

# How to create a working GEET prototype

This document analyses GEET by breaking down the GEET system into individual technologies. I do not say the analysis is complete. Further research is needed regarding GEET. This document is but a reflection of my present thoughts and my attempt to bring any serious GEET prototyping project forward. The last chapter, '**The Superior Motor**', is not yet written. However, my superior motor will use all technologies discussed in this document. This document is my contribution to destroy The Globalists by blessing the world with much cheaper energy. Due to the urgency of world affairs, inflation, energy prices, incoming biblical stock market crash followed by an attempt to introduce central bank digital currencies, I gift this document to Humanity. However, if, due to this document, any commercial profitmaking products occur, I humbly ask for a royalty. Any one who is serious and wants to GEET partner with me is welcome. I will help and advice to the very best of my ability. This is a big opportunity so there is room for everyone and the world is in desperate need of affordable energy.

Fritjof Persson, fritjof.persson@protonmail.com, Sweden, 2023 May 19th.

## General introduction



Picture: Paul Pantone

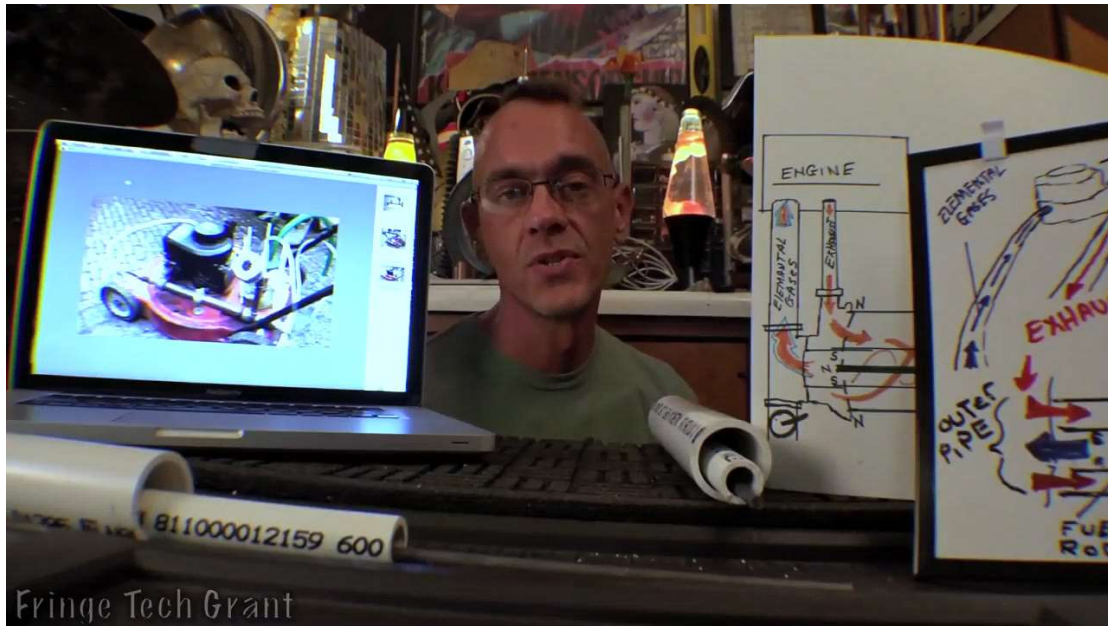
## GEET 'Paul Pantone presents his invention'

<https://webbtube.se/w/9Xxd8oSm6iABedoFiu8cos>

<https://www.brighteon.com/99236ba5-adb1-4c72-a077-c83449ffaf1d>

<https://www.bitchute.com/video/cWP4IymVSwKQ/>

<https://rumble.com/vht6nn-paul-pantone-geet.html>



Picture: Mr Grant discussing GEET.

In below video, Mr Grant presents his well researched opinion on the GEET system. Skip the introduction in Swedish and jump to 03:33 (MM:SS). My principal objection to Mr Grants presentation is that he does not seem to understand that the Rod is rotating at very high speed which is the crucial insight.

## Video 'GEET - An American View'

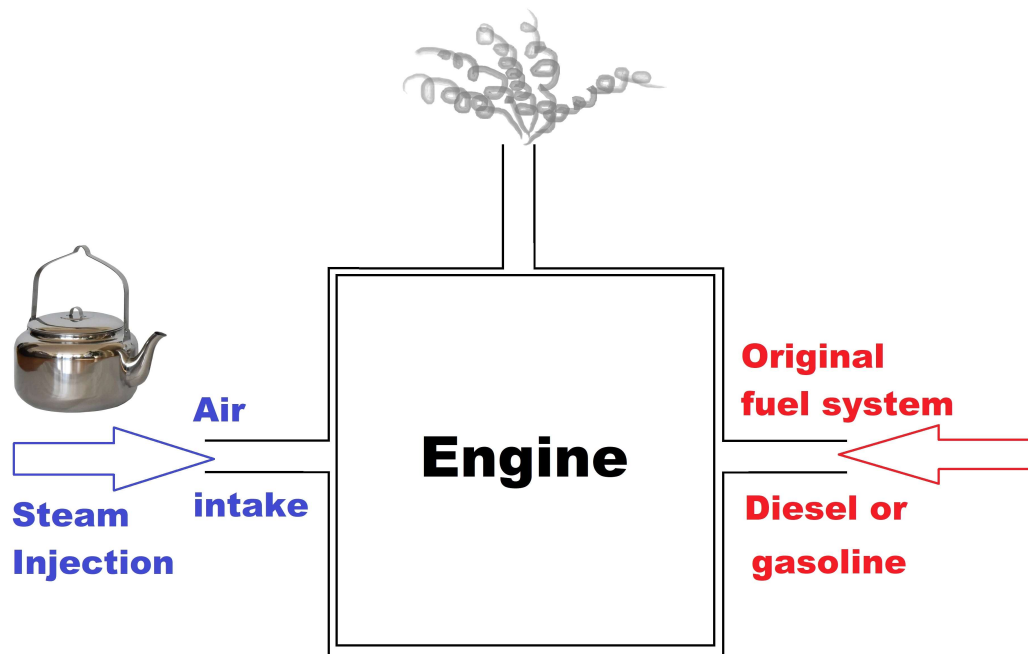
<https://rumble.com/v21vmc6-fritjof-geet-2022-dec-22.html>

<https://www.bitchute.com/video/F5LkQcCbGafp/>

<https://www.brighteon.com/77f09465-7096-4545-8b8a-765087df91f5>

<https://webbtube.se/w/pAsERjC8gsuPDEMoUWWu4u>

## The technology 'Steam injection'



Picture: Steam Injection. Steam is added through the air intake.

Steam Injection increases torque, lowers rotational speed, engine runs smoother, engine block temperature is cooler as the waters properties to receive and store energy is unique. Water enters the cylinder through the air intake as steam. When the piston compresses the cylinder, the steam will condense into hot water droplets. (Study the steam pressure temperature curve). The fuel, diesel or gasoline, fed through the engines original fuel system, ignites whereupon the water droplets immediately capture the combustion energy thus transfer into super charged steam giving the motor a steam engine characteristic. It requires huge amounts of energy to create super charged steam, hence the conversion of water into steam acts as an energy suspension: The piston will not get a Mike Tyson quick punch rather a slow push so the engine can reduce minimum revolution speed significantly, yet able to increase torque. The revolution speed upside is unchanged hence you will get a much better motor by steam injection. When the exhaust blows out, the steam carries the combustion energy, so the engine cylinder block will be much cooler.

Note:

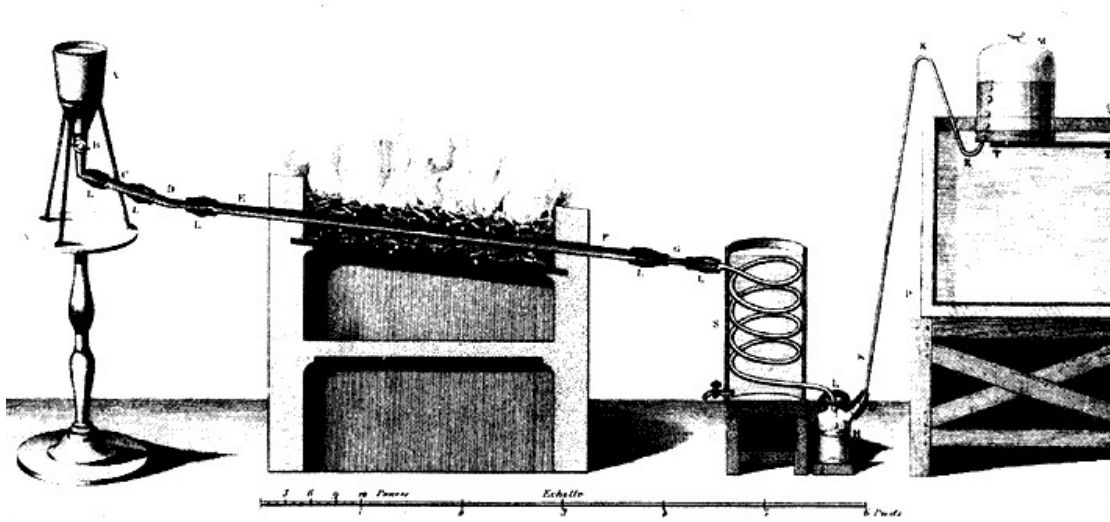
- The steam entering the engine has to be so hot it does not damage the metal inside the cylinder by exposing it to cycles of hot-cold-hot-cold-hot-cold which will, overtime, break the cylinder.
- Steam injection is a stand alone technology hence has nothing to do with GEET or Thermal Recirculation.
- Steam Injection is applicable with a gasoline or diesel engine.
- The engines fuel is either:
  - fed through the original fuel system.
  - Or, steamed through the air intake.

