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The Joe Cell

An alternative energy source instead of petrol or batteries on which to run your car engine giving ZERO pollution and almost entirely FREE running cost. Will also provide your home with all it's energy requirements based on a car engine + generator etc.

New additional information on the Car which runs on extremely cheap compressed air. To bottom of page.

[New additional page giving simplified drawings and fabricator details 25 APR 2000 printable for obtaining quotes for construction.](#)

Updated Caution 2JUL2K. see orange entry. (important information especially for UK experimenter's)

HOW TO RUN YOUR CAR ON ZERO-POINT ENERGY

by Barry Hilton 1998

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During 1996 I was given a home-made videotape featuring an Australian researcher who claimed to have run a car without petrol, using a device that appeared to produce either Hydrogen or Brown's gas from water. As I was interested in recent developments in America on point-of-application production of gas as a fuel source (energy cell), I followed up on this interesting phenomenon with a paper summarizing what I had seen.

Eventually a copy fell into the hands of the inventor. I then received a call from him, explaining that some of my assumptions had been incorrect. He then offered to visit me in Melbourne to put things right. I was thrilled by the opportunity of gaining some first-hand information about

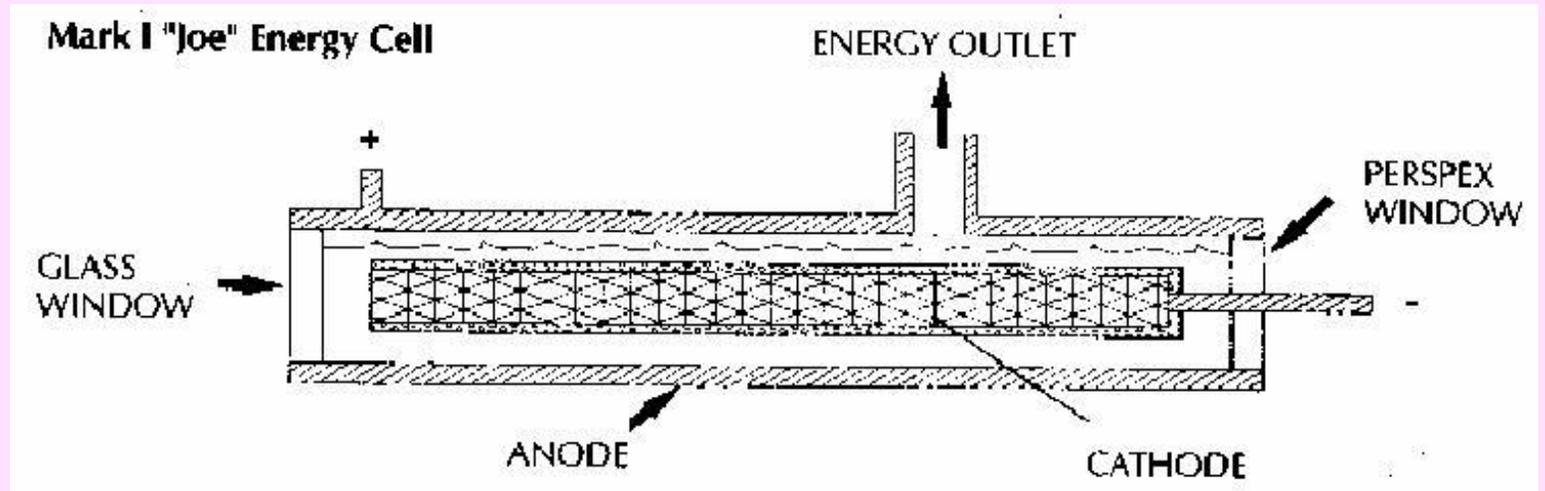
discoveries and the possibility of filling in the missing blanks. He did not disappoint me.

THE MARK I ENERGY CELL

Joe "X" first became interested in trying to provide an alternative fuel system in about 1991. He got the idea of running his car on steam produced by a closed stainless steel cylinder containing a perforated cylinder element.

He thought that if he connected a 12-volt battery with one terminal to the outer cylinder (+) and the other terminal to the center tube (-), the water would boil and he could draw off the steam from the outlet in the cell and feed it into the inlet manifold to run the car.

