

# Re: This can run your car

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*Source:* <http://sci.tech--archive.net/Archive/sci.physics/2007-10/msg02038.html>

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- *From:* "Androcles" <[Engineer@xxxxxxxxxxxxxxxx](mailto:Engineer@xxxxxxxxxxxxxxxx)>
  - *Date:* Wed, 31 Oct 2007 03:31:59 GMT
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"Larry Snyder" <[lsnyder@xxxxxxxx](mailto:lsnyder@xxxxxxxx)> wrote in message  
[news:13ifqp7l29cft74@xxxxxxxxxxxxxxxxxxxxxxxx](mailto:news:13ifqp7l29cft74@xxxxxxxxxxxxxxxxxxxxxxxx)  
:  
: "Androcles" <[Engineer@xxxxxxxxxxxxxxxx](mailto:Engineer@xxxxxxxxxxxxxxxx)> wrote in message  
: [news:OyPVi.4561\\$7\\_4.789@xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx](mailto:news:OyPVi.4561$7_4.789@xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx)  
: >  
: > "Larry Snyder" <[lsnyder@xxxxxxxx](mailto:lsnyder@xxxxxxxx)> wrote in message  
: > [news:13ifarg9d2lrk99@xxxxxxxxxxxxxxxxxxxxxxxx](mailto:news:13ifarg9d2lrk99@xxxxxxxxxxxxxxxxxxxxxxxx)  
: > :  
: > : "Androcles" <[Engineer@xxxxxxxxxxxxxxxx](mailto:Engineer@xxxxxxxxxxxxxxxx)> wrote in message  
: > : [news:dkNVi.26823\\$vI1.17834@xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx](mailto:news:dkNVi.26823$vI1.17834@xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx)  
: > : >  
: > : > "Larry Snyder" <[lsnyder@xxxxxxxx](mailto:lsnyder@xxxxxxxx)> wrote in message  
: > : > [news:13if51d38oi6m37@xxxxxxxxxxxxxxxxxxxxxxxx](mailto:news:13if51d38oi6m37@xxxxxxxxxxxxxxxxxxxxxxxx)  
: > : > :  
: > : > : "Androcles" <[Engineer@xxxxxxxxxxxxxxxx](mailto:Engineer@xxxxxxxxxxxxxxxx)> wrote in message  
: > : > : [news:hZLVi.25138\\$vI1.9132@xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx](mailto:news:hZLVi.25138$vI1.9132@xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx)  
: > : > : >  
: > : > : > "Larry Snyder" <[lsnyder@xxxxxxxx](mailto:lsnyder@xxxxxxxx)> wrote in message  
: > : > : > [news:13if2ad68ough57@xxxxxxxxxxxxxxxxxxxxxxxx](mailto:news:13if2ad68ough57@xxxxxxxxxxxxxxxxxxxxxxxx)  
: > : > : > : Hi All. Check out:  
: > : > : > :  
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[http://www.pacificsites.com/~snyder/Motor/high\\_efficiency\\_power\\_conversion.htm](http://www.pacificsites.com/~snyder/Motor/high_efficiency_power_conversion.htm)  
: > : > : > : Any suggestions or comments would be appreciated. I live in  
: > : > : > : northern  
: > : > : > : california if someone would like to work with me.  
: > : > : > : Thanks in advance  
: > : > : > : Larry  
: > : > : > :  
: > : > : > : " I can't afford to make too many mistakes. "  
: > : > : > :  
: > : > : > : You just did.  
: > : > : > :  
: > : > : > :  
: > : > : > :  
: > : > : > :

Re: This can run your car

:>

[http://www.lexus.co.uk/hybrid\\_technology/index\\_gs450h\\_rx400h.asp?value01=C2704](http://www.lexus.co.uk/hybrid_technology/index_gs450h_rx400h.asp?value01=C2704)

:> :> :>

:> :> :> I live in SE England if you would not like to work with me.

:> :> :>

:> :> :

:> :> : Forgive my ignorance, but I see no connection. Perhaps you could

:> :> clarify

:> :> : this.

:> :>

:> :> You are seeking efficiency, the recovery and storage of energy

:> :> that would otherwise be lost as heat. Automobiles waste energy

:> :> by

:> :> 1) heating the interior

:> :> 2) cooling the interior

:> :> 3) heating the atmosphere via the radiator and exhaust pipe

:> :> 4) heating the brakes (and hence atmosphere)

:> :>

:> :> The expected loss is in heating the atmosphere by friction

:> :> with the windshield and surfaces, best made efficient by

:> :> streamlining as with aircraft.

:> :>

:> :> Whilst your idea is innovative it doesn't address 1),2), and 4).

:> :> Generating electricity using the electric motor (aka dynamic  
braking)

:> :> and storing it in a battery does this.

:> :> So... you gain over a conventional engine with 3), but so

:> :> does the hybrid car, you do not gain with 4).

:> :>

:> :> There may be other applications for your idea but first

:> :> you'd need to take out a patent. It's too late for that,

:> :> you've already disclosed it and it is now in the public

:> :> domain via the internet and usenet. That is your biggest

:> :> mistake.

:> :

:> : I never intended to patent this. Bush is killing

:>

:> <yawn>

:>

:> You screwed up, don't blame it on others, learn from it.

:>

:> I'm not interested in your politics, you wrote:

:>

:> 1. I would like some money. I am tired of being broke.

:> 2. I would like to be energy independent or as close as I can get. It's

:> reasonable that others want this also.

:>

:> 3. I would like some help with building. My equipment consists of a  
table

:> saw and a drill press plus some hand tools.

:>

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: > 4. I would like some help with design. I can't afford to make too many  
: > mistakes.

: >

: > Engineering isn't running a saw in a garage, it is understanding and  
: > applying physics in a cost effective way. Diesel understood Boyle's  
: > law when he designed his successful engine, Concorde was a financial  
: > disaster because it cost too much to run, yet it was a fantastic plane.  
: > Even if you build a working model, and you probably can, that doesn't  
: > make it an overnight commercial success.

: > I'm not trying to discourage you, I wish you every success, but  
: > you need to learn reality. Power a wheelchair or a bicycle with it,  
: > people will still want the luxury of power within their budget, not  
: > novelty.

: >

: Thank you. I understand. A saying comes to mind: When in Rome, do as the  
: Romans do.

: Larry

You are welcome. I hope you build it and I hope it works, because even if it doesn't you'll have learned something. I do advise that you should temper your enthusiasm with a little pessimism and that way arrive at better understanding of reality. The finest teacher is experience and the commercial world is the school of hard knocks. Don't give up, we need inventors, but think carefully about its commercial viability and whether the hybrid gasoline – electric car with its known technology would be a better proposition to the real problem you are attempting to solve with what is essentially a novelty. If you can make it a LOT cheaper and with lower maintenance costs then you have a winner, otherwise you'll lose your shirt and be very disappointed.

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