- The motor management (might) need adjustment.

**Steam Injection occurs naturally in a GEET system.**

## **The technology 'HHO'**

HHO is the industry slang word for breaking down water into atoms of hydrogen and oxygen, then feeding the atoms into a combustion motor with the purpose of improving the engines performance.

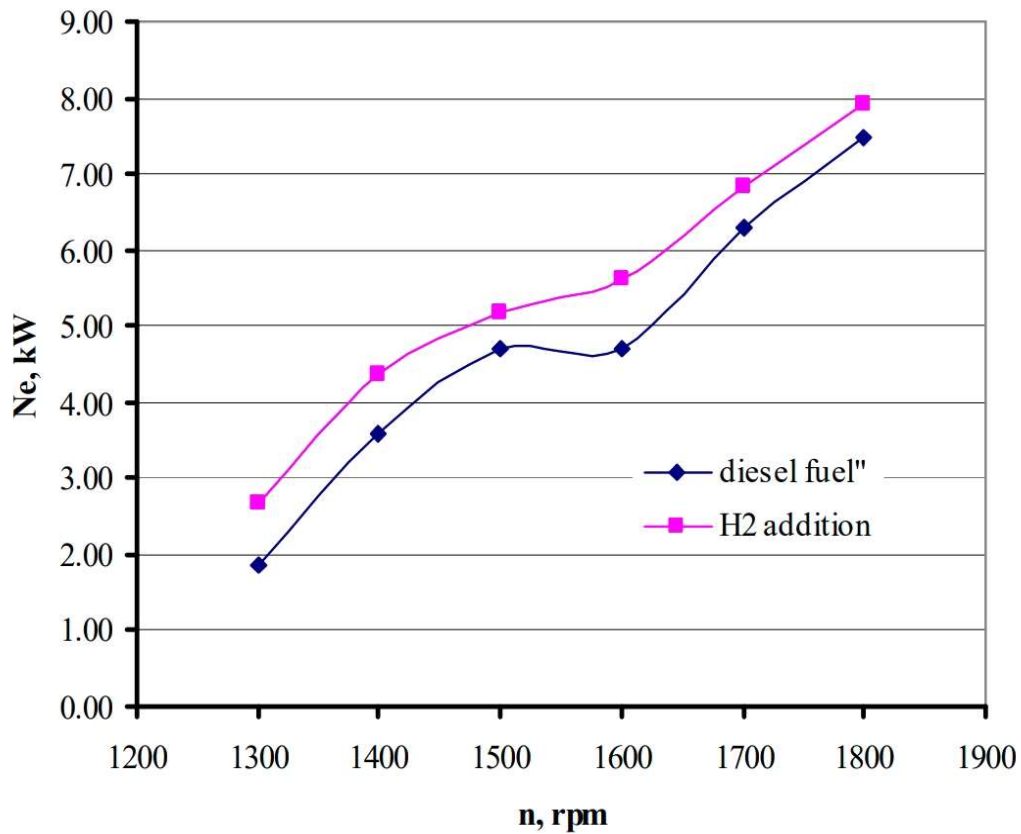


Picture: The French chemist Antoine Lavoisier (1743-1794) produced 1783 HHO by heating a musket barrel.

Mr Andreas Kalcker states:

-*"The French chemist Antoine Lavoisier separated water into HHO **in 1783.**"*

**The technology of passing water vapour through a heated barrel is applied in a GEET system.**



Picture: Performance test of a regular diesel engine running on 1) diesel or 2) diesel mixed with HHO.

The reason why HHO is improving power and gas mileage is because the hydrogen combusts extremely fast hence catalyses the combustion of regular fuel. There are many companies which offer HHO products and services. Their devices produce the HHO by standard electrical means. The HHO enter into the cylinder by the air intake.



Picture: Standard electric HHO device.

German HHO company:

<https://www.hho-generator.de/gende/knallgas-elektrolyse-zelle.htm?target=kfz-hho-zelle.htm>

#### **Video 'Comments on manufacturing HHO DRY CELLS'**

<https://www.bitchute.com/video/ePRdfKZvrWko/>

<https://rumble.com/v2kwh2s-hho-dry-cell.html>

<https://webbtube.se/w/cxQRMbZA75sA1BJ911fouU>

#### **Video 'How to manufacture a HHO device'**

<https://rumble.com/v2kwhro-hho-ume-sweden.html>

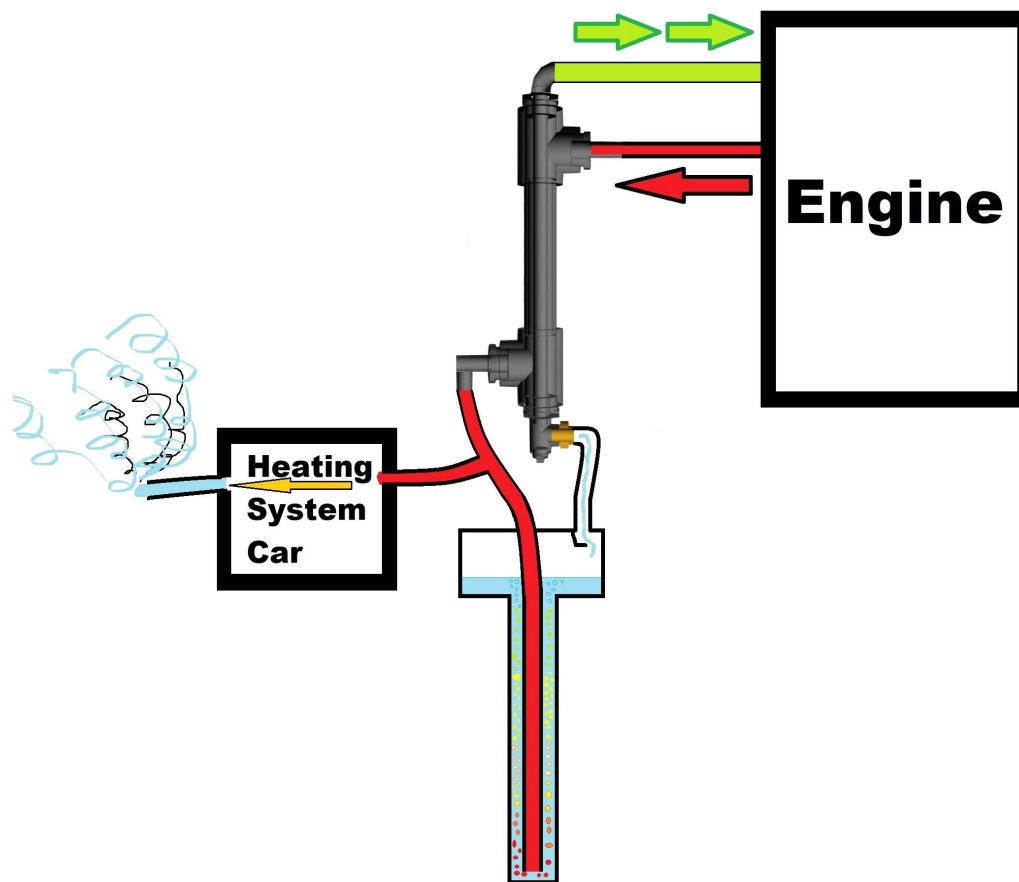
<https://www.bitchute.com/video/ChRrYdj4VnQ9/>

<https://webbtube.se/w/qkeCEJTkDLzGvKUj4UUQ99w>

<https://www.brighteon.com/c6b1db77-eef8-4cf6-9087-dc13307be508>

**HHO is used in a GEET system as produced by the hydrosol, steam cracking and rotating Rod technologies. The GEET system can also be fitted with a standard electric HHO device described in picture above.**

## The technology 'Thermal recycling'



*Picture: Thermal recirculation. The engine exhaust blows, through a heat exchanger, into a standing cylinder of water which soon will boil and on the return, the steam is further heated in the heat exchanger then into the motor through the air intake. Exhaust energy which must be leaked out to keep pressure normal is leaked out after the heat exchanger before the Bubbler is recovered by supplying the cars' heating system.*

In a combustion motor, some 50% of the fuel is wasted as it exits unused out through the exhaust pipe and the object of Thermal Recycling is to save as much of that energy by recycling it using water as the carrier of energy. Thermal recycling is a stand alone technology which is applied in the GEET concept. Thermal recycling rests upon the unique properties of water. The Principle of Thermal Recycling works as follows. The exhaust leaves the engine hot, goes into a heat exchanger as per the GEET design, then into the Bubbler which **only** contain water which will steam, then return to the engine heated further by the heat exchanger. Thermal recycling can be applied on any combustion engine.