The cell was about 4 inches in diameter (100mm) and about 3 feet long (870mm), being made out of a stainless steel tube (from an old milking machine) with screw caps on either end. On one end was a clear glass window (for observing the milk flow in the pipe). On the other end, Joe fitted a circular piece of Perspex (Plexiglas) through which he fitted a terminal for the inside stainless steel perforated element. This element was about 3.5 inches (87mm) in diameter and about 2 feet long (600mm). The element was perforated with 8mm diamond-shaped holes at 12mm centers. An outlet pipe was already fitted approximately two-thirds of the way along the outer cylinder. He intended to use it to take off the steam.



On 9 October 1991, on the front lawn of his home, Joe set up the entire arrangement on a pair of wooden trestles at the front of the car. He connected a half-inch clear plastic hose from the outlet pipe of the cell to the carburetor preheating device on the car, thinking that this device provided a gas supply to the inlet manifold. The car used was a Rover V8 3500 SDI with a fully sealed all-aluminum motor. The carburetor was a twin Zenith single-barrel arrangement, similar to the SU carby.

On connecting a separate 12-volt battery to the cell, he noticed through the observation windows

that the cell was full of white bubbles with a white vapor coming from the surface of the water, which he assumed steam. He then started the car on petrol as usual. After running the car on idle for a short time, he disconnected the petrol supply and the car continued to idle, even after the float bowl had emptied. However the engine did not run smoothly so Joe advanced the timing by approx. 80 degrees to bring the motor back to a normal, smooth idle. He let the car run for some time, thinking that it was running on steam, before he disconnected the battery to the cell to stop the engine. To his amazement the car continued to idle, even though he had disconnected the cell from the power supply! Only when he turned off the ignition key was he able to stop the engine. He found that he could start the car via the starter motor without petrol and without connecting the cell to the battery!

Some readers may have realized by now that the preheating device makes no gas connection into the inlet manifold. In fact, it goes nowhere except to the outer casing of the carburetor housing.

What Joe has discovered here sets the mind boggling. This means that no explosive gas is supplied by the fuel cell to the manifold at all. The only gas entering the engine is plain air. Because this engine runs without mixing any conventionally known fuel with the air entering the carburetor, its fuel must be derived from a different source. Either Joe was controlling the engine by mind over matter, or he had unwittingly devised a means of tapping raw energy to supply the motive power. Joe makes no claims of extrasensory power, and is as baffled by the phenomenon as those who have witnessed it. He has no idea why it works; he only knows that it does.

To date, he has successfully converted at least 14 vehicles (one of them, a record breaking dragster). None of the vehicles had direct fuel-flow connection to the input manifold, with the exception of a Leyland which was fitted with the Mark II cell.

It would seem that Joe has tapped into some form of zero point-energy. (Zero-point energy is created by the differences in the 'flouoroplasmic density' of the energy continuum or either.) Whether or not the energy or gas transmitted to the engine block via the plastic hose in some way chemically changed the air entering the manifold into an explosive mixture is still uncertain. If this is the case, then nitrogen is probably the most likely element to have been affected in combination with oxygen and carbon residue to form an implosive/explosive mixture similar to nitroglycerine. What appears to occur within the engine cylinders is either implosion, explosion or both. However this is just pure speculation.

Joe later modified his Mark I cell. He found that a smaller unit was just as efficient as the longer one and was also easier to fit in the car. He reduced its length to approx. 18 inches (435mm) and fitted it into the Rover, either in the boot or on the floor next to the driver.

He later drove this car, fitted with the cell, from his home in Northern New South Wales to Melbourne, Victoria, and back. This is an achievement that is so remarkable it is almost

unbelievable. He also went on a five day trip to Toowoomba, Queensland, and back to his home in NSW without any trouble driving the car on his water cell. However there was a small problem, Joe said, that if the cell was left over night it would discharge and require recharging by connecting the 12-volt battery for approx. 3 minutes before it could be used to drive the vehicle. Joe also found that the clear plastic hose connecting the carburetor was unsuitable. This will be discussed in the next section.

