

Clean Transportation

Covering Hybrid & Electric Vehicles, Hydrogen, and Clean Transportation Fuel Technologies

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Monday, November 26, 2007

An exclusive conversation with Cyclone Power VP Wilson McQueen (Ind. Report - New Prod. & Tech.)

At ep Overviews we have been very curious about the Green Revolution Engine™ developed by Cyclone Power Technologies, so we asked Cyclone's VP of Marketing, Wilson McQueen, for the details.

According to McQueen, the ignition does not happen as it does in an internal combustion engine, (on top of the piston) but happens in an external centrifuge chamber. Ignition inside the centrifuge heats a separate working fluid (de-ionized water) which explodes into steam that pushes the piston as well as acts as a lubricant. This uniquely configured combustion chamber creates a rotating flow that facilitates complete air and fuel mixing and complete combustion so there are virtually no emissions. It offers a clean burning, highly efficient, non polluting engine that could have many applications, from smaller engines, like lawn mowers or for larger engines, trucks and even marine applications, "from weed whackers to RVs" he says.

"Our eco - combustion system could burn any fuel and in the same tank. We could burn gaseous fuels without losing horse power." McQueen says. "Right now, it is a BTU based engine. We don't care where the temperature comes from, in off-grid applications; the engine could easily burn biomass."

According to McQueen, the debate over the "best" future fuel, whether it is biodiesel, cellulosic or corn ethanol doesn't apply to their technology. Whichever one produces the best BTUs for the cost will be the winner. The engine has successfully been tested on a range of fuels, kerosene, gasoline, biodiesel, ethanol and diesel to date.

McQueen says their engine doesn't produce emissions because the fuel burns at a much lower temperature and in a continuous fashion. It does create CO₂, but if one is

burning plant material those are avoided. McQueen calls the engine a "modern day steam engine" without the associated problems of a boiler, or losses due to friction, leakage, heat radiation or incomplete expansion. The engine does not require a transmission, or an external cooling system. With their heat regenerative engine, the exhaust gases run through a heat exchanger which lowers the temperature to about 300 degrees F.

Inventor and company President, Harry Schoell has a patent issued and 14 patents pending on the Green Revolution Engine™ as well as 48 other patents pending on the engine's components. McQueen calls Schoell the "Einstein of our time". "Harry has many more ideas" McQueen said. "Harry's background is diverse. He has been a member of the steam auto club for over 40 years, and has extensive experience in designing, inventing and building unique boat hull designs and patented marine propulsion systems."

Currently, the company is in discussions with several companies in the transportation and other sectors, to license the technology for manufacture. McQueen expects that the first applications they will see will be for smaller engines, like lawn mowers. According to McQueen, gas fueled lawnmowers can produce as many environmental problems as cars do. Generators using the engine could work well on liquid fuels and provide quiet power as opposed to noisy diesel generators. The technology would appear to work well in cold weather situations. "When you start the motor, the fuel turns into a heater. Cold temperatures will not affect the engine negatively", McQueen added.

McQueen also sees the technology as replacing and supplanting gasoline powered internal combustion. "I don't see internal combustion engines in my child's future" says McQueen. "The real winners will be the people who grab the technology", McQueen added.

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