Fuel, gasoline or diesel, is supplied by the motors original fuel system.

Note:

- The motor management might need adjustment as with Thermal Recirculation, the engine develops steam engine characteristics.
- The start is done with an empty Bubbler so the system may heat up. In freezing

temperatures, you do not want to leave water in the Bubbler when the engine is shut off. After 30-40 seconds, drops of water are added into the bubbler. Then, water is added according to the engines need. The Bubbler shall contain as little water as possible fed by a tank.

- By nature, Thermal Recycling incorporates Steam Injection. But technically, they are two separate physical topics combined into one application.
- Thermal Recycling can be done with or without Rod.
- The whole system has to be thermally insulated so no heat (energy) is lost to the environment.

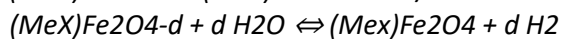
**Thermal Recirculation occurs naturally in a GEET system.**

## **The technology 'Hydrosol'**

*Mr Andreas Kalcker refers to:*

*-"Two Germans, Phd Werner Schnurnberger, Phd Holger Janßen, which are experts in 'Hydrosol' technology, commonly used by industry, which is a two step technology to split water into HHO.*

*The Hydrosol technology is a thermal partition of water into HHO which is based on selective oxidation and reduction of metaloxides. Through this two stage thermodynamic cycle which needs temperatures between +800C to +1200C, first ironoxide releases oxygen and then, the second step, through the reaction with the steam the ironoxide is recreated thus hydrogen is created.*



*By adding other metaloxides nickel, manganese, zinc, the hydrosol process is catalysed which is why all materials except the Rod and the pipe holding the Rod is to be stainless steel. "*

**Fritjof: -"Alternatively, in the Bubbler keep nickel, manganese, zinc. Any scrap metal with these alloys will do. Just grind up the metal and throw it in the Bubbler. But, then a filter is needed at the exit of the Bubbler."**

The Hydrosol technology is also used in communist EU solarpower projects which use the energy from the sun to convert water into HHO.

<https://www.gseenergy.eu/hydrosol/>

<https://cordis.europa.eu/project/id/245224/reporting>

<https://cordis.europa.eu/project/id/20030/reporting>

**The 'Hydrosol' technology should be applied in the GEET application.**



## The technology 'Steam Cracking'



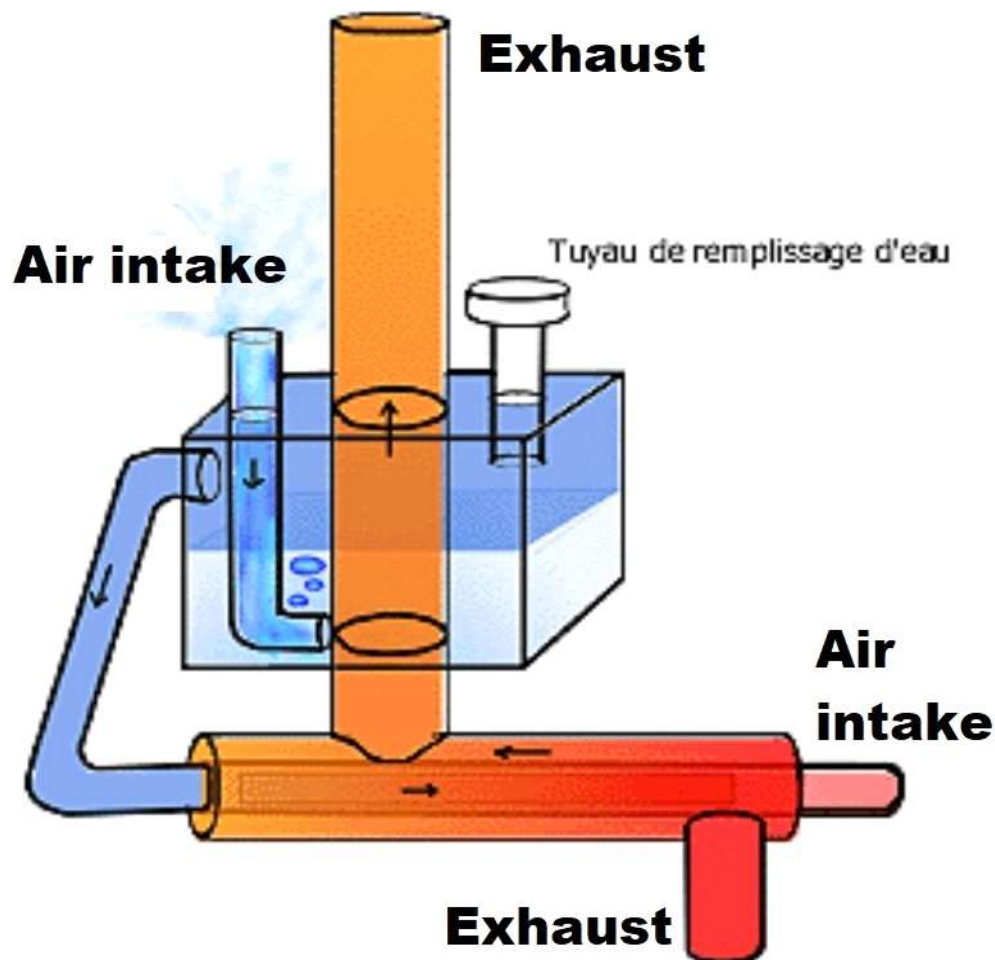
Picture: Industrial steam cracking.

Andreas Kalcker:

*"Steam cracking is a standard technology to separate crude into lighter hydro carbons and this technology is also used in the GEET application. Steam cracking is a petrochemical process in which saturated hydrocarbons are broken down into smaller, often unsaturated, hydrocarbons. It is the principal industrial method for producing the lighter alkenes (or commonly olefins), including ethene (or ethylene) and propene (or propylene). Steam cracker units are facilities in which a feedstock such as naphtha, liquefied petroleum gas (LPG), ethane, propane or butane is thermally cracked through the use of steam in steam cracking furnaces to produce lighter hydrocarbons. The propane dehydrogenation process may be accomplished through different commercial technologies. The main differences between each of them concerns the catalyst employed, design of the reactor and strategies to achieve higher conversion rates."*

**The 'Steam Cracking' technology occurs naturally in the GEET application.**

## The French Farmer - Mr Gillier Pantone



Picture: French Farmer set up.

According to Mr Andreas Kalcker, the French Farmer Mr Gillier Pantone has designed his own GEET system which sucks air through his own version of Bubbler and uses a **FIXED** Rod. Hence, the Rod does not spinn. The purpose of the **FIXED** Rod is to force the gas to swivel around the Rod enhancing the gases speed, pressure and temperature. As the Rod is physically attached to the pipe holding it, the Rod is **NOT** electrically charged. Hence, no Rotating Rod Effect. The Bubbler is filled only with water. The tractor runs with its original fuel injection system. Mr Gillier Pantone has successfully installed his invention in a Massey Ferguson tractor, run it for years **and reduced the fuel consumption from 22 liters of diesel to 5 liters of diesel and 10 liters of water per hour** with fantastic emission data. The great advantage with this system is hat it is very easy and cost effective to implemet.

His original publicly avaiable design drawings at the end of this document.