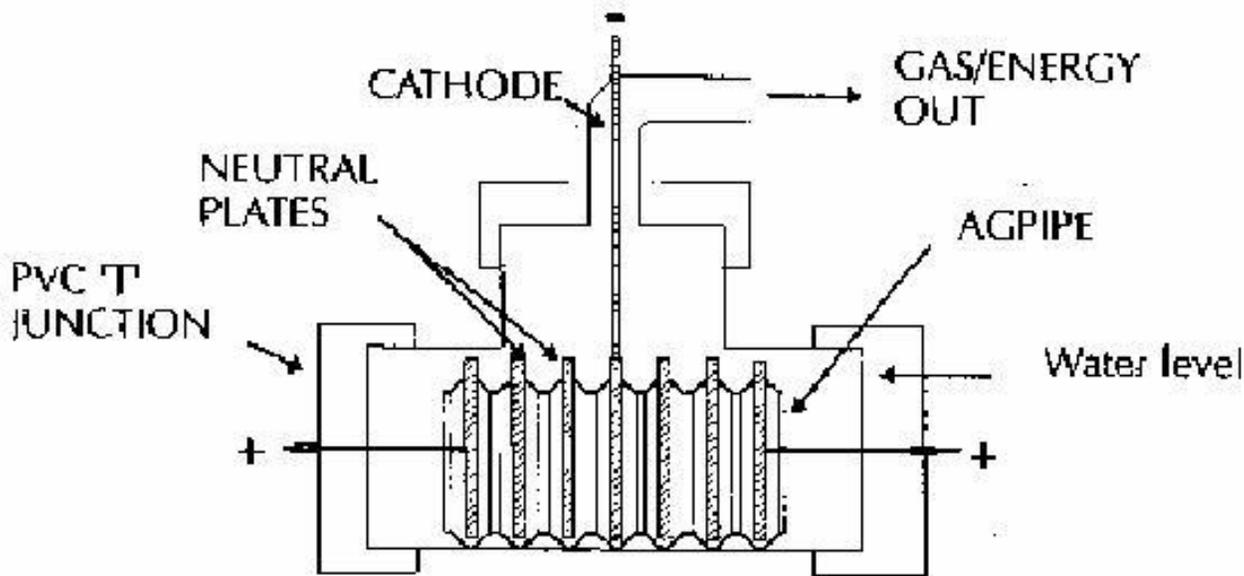
The Rover, having an all aluminum motor, normally has it's timing set to 0 degrees before TDC (top dead center), but when running entirely on the Joe Cell it required an advance of 80 degrees. Joe pointed out that each type of motor required different timing settings. It may also be necessary to cut back on the idle screw settings to prevent over revving. This engine Joe said showed no signs of pollution nor exhaust emissions of any kind. During the time the car was used with the Cell, the temperature gauge never moved off zero. The motor was cold, the exhaust was cold and the radiator was cold.

With Joe's permission, Prof. Ron Davis (now deceased) of Newcastle University carried out extensive research on the Rover and Joe's Cell design. He solved the discharge problem by installing a 1.5 volt DC battery to the Cell when not in use (with negative to earth and positive to the Cell casing). Joe found that no power was drawn from the battery as a result of the connection. He also recounted that the vehicle received a tremendous boost in power when the 1.5 volt battery was connected for a few seconds across the Cell whilst the vehicle was being road tested. Joe's latest design does not discharge if left over night, so the small DC battery is no longer needed.

THE MARK II ENERGY CELL

Joe's next cell was radically different from his Mark I cell, in that the Mark II cell used seven flat circular plates in a row. These stainless steel plates, approx 2mm thick and 100mm diameter, were packed into a short length of PVC agpipe. About one-third of it's radius was removed to allow the gas to escape from above the plates. The entire assembly was then placed inside a PVC 120mm diameter 'T' junction, with one plate positioned in each corrugation, giving a cell spacing of approx 8mm. Both ends of the straight through section were sealed off with end caps. The stainless steel plates on both outside positions were positively charged, whilst the center plate was negatively charged. The two intermediate plates on either side had no electrical connections, Joe called these 'neutral plates'.

