whatever he might develop.

Ogle promised to construct a fleet of Oglemobiles. But, unaccustomed to wealth, he neglected his work while allegedly running through \$1 million drinking and gambling. Heavily in debt, beset by lawsuits and personal

problems, he died of an alcohol and drug overdose in 1981.

The company that had bought the rights to Ogle's invention labored over it for three years before abandoning his concept. Its engineers could make the device work only under well-controlled lab conditions.

—*Idea submitted by James W. Blair, Cincinnati, Ohio*

Tom Ogle works on his miracle motor

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