Andreas Kalcker comments:

- The longer the (fixed) Rod is, the greater the impact of the Rod. **Fritjof: -"That is true for the rotating Rod as well".**
- The greater the engine is, the more Rods must be deployed in parallel. As per Mr Gillier Pantones design, a 8 liter V8 motor should have 8-12 **(FIXED)** Rods. **Fritjof: -"A larger motor would require equally many parallelled Rotating Rods**

***and possibly, the Bubbler has to be enlarged as well? It is all about gas volume per second"***

- The 1/2" inside diameter GEET pipe has proven itself. But, the deciding issue is surface area and temperature which the gas is exposed to on its way through the GEET pipe. ***Fritjof:-"Dick Jonefeldt and I used the inside diameter of 17 millimeter for the pipe holding the Rod which did work. We tried 27 mm as well, which did not work. I assume the interval of 1/2" to 17 mm is the 'Working range' which has to do with The Rotating Rod physics***

**Mr Gillier Pantone has developed his own kind of GEET system.**

## **The German genius Mr Andreas Kalcker**



Picture: The German Andreas Kalcker.

### **Video "Water mix Engine" Geet by Andreas Kalcker"**

<https://odysee.com/@Kalcker:7/Geet-Neu-720p:5>

<https://www.bitchute.com/video/V7LNUaWLI9p/>

<https://swebbtube.se/w/tXVXKMm8JV46qcAhGZ2rkx>

<https://rumble.com/v220zro-andreas-kalcker-geet-2006.html>

<https://www.brighteon.com/3548ba97-1e71-4fa4-b0c4-2d72d93c5d27>

In the above video, Andreas Kalcker presented 2006 his GEET prototype a standard 2000 Watt gasoline four stroke power generator. **This GEET did not have a Rod**, but used the principles of Hydrosol, Steam cracking, Thermal Recirculation. The Bubbler is filled with water and gasoline. No carburetor as after the GEET, the gas is piped directly into the cylinder. Results: Much less fuel consumption, less pollution, no smoke, more torque. **The cost to convert the power generator was some 20 US\$ and then the labour.**

In the above video, Mr Kalcker stated:

- |             |   |
|-------------|---|
| 07:11       | CO exhaust went down from 2 to 0.3 (Whatever units are used?)   |
| 07:35       | Gasoline consumption reduced from <b><u>1.7 liter to 0.3 liter per hour</u></b> in order to perform 2000Watt. Water consumption not stated. |
| 08:50-10:30 | Steam Injection, Thermal Recycling  |
| 11:15-11:30 | The material cost of the modification is 20 US\$.   |

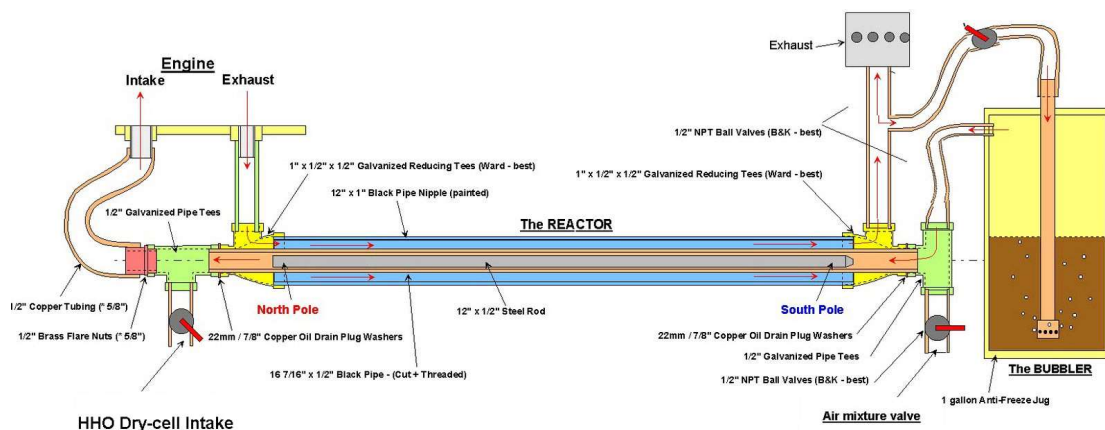
13:00-13:25 Andreas Kalcker comments the french farmer Mr Gillier Pantone whos invention has reduced the fuel consumption of his massey Fergusson tractor from original **22 liters of diesel per hour down to 5 liter of diesel and 10 liters of water per hour**. Mr Gillier Pantones drawings at the end of this document.

Andreas Kalcker comments the GEET in German at: <http://hydronica.blogspot.com/>  
Andreas Kalckers webbbpage: <https://andreaskalcker.com/>

Andreas Kalcker comments Paul Pantones GEET innovation (freely translated and summarized into English by Fritjof Persson):

*"Less fuel is needed as steam mixed with hydrocarbon partly changes into synthetic gas hence the motor runs better, cleaner and without any soot. This innovation was used by Adolf during WWII, but was after the war 'forgotten'. Through the centrifugal forces in the GEET pipe, light and heavy molecules are separated. Because of the temperature and the vacuum, the water reaches a critical temperature (**Fritjof:-"A critical energy level"**) which partly splits the water into HHO and the gasoline/diesel into synthetic gas. The hydrocarbon catalyses the combustion of the synthetic gas and the steam operates according to the principle of 'Steam Injection'.*

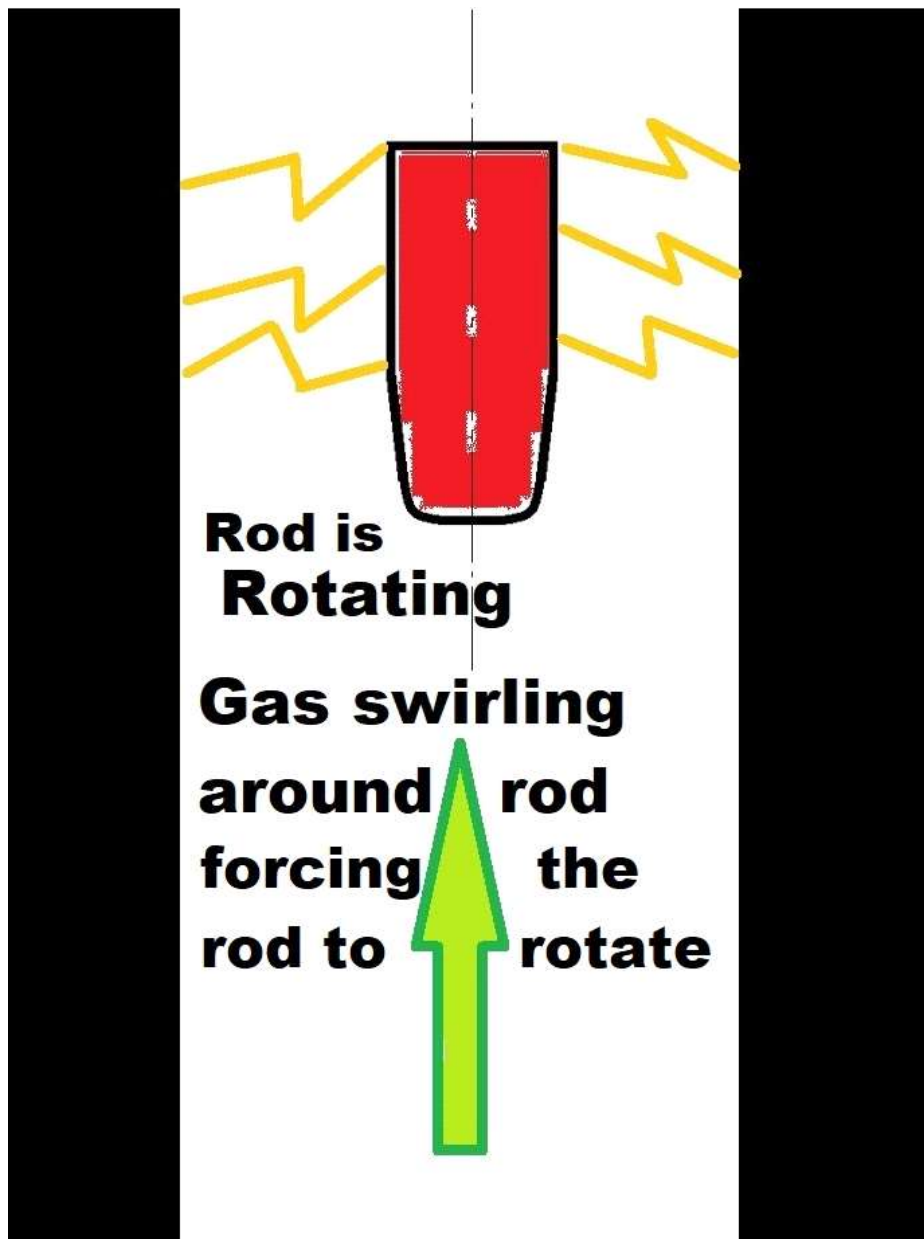
*In Paul Pantones videos, it is always pointed out "How important the Rod is and how it is magnetised. North south, The earth magnet field and bla bla bla. Well, my standard 2000 Watt gasoline four stroke power generator also runs **WITHOUT ROD**. But, the efficiency is increased with a rod as the thermal surface area is increased which means that the heat exchanger passes over its heat better to the gas and higher temperature means more hydrogen. With the Rod, an ultrasound effect also occurs. The Rod forces the gas into such a velocity that an ultrasound effect occurs." (**Fritjof:-"Dick Jonefeldt and I experienced a jet engine sound requiring ear protection with the GEET Burner."**)*



Picture: Andreas Kalckers drawing with measurements publicly available at <http://hydronica.blogspot.com/>

As it is my impression that Mr Kalcker is extremely busy and is so smart that he takes things for granted, I assume he missjudges regular peoples need for accurate and exact information? So today I assume that Mr Kalcker downloaded above picture from internet and published it without correcting its faults? Only publishing it as a principal example?