Mark II "Joe" Energy Cell



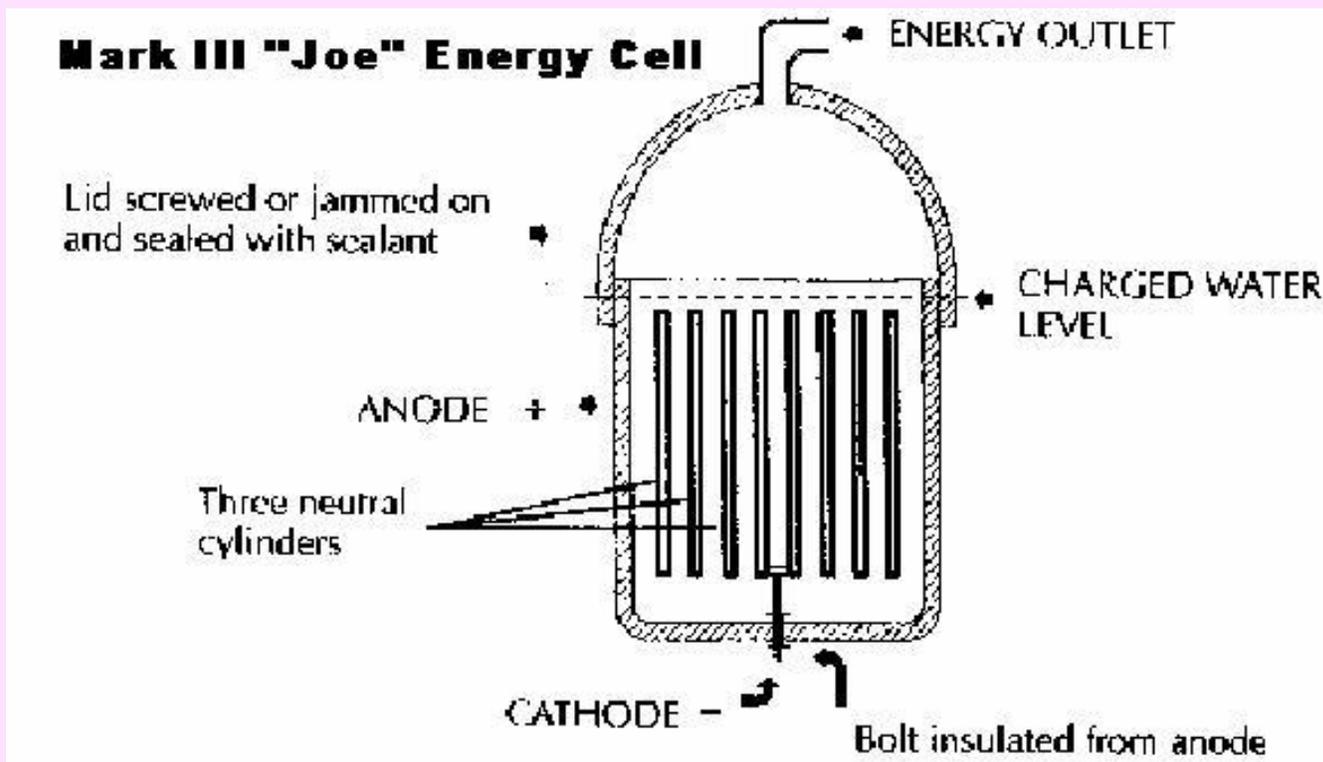
By a process of experimentation, Joe showed that less amperage was required to charge a cell with neutral plates than one without, yet gas production seemed much improved. Joe discovered the optimum performance was achieved by a cell with two neutral plates on either side of the cathode, and two anode plates on the outside of the set. Joe explained that he tested the cell in a Leyland P76 V8 which has an all aluminum motor. Unlike the Rover, this engine is not hemispherically sealed. In this connection, Joe fitted the output hose from the cell directly into the carburetor via the tappet cover vacuum fitting under the carby.

The Mark II cell in this engine performed very badly. On a test drive to Lismore in 1992, Joe discovered the PVC cap (through which the gas/energy passed) would bulge outward in excess of 1", and whilst decelerating the cap would return to its normal shape. But due to the extra gas/energy contained within the cell under pressure, motor acceleration could not be accurately controlled. Joe assumes that when acceleration is applied to draw more gas/energy from the cell under inlet manifold vacuum, a chain reaction is activated within the cell, giving more gas/energy and providing an excess of pressure within the cell. Upon deceleration the cell is again subjected to electrostatic surface tension. The excess gas/energy stored within the cell is therefore transferred to the input manifold due to the high buildup of pressure within the cell. As a result, car speeds cannot be regulated efficiently. Joe concluded that both the casing of the cell and the gas/energy transfer pipe needed to be of rigid, robust material to prevent the danger of explosion of the cell.

THE MARK III ENERGY CELL

This consists of 4 concentric cylinders in a thick container all of stainless steel with the cathode connection made through the bottom of the cell (and insulated from it) which seemed to increase

output power 2 fold. The central cylinder was 1" diameter (8" high), then 3 neutral cylinders of 2", 3" and 4" of exact height of the cathode, the outer casing formed the anode (3mm stainless). The top of the anode casing needs to be conical or domed to direct the gas/energy to the outlet at the top. Clearance above and below the internal set should not be less than 1". The gap from the outer neutral to the casing can be half an inch to 2". The cylinders should be separated with pure rubber stoppers used in chemical laboratory experiments (as acid bottle-stoppers) without a hole, these prevent pitting of the plates and shorting due to residue build up. Joe recommends a separate water charging vat to that used in the car as sediment formed on the surface will short out the cell. The flat of the rubbers, rather than the rounded part, should be against the cylinders which prevents sediment being trapped. Three insulators are inserted around the top and the same at the bottom, mounted 5mm in. Cut the rubbers slightly over size to hold the assembly in place to withstand car vibration. Make sure that all of the cylinders sit flat on a level surface without any protruding, or the cell efficiency will be reduced. Cut a slot into 3 more rubbers to support the assembly under the outer neutral cylinder. The Cathode terminal bolt with nuts, if fitted correctly, will also give support but must be insulated from the outer cylinder with an insulating sleeve and washers each side of the hole and sealed with *white* marine-grade Sikaflex. All material used should be Grade 316 stainless steel with NO magnetic attraction (do not use neodymium magnet) or Compass needle deflection.



Connection should be made to a sealed blank fitting on the carburetor housing via a 19mm diameter aluminum pipe (which does not corrode as other material does) with a 4" long good quality rubber hose fitting at the carby end without a clip or sealing compound. The pipe is screwed to the cell, metal to metal. The cell and piping should be well insulated from all car parts

and body etc. (with suitable rubber grommets) to prevent discharge problems which can be severe and troublesome.

The transfer tube carries a positively charged energy field to the motor and it is most important that the cell is NOT located near any other field generators such as the distributor coil, cut-out points, alternator, electrical circuitry or high tension leads. If the cell is located in the boot the complete length of the pipe should be insulated with a plastic tubing sheath.

By a process of experimentation Joe found that a two-neutral plate system worked just as well as a three neutral plate system and maybe better. However, the two neutral plate system required that the water first be charged in another cell for it to work effectively. By pre-charging the water he was able to carry out the process much more efficiently than if he used the actual car cell to effect the charging process. It is for this reason that Joe uses only two neutral plates in his most recent car cells.

Joe has successfully converted a large number of vehicles such as Fords and Holdens over the years.

ADDITIONAL DETAILS and 2 excellent 2 hour video's can be obtained at reasonable cost from NuTech 2000, PO Box 255, Ivanhoe, Vic. 3079, Australia

This WEB site <http://www.nutech2000.com.au> Email nutech@arc.net.au , payment by Credit card.

MORE INFORMATION AND VIDEO STILLS

http://www.tinmantech.com/html/faq_stainless_working_joe-c.html

<http://www.joecell.com>

Making a Joe cell for your own experimentation is encouraged in order to further the technology and give the experimenter savings on fuel. As the cell produces hydrogen and oxygen gas together then breathing the fumes can be detrimental to your lungs therefore charge your cell outdoors and stand upwind and of course do not use naked lights. Readers should also note that it may be illegal to run a car on public roads in some countries when powered by the Cell instead of petrol or diesel (I have been advised by the Police in the UK that this is the case), running a home generator using the Joe Cell is not in contravention of any laws unless excessive noise becomes a nuisance, but there are simple solutions to this noise problem ie; the engine can be underground and the exhaust directed into a long shallow trench with wire net over plus turf.