## The Rotating Rod Postulate



*Picture: Principal illustration of The Rotating Rod which discharges its electrical voltage differential to the holding pipe.*

The vapour will swirl around the rod which will first center then begin to rotate. When critical rotational speed is achieved, **The Rotating Rod Reaction** is initiated. The gas is swirling around thus rubbing on the Rod, electrically charging the Rod and at a given voltage potential, which depend on the physical distance hence the gap, electrical sparks will discharge to the inside wall pipe. I also assume magnetic forces interacting between the Rod and the pipe. (Study the interaction rotor and stator inside an electrical asynchronous motor as I see strong similarities). The water molecules approach the Rod and when passing through the gap, they are exposed by energy from:

- Electrical sparks.

- Magnetic forces.
- Pressure/Temperature/most significant gas velocity increase.

Catalysed by the:

- Ultra sound effect.
- The Hydrosol reaction.
- The principle of steam cracking.

which will tear water and/or hydrocarbon molecules apart. But, as water is free of charge, water is chosen as fuel.

Extremely important: In no way is physics or sound engineering violated rather confirmed. The GEET is simply a genius system which combines different proven and wellknown technologies so that water or hydrocarbon molecules can be separated into atoms in a very energy efficient way.

Following comment in Swedish (Translated into English by me):

*"Fritjof, according your instructions in your video "How to prove the GEET function", I did some simple Burner application tests and can verify that when the GEET is used as a Burner, the combustion occurs already inside the Rod pipe. Therefore it becomes very warm. I suppose that it is why 'Backfirings' occur? The oxygen/hydrogen mix burns with 27 000 meter per second. Interesting."*

Independent third swedish party has confirmed that The Rotating Rod effect does break water into HHO.

### **The Rod - Horizontal (long) - Vertical (short)**

The position of the Rod in vertical or horizontal are two different applications although the hardware is identical. The length of the rod has to be adjusted as per position: Vertical or Horizontal. Why? Simply because, from the view of physics, it is three completely different events when the swirling gas 1) lifts, 2) centers and 3) spins the rod. The individual action of lifting, centering and spinning requires an individual amount of energy. In the case of horizontal, as those three feats are performed simultaneously, hence in one event, more energy is required so the length of the rod has to be longer. As it is the body of the Rod which captures the energy from the swirling gas. In the case of vertical, that operation is performed in two stages. First lift, when the gas pushes on the Rods nose, then swirl around to center and spin the Rod.

If a vertical rod (short) is used in a horizontal application (which requires a long rod), no gain is achieved. If a horizontal Rod (long) is used in a vertical position, in the application of:

- Engine, in the pipe which holds the Rod, the HHO might begin to combust and use up the oxygen (from the water) hence less fuel for the engine and the pipe will heat up. The engine will run, but with less power as starved with hydrogen.
- The application Burner will not be impacted as the combustion occurs anyway inside the pipe.

Phd Theo Almeida-Murphys advice as per below table:


- Rod clearance: 0,03125" (Water)
- Vertical active length hence without the cone: 1.25"
- Horizontal active length hence without the cone : 2.5"
- The total length of the Rod was not mentioned by Phd Theo Almeida-Murphy. Just mill a nice roundish cone which extrudes say 1/3"-ish. The cone is only to funnel the vapours into the gap and should be as light hence as small as possible.
- The Phd Theo Almeida-Murphy used a shaped, hollowed out, rear. Dick and I simply cut off the Rod from the bar with 90°, sharp edges broken. We decided the balance of the Rod is more important and any manufacturing adventures are to be avoided. (An expert told me that a drill does not drill symmetrical but can sway hence create imbalance.)

## Phd Almeida-Murphy: Rod, Clearance, Position

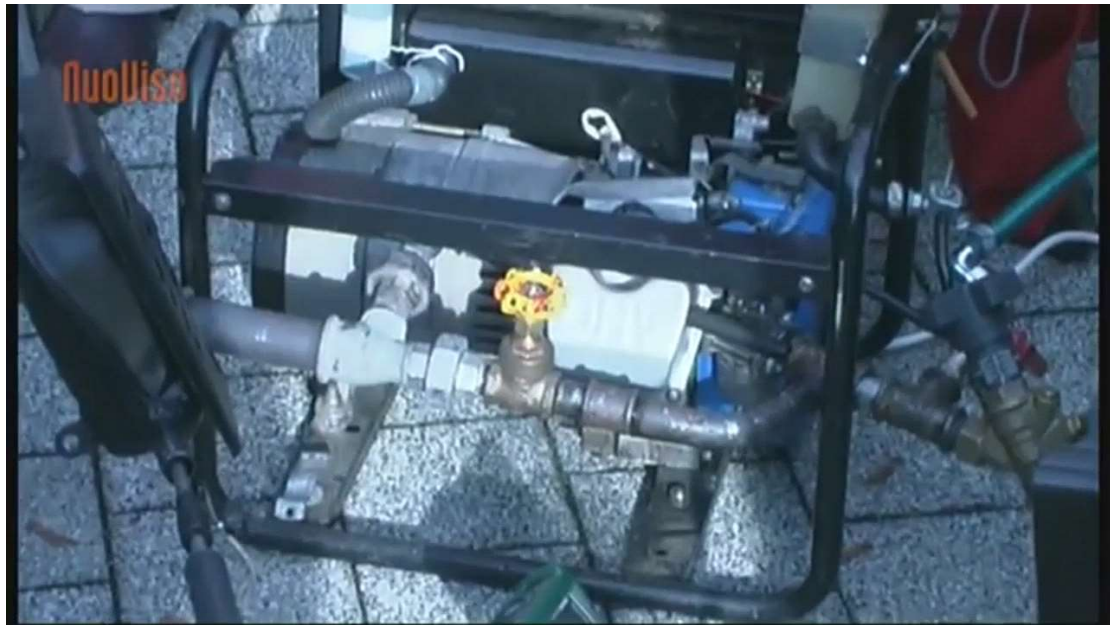
Rod Length By Orientation				Rod Clearance by Fuel Type:
FUEL	Vertical	Horizontal	45 Degrees	
Water	1.25" [32mm]	2.5" [64mm]	1.875" [48mm]	0.03125" [0.8mm]
Gas	3.625" [92mm]	7.25" [184mm]	5.4375" [138mm]	0.0625" [1.6mm]
Diesel	4.5" [115mm]	9" [228mm]	6.75" [171mm]	0.09375" [2.4mm]
Crude Oil	6" [156mm]	12" [305mm]	9" [229mm]	0.125" [3.2mm]

Small chain fuels require smaller clearances.  
Larger chain fuels require larger clearances.

1. Orientation up requires fixed length by fuel type.
2. Orientation horizontal in a fixed North-South direction requires fixed length by fuel type.
3. Orientation at angle off of vertical requires adjustment to length by fuel type.



Picture: The German Phd Theo Almeida-Murphys Rod recommendations depending on position of the orientation (vertical, horizontal, 45 degrees) and fuel (water, gas, diesel, crude oil). Sourced from Phd Theo Almeida-Murphys lecture in Bruchsal, Germany 2009 in which he stated that he and his university students had successfully developed and tested their own GEETs. Dick Jonefeldt and I used the Rod sizing advice provided by Mr Phd Almeida-Murphy.



Picture: The German Phd Theo Almeida-Murphys university students built this working GEET.

Picture: The German Phd Theo Almeida-Murphys university students built this twin Bubbler containing two kinds of fuel.