Added 5th Feb 2000

Note; I see the Joe Cell as a solution to Global warming/pollution caused by the use of petrol cars, normal national grid power generation, use of piped/bottled gas home heating and is a real alternative to battery driven vehicles requiring little conversion cost to a normal petrol powered car.

New additional page giving simplified drawings and fabricator details 25APR2K
<http://www.colsweb.com/constdraw.htm> printable for obtaining quotes for construction.

Zero Running Cost, Pollution Free Home Energy

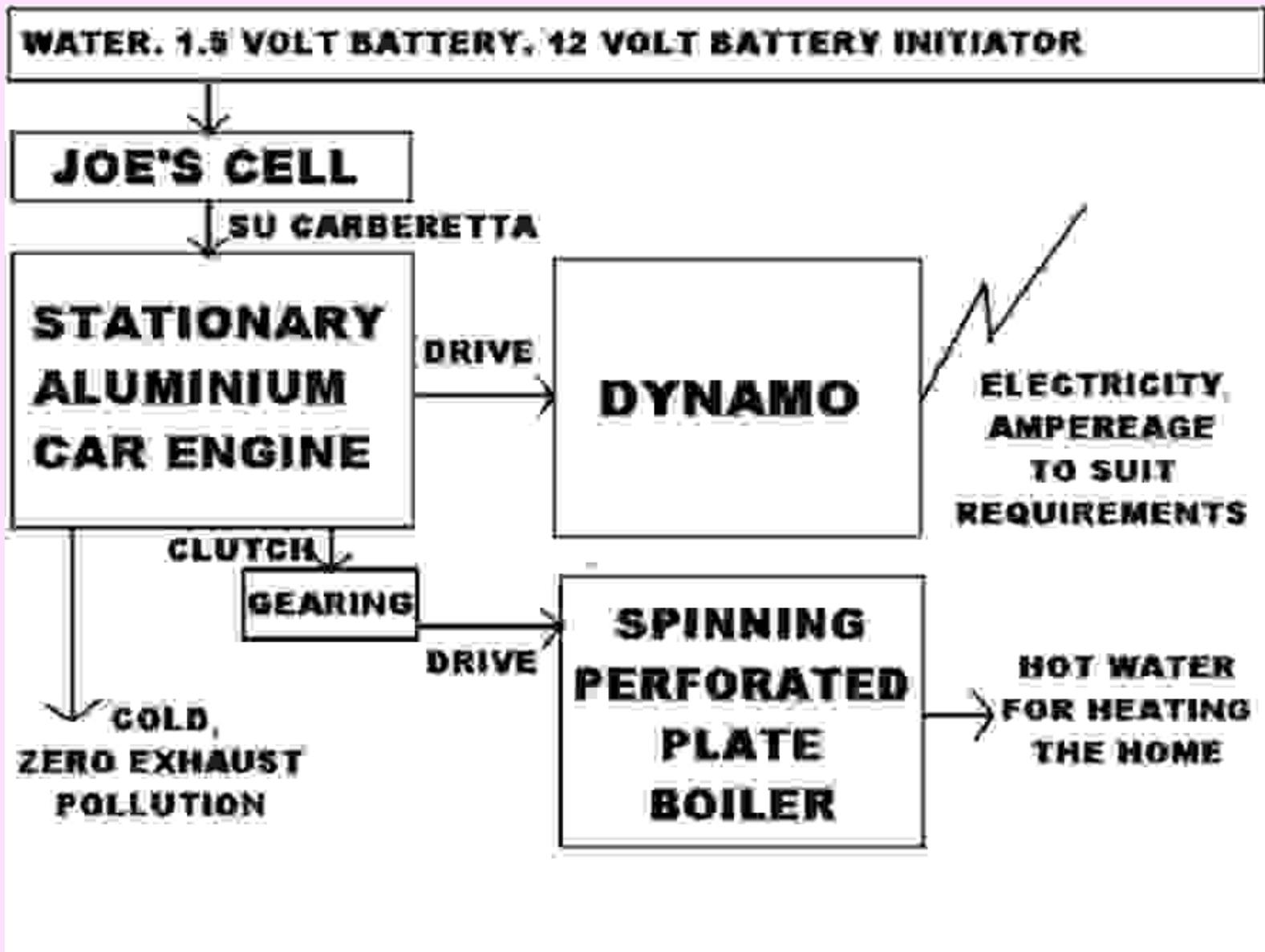
Reserves of oil and natural gas (piped gas) are not as great as generally believed therefore cost of gas (petrol) piped gas and electricity will spiral.

Global warming continues threatening life on the planet. This is caused by man pumping Carbon Dioxide pollution into the atmosphere from; Cars, National grid power generation, use of oil and piped gas heating etc..

'FORD' (car manufacturer) in USA is vastly increasing research into alternative's to gas (petrol).

Car exhaust (with or without Catalytic Converter), Heating (of home,office,factory etc.), National grid Electricity and burning of piped gas or oil all contribute to pollute Planet Earth and it's Atmosphere and increase Global Warming threatening or/and altering life here.

Proposal for free self sufficient home energy and heating with ZERO pollution;



Note; spinning perforated plate boiler is normally driven by an electric motor and is in use in the USA/Canada.

The above will run on next to nothing and will supply all a home's electricity and heating requirements. Electricity and piped Gas normal supplies would NOT be required to the home (work out the savings YOU could make and compare with the cost of making the above).

Not only can a vast saving be made but also you could increase your home heating, car mile-age and your use of home electricity, for next to nothing in running cost with the added benefit of zero pollution and preservation of the Earth's natural resource's together with preservation of the ozone layer.

NOTE; The above proposal has been achieved and run, for months now, in Australia (with the exception of the spinning perforated plate boiler). i.e.. electricity production only, enough electricity for a Farm's requirements including the Farmhouse.

The project is under way written by a Joe Cell experimenter

July 1999. After having the parts of a MKIII Joe Cell made by a local light engineering firm I assembled it using acid resistant synthetic rubbers. Rain water was added and using a large 12 volt battery charger I tried to initiate gas production but failed. I tried sterilized water and failed, I added a little lemon juice to lower the Ph and failed with both water types.

Success. I then tried tap water, expecting to fail again, but did produce a little gas (Joe uses unpolluted 'young' brook water from as close to the source of the stream as possible with a Ph of 6.3 slightly acid). I then added a little lemon juice to lower the Ph to approx 6.3 and after 5 minutes I achieved copious gas and bubbles (I had the lid off to see) which I lit with a match and received a violent bang (it is NOT recommended to do this because the explosion 'kills' the cell and you have to throw away the water and refill with new and recharge it from the start. Also the metal parts of the cell can be altered chemically and need re-setting using a jolt of high amperage current across them individually, which means taking the whole cell apart to do it). I was an extreme sceptic but became a believer in the technology and enthusiastically extolled on what could be done and the possible vast savings etc. The cell was producing hydrogen and oxygen gas which is mainly implosive. The explosion pulled on my eardrums rather than pushed.

The temperature of the water in the cell only increased approximately 1 degree Celsius therefore the bubbles could not have been steam or boiling.

I noticed residue in the water toward the bottom of the cell (using a battery torch) which was brown in color. It is recommended that after charging the water that it is strained into a glass vessel, the cell disassembled, cleaned, re-assembled and the water returned all within 1 hour (longer than this and the water will have lost it's charge) to avoid residue build up on the rubbers and consequent shorting between the elements.

The viscosity of the water was greatly increased and the volume reduced from normal, despite the volume of the very fine (like a mist) and course bubbles it contained. I wondered if I was producing 'heavy water'? One of the properties of 'heavy water' in addition to it being 11 percent denser than ordinary water and to it having a split oxygen/hydrogen molecular bond is that it also has electrically charged hydrogen and hydroxyl ions. Is it these that travel through the aluminum of the engine? Ordinary steel engines are said not to work too well with the cell (probably due to the density of the molecules, aluminum is very much less denser than steel).