Below videos are very informative. They confirm that German engineering students have performed GEET projects under the leadership of Phd Theo Almeida-Murphy. The GEET prototypes have undergone scientific tests which prove that GEET does work. **Fritjof: -"As I have worked 9 years in Germany, I hold German Phds, German engineering in highest regard. If you doubt me, go and buy yourself a Mercedes or a BMW."**

**Video 'Fritjof comments Phd Theo Almeida-Murphys lecture 2009, Bruchtal, Germany (in English language)'**

<https://rumble.com/v20to90-geet-core-knowledge.html>

<https://swebbtube.se/w/iRi8577EEQnsStBWpAmBaU>



<https://www.bitchute.com/video/e8Mbe3g8gpr4/>

<https://www.brighteon.com/ded7b314-7626-4f5a-84f1-1d13769d37b7>

**Video 'The original lecture of Phd Theo Almeida-Murphys 2009, Bruchtal, Germany (in German language)'**

<https://www.bitchute.com/video/KCgdrMnmG4aC/>

<https://swebbtube.se/w/pVRNhqr8a4QQQJANnS3x6u>

<https://rumble.com/v20ouiq-dr.-theo-almeida-murphy-geet.html>

<https://www.brighteon.com/41f44330-9b9f-415a-98fe-c5694dcfafb9>

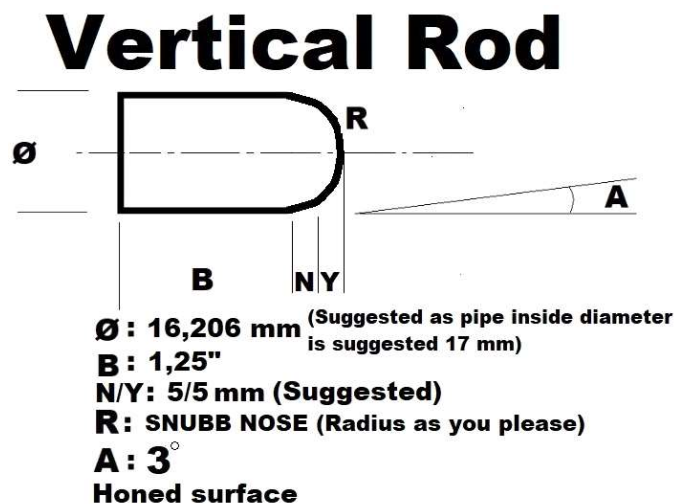
Due to Phd Theo Almeida-Murphys statements in his lecture, I draw the conclusion that he has not realised that the Rod is lifted, centered, rotated by the swirling gas which is the key.

## **The GEET pipe**

Due to advised ideal magnetic properties, the wall thickness of the GEET pipe is suggested to be the radius of the Rod. The advised length of the GEET pipe is 10"-15". With a longer pipe, the start up will be easier: Less likely to shoot out the Rod. With a good air regulator, the length can be shorter. Once The Rotating Rod Reaction commences, magnetic forces will lock the Rod in the pipe and then more compressed air can be applied. Hence, two modes:

1. Start up mode, with no magnetic force holding the Rod.
2. Operating state when HHO is produced.

## **The Vertical Rod**



### **GEET Pipe**

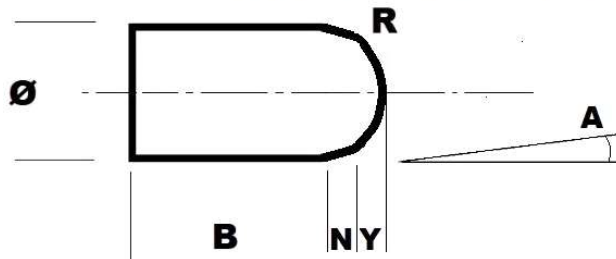
**Wall thickness: Rod radius x 1/2**  
**Inside diameter: 17 mm (Suggested)**  
**Honed inside surface (Must)**  
**Length: 10"-15"**  
**Rod clearance: 0,03125" (Water)**

**Due to tooling, I suggest, chose any inch size tool close to 17 mm and then size the Rod diameter according to the Rod clearance gap of 0,03125".**

**Future research may perfect the physical dimensions.**

*Picture: The vertical Rod. Dick Jonefeldt and I used GEET pipe inside diameter of 17 mm and manufactured several Rods with different diameters in the range of 16,2-16,4 mm and some Rods did not work well as too a small gap hence they refused to spin but the compressed air, not backfirings, shot them out as projectiles. Other Rods wobbled. Only one Rod worked very well and Dick Jonefeldt declines to share the information on that specific Rod. All prototyping was performed in his workshop. Above drawing is my suggestion based on my own practical experience and relying on Phd Theo Almeida-Murphys gap clearence recommendation for water of 0,03125".*

# 1/2" Vertical Rod



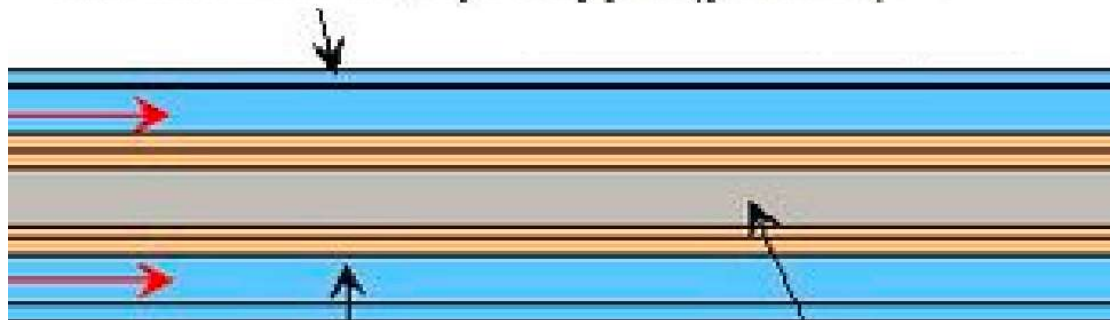
**Ø** : 1/2" less 0,03125"  
**B** : 1,25"  
**N/Y** : 5/5 mm (Suggested)  
**R** : SNUBB NOSE (Radius as you please)  
**A** : 3°  
**Honed surface**

**GEET Pipe**  
**Wall thickness: Rod radius x 1/2**  
**Inside diameter: 1/2" (Suggested)**  
**Honed inside surface (Must)**  
**Length: 10"-15"**  
**Rod clearance: 0,03125" (Water)**  
**Future research may perfect the physical dimensions.**

Picture: Above drawing is my suggestion based on my experience, Andreas Kalcker statement of "Inside Pipe diameter of 1/2 is working well" and relying on Phd Theo Almeida-Murphys gap clearance recommendation for water of 0,03125".

## The REACTOR

12" x 1" Black Pipe Nipple (painted)



12" x 1/2" Steel Rod

16 7/16" x 1/2" Black Pipe - (Cut + Threaded)

Picture: Above is a zoom of Andreas Kalckers presented drawing of the GEET.

Mr Andreas Kalcker writes "The inside diameter of 1/2" of the GEET pipe has proven itself". My problem is that Mr Kalcker did not publish the outside diameter of the Rod? As I read above drawing:

- Rod diameter: 1/2" and Rod length: 12"
- Pipe holding the Rod: Diameter: 1/2" and length: 16 7/16".
- Heat exchanger: Diameter 1" and length: 12".

Mr Kalckers statements does not make sence as the Rod is 1/2" and the pipe is 1/2". Further, the German PHD Theo Almeida-Murphy stated Rod clearance of 0,03125".

The only difference between a vertical and a horizontal Rod is the length. The pipe which holds the Rod is identical vertical or horizontal.

## **Dimensional hind sight conclusions**

Today, I suspect that the pipes' inside diameter can be anything between 1/2" and 17 mm adjusting the Rods diameter as per the clearance of 0,03125". All other dimensions, length, nose of the Rod unchanged. I base this assumption on Mr Kalckers statements and on my own practical experiences. Dick and I did try a pipe with inside diameter of 26 mm and a corresponding Rod which did not work and I suspect that the Rod was simply too heavy? In order to lift, center, spinn a heavy Rod, the clearance has to be smaller. Why? Because higher pressure lifts, centers and spins heavy weight better. But, if too a small gap, the Rod will turn into a projectile. So, there is a balance and given all these different variables, there is a perfect Rod and a perfect clearance with a perfect pipe holding the Rod. The forces which occur and are applied in the pipe holding the Rod do involve:

- Aerodynamics.
- Gas compression theory.
- Electricity.
- Magnetism.
- Chemistry.
- Physics.

Future research will decide the optimal design. All I can state is that Dick and I did split water into HHO by The Rotating Rod and overall GEET design. Twice as a burner confirmed by jet sound, a colourless flame and warped metal, then the gasoline four stroke power generator which did run 15 minutes without external air.