Having seeded (or charged) the cell I left it unattended. After 2 weeks I opened the lid on the cell

which revealed an extreme very great growth of fungus. This in my opinion proved that the cell had in fact been seeded very well indeed and offered an ideal medium for the growth of life forms which otherwise would not grow at all.

NEW JAN 2000. With details very kindly supplied by Mr R Bell I have managed to contact the makers of the Spinning Perforated disk water heater. It is in actual fact called a Hydrosonic Pump, website <http://www.hydrodynamics.com>

Tech updates and other fuel saving technology

NEW JAN 2000. Apparently the cell can reduce output when passing under or near high tension electric power lines in which case battery power has to be added in the region of up to 10 amperes maximum until the dead spot is passed. Also some cells (if not all) are said to leak energy and require a very small battery charge across them to prevent this.

Website selling a product using similar principals but different technique and lower efficiency <http://www.geet.com> (take a look). This technology uses a mechanical method of producing a very high magnetic field coupled with a pre combustion chamber working at very high temperatures to split the fuel. It can be used with water as a source fuel but the makers will not give you this technology due to fear of Oil Producer reprisals. Includes free plans for a fuel saving mower adaptation. I have found information indicating this to be EXTREMELY dangerous (one fatality already in USA. It blew him and the neighbourhood to bits and threw debris 300 yards). The Joe Cell is far safer because there is no direct connection into the fuel line and it does not rely on combustion recycling.

Up and coming new technology. Also check out the new Australian Pulse Combustor, it saves 60% on fuel <http://www.sciencedaily.com/releases/1999/11/991111164503.htm> (take a look). I also consider this technology extremely dangerous for the same reasons as the geet above, ie: combustion recycling and probable explosion.

Update 26OCT 2K. The Car which runs on very cheap compressed air.



This is probably the answer to all our dreams of pollution free travel, home electricity and heating at very cheap running cost.

The e.Volution prototype car by Helen Brown's Company shown at Expo 2000 in Johannesburg South Africa will travel for 200 km for only 30 cents, running on compressed air from tanks under the car. Weight 740kg, range 10 hours at 80km/hr on one filling taking 4 hours by electrical air compressor or the air tanks can be swapped within 3 minutes. Factories will be making it in Mexico, Spain, France and South Africa and it will be on the showroom floors for sale at approx \$10000 by year 2002.

Email to me re the above; I think that this car will ultimately be powered by cryogenic liquid air heated by ambient temperature, since this is the highest 'compression' standard for air. We may even use this concept in a hybrid car, together with a methane fuel engine which creates waste energy which can be used to vaporize liquid cryogenic air for the compressed air engine. Just one more potentially successful hybrid concept. Thanks very much for the information. RC

Update Email from Nutech 17 FEB 2K

GREETINGS FROM NUTECH 2000

You maybe aware of the article that has appeared in the Dec/Jan Nexus Magazine on the Joe cell. This feature is an extract, which will give you a hint of the new book on the Joe Cell. To coincide with the Nexus feature, we have released a new SPECIAL NEXUS EDITION which has added a considerable number of pages which includes more detail on HOW IT WORKS and a very detailed report by an experimenter called Bruce. I hope you enjoy the book and get around to experimenting. If you have difficulty in getting bits and pieces let me know as we have sourced all parts. We are not doing kits until we are satisfied we have the best design as several versions are still being tested.

In the mean time you will be interested to know that a unit made from sewer PVC parts. 4" tube and 2 screw end caps containing 3" x7" ss tube. 3.5" x7" and 4" x 7.25".

Acetyl spacers are used to support the inner tubes. A 2" dia carbon rod is used. I am told that if you machine thread like rings at 58 deg apex angle. The cell really comes alive. The water is the key. Try catching rain water on Black PVC. Filter it through a carbon filter. Try any sort of energiser and place in Keg cell if you have one or put straight into your car cell. You will see the white foam reaction all most immediately. The frequency may come in half an hour but will generally be full on by the next day.

You can machine a solid in aluminium with 78 deg apex and 51 deg base angles. This seems to work well but other angles may be better. Use about 200Ma to 1 amp. No More. Usually 24 Volts to 50 Volts gets it into action. }

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<http://constdraw.htm> printable for obtaining quotes for construction.

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