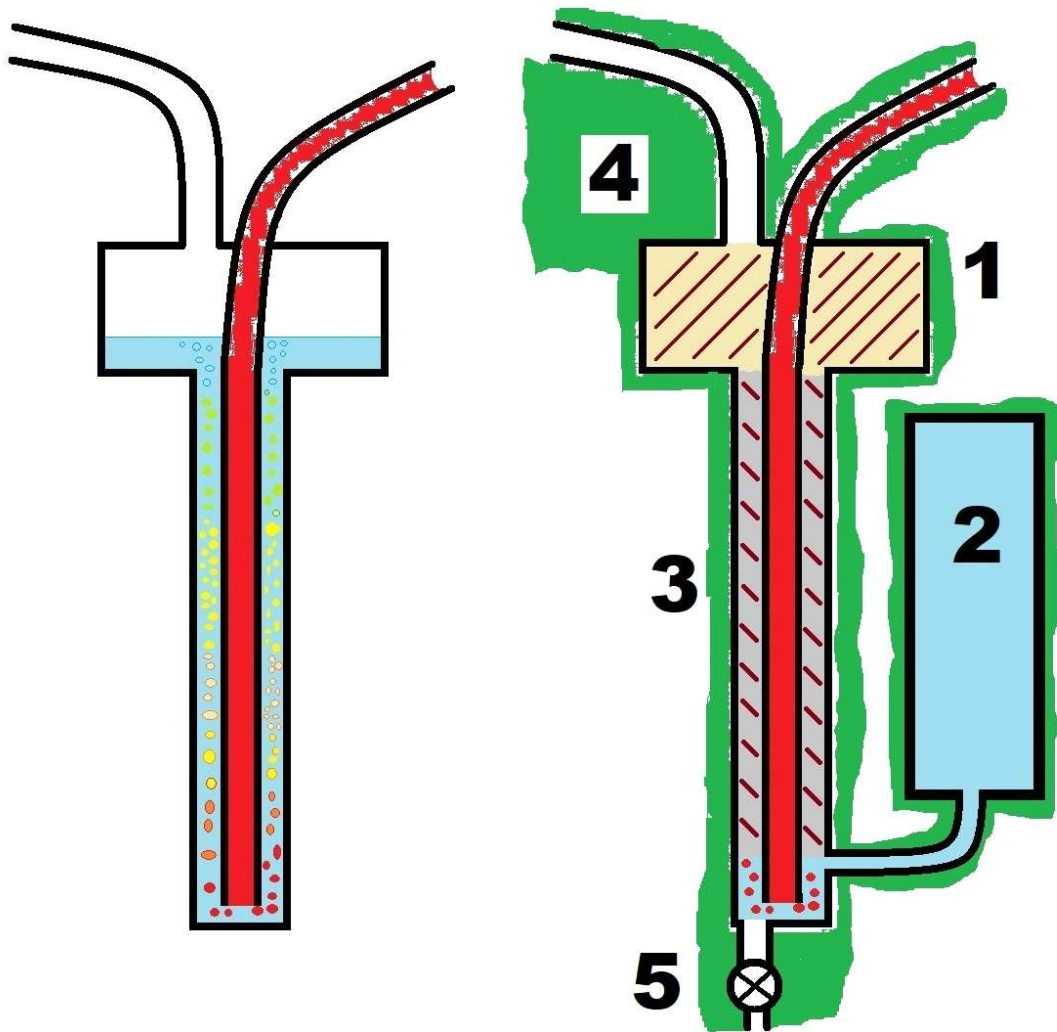
## **Material**

GEET Pipe: Magnetic, machinable, weldable.

Rod: Magnetic, machinable.

All other items: To enhance the Hydrosol reaction, stainless steel. Alternatively, in the Bubbler keep nickel, manganese, zinc. Any scrap metal with these alloys will do. Clean thoroughly, then increase the surface area by cutting the metal to small pieces or even better, grind the metal and throw it in the Bubbler. Install a filter at the exit of the Bubbler.

## The Bubbler



*Picture left: The principal design. The exhaust leaves the cylinder, through the GEET heat exchanger, into the bottom of the Bubbler. The Bubbler shall contain as little water as possible. At the start up, it is empty so that the system heats up fast. Then after say 1 minute, water drops into the Bubbler and when hot working system maximim 0.1-0.2 liter water.*

*Picture right: 1) Filter, 2) Water tank, 3) Grinded scrap metal containing nickel, manganese, zinc, 4) Thermal insulation, 5) Valve.*

The Bubbler is a cost effective way to capture heat from the exhaust. Hence, to recycle the thermal energy from the motor. The Bubbler and the watertank should be installed in a closed insulated box which is heated by the exhaust vented out after the heat exchanger and before the Bubbler. (It is all about saving energy, hence reusing heat and the GEET process is catalysed by heat). At the bottom of the Bubbler, a valve to empty water in case the engine is turned off in freezing temperatures.

## Application as a Burner

In the application as a Burner, the combustion occurs inside the GEET pipe at the Rod. Simply because hydrogen and oxygen burns faster than the flame shoots out. I suspect our

Back firings occurred when Dick and I had gasoline and water in the Bubbler? Hence, the gasoline self ignited due to the heat? Conclusion: When used as a Burner, always only use water as fuel as then Backfirings are impossible as the HHO is created at the Rod and water can not backfire.

In below video,

at 06:20, the Rod shoots out in slow motion.

At 07:27, Dick presents different rods.

At 08:22, a Rod with a rudder.

At 11:57, the Rod pops out in another test. The lid was to trap the heat so the inside copper coil, hence, incoming compressed air, heated better and to spare the ceiling as there were many backfirings.

At 12:54, another now much more successful test. Proven by the flame.

At 18:38, a backfiring which shot off the lid.

At 20:27, the Rod pops out yet again in slow motion.

#### **Video 'Prototyping the Burner'**

<https://rumble.com/v26p8je-instruktion-hur-bevisa-geet-funktionen.html>

<https://www.bitchute.com/video/4QL3deqpRgY5/>

<https://webbtube.se/w/5Pp8uufZgVWoEzaVEjfsDe>

<https://www.brighteon.com/25b79435-b7d7-4003-a434-674a8887bf52>

Below video illustrates a much more successful attempt to initiate the GEET reaction.

#### **Video 'Pastor James interviews Fritjof Persson about the GEET'**

<https://rumble.com/v1nus7k-pastor-james-fritjof-persson-geet.html>

<https://www.brighteon.com/5e47aa60-20ef-4d38-b0a5-26e745ddef96>

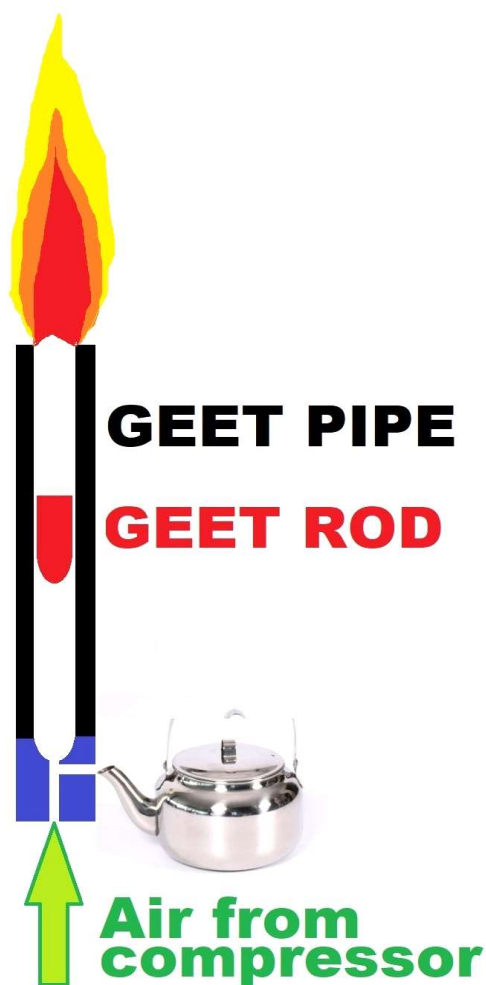
<https://www.bitchute.com/video/59BID2XJs90R/>

<https://webbtube.se/w/wDJh5oketbqUQGD99E95NB>

00:30-01:08 Flame: Start, middle, near end, end of an attempt which was 30 minutes long. Initially a yellow flame due to the gasoline. But, over time, the gasoline was consumed and the colour of the flame changed accordingly. At this stage, our main problem was that the Bubbler did not become hot enough. (The water in the bubbler shall boil hence create steam)

I never documented a HHO flame GEET reaction.

## Open Flame Rod Test instructions



Picture: Application Burner.

1. Vertical position with vertical Rod.
2. Gently increase air flow so that the Rod is lifted from its seat.
3. The Rod will begin to spinn.
4. When Rod Rotational Speed has reached 'Take off', the Rotating Rod Reaction will commence. A magnetic force will develop which locks the Rod in the pipe and then more compressed air can be applied. (Try full throttle compressed air: I assume the magnetic force will hold it?).
5. Apply Steam.
6. Ignite the HHO.
7. Have a cool beer or why not: A glass of iced champagne?

When The Rotating Rod Reaction commences, it is noticed by:

- The pipe will glow red hot.
- Thundering jet sound (Hear protection needed)
- The flame will be invisible as hydrogen combusts without flame. If there is any hydrocarbon in the steam, the flame will be yellow.

## **Problems and issues**

1. Dick and I experienced 'Back firings' when the Rod shot out due to internal combustion. The Rod and the pipe holding the Rod became so hot that the gasoline vapour self ignited. The solution is to only use water for fuel as then no backfiring can occur.
2. The Rod must be balanced. May not rub against inside pipe wall as then will never reach critical Rotating Rod Reaction take off rotational speed.
3. In the application when the GEET is interfaced with an Engine, external oxygen does not reach inside the pipe, hence no combustion occurs hence no heating issues. Unless, a horizontal Rod is used in a vertical position. Then it is possible that combustion will occur. But, only with oxygen available from the HHO. This is an unnecessary waste of energy which will sink the efficiency with say 50% and cause unwanted heat up of the Rod and the pipe holding the rod.

Below video describes due to an imbalanced rod a failed attempt.

### **Video 'Burner prototyping and Rotating Rod issues'**

<https://rumble.com/v1qclsh-geet-flamma-tndningsfrsk.html>

<https://www.bitchute.com/video/RWSeJgXAAb7c/>

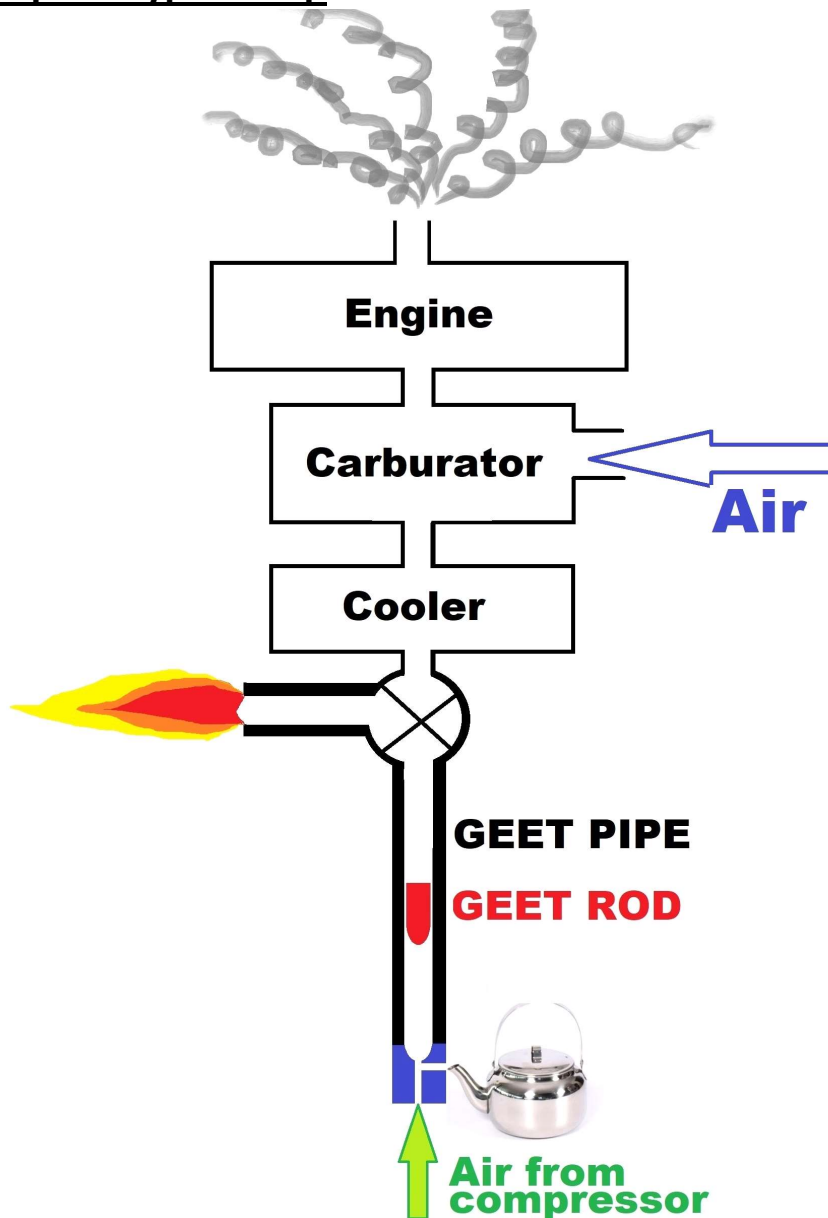
<https://swebbtube.se/w/ujZUcoUCRXCG5gzBzi8c55>

<https://www.brighteon.com/74a3273b-3e4e-44fc-b811-0fd33bfe800b>

- |           |   |
|-----------|---|
| 1:44      | Rod rattles due to imbalance  |
| 2:05      | Back firing   |
| 5:21-End: | Rod pops out, repeated attempts to ignite the flame, all fail due to an imbalanced rod. |

In the application as a Burner, when the Rotating Rod Effect occurred, Dick Jonefeldt and I experienced an extremely high pitched sound which required ear protection.

## Ideal prototype set up



Picture: Ideal prototype configuration with the GEET in vertical position with a vertical Rod.

Start: The valve is in position Flame. The Rotating Rod is creating HHO confirmed by open flame and the GEET pipe will glow red hot. Then switch valve to Engine and immediately start up the Engine which is to be tuned to run on hydrogen.

Comments:

- So that the HHO does not self ignite inside the carburetor, possibly a cooler is needed before the carburetor?
- In motor mode, the pipe which holds the Rod will cool off as no combustion occurs in the pipe because external air has no access to the Rod.

## How to proceed

My advice is to train on the Burner in a standing position. It is very educational to train on



the burner as immediate feedback is provided: Sound, flame, any rattling of the Rod? Once when the application Burner has been mastered, hence when water is transformed into HHO, then move on and integrate the GEET with the engine as per above principal picture. Of course, use the fully functioning Burner with the working rod, in the same (standing) position and integrate this verified and proven package with the combustion engine. As a prototype, no Bubbler, Thermal Recycling nor Steam Injection is necessary. No closed loop system. The engine should be tuned to run on hydrogen.

Dick Jonefeldts and my prototype, below picture, was a regular four stroke gasoline engine which was not tuned for hydrogen. We used a closed loop system with a Bubbler which contained gasoline, water and when we closed the air intake it did run in a stotter some 15 minutes which proves that water was separated into HHO. It ran on gasoline and synthetic gas created from the gasoline. But I can not tell the proportion hence how successful, to what ratio, gasoline had been converted into synthetic gas. Further, it ran on HHO which the GEET had converted from water. **The engine did run for 15 minutes with NO EXTERNAL AIR!** The motor took the oxygen from the water:  $H_2O$ . The reason why the motor stottered was of course lack of oxygen as it could not combust well so it was only able to -barly- keep going. It is obvious that if a GEET motor shall perform mechanical work, external air has to be supplied.

We approached this project by first practising on the Burner and once we had a working Burner, the Burner was integrated with the engine. We built four prototypes. The main problems with the Burner was to design a working Rod. When we managed to develop the Rotating Rod Reaction, the pipe holding the Rod warped due to the heat combined with the thin wallthickness so the next pipe had some 1/4" wallthickness which worked well. The main problem interfacing the Burner with the Motor was to realize that the water in the Bubbler must be hot. Ideally boil as water steam with increating temperature.



*Picture: Dick Jonefeldt and Fritjof Persson with the GEET which did run for 15 minutes with no external air hence the motors air intake was shut closed and the engine did still run on oxygen from the water in the Bubbler. 29th of Mars 2022.*

**Video 'Swedish industrial history was written at 29th of Mars 2022'**

<https://rumble.com/v1oq31w-svensk-industri-historia-skrevs-mndagen-29-mars-2022.html>

<https://www.bitchute.com/video/UPDx2trrlqMx/>  
<https://www.brighteon.com/3f325daf-7900-459f-9084-5b2c085d5fd6>  
<https://swebbtube.se/w/mG2vKcSctpMSgaYrCEo3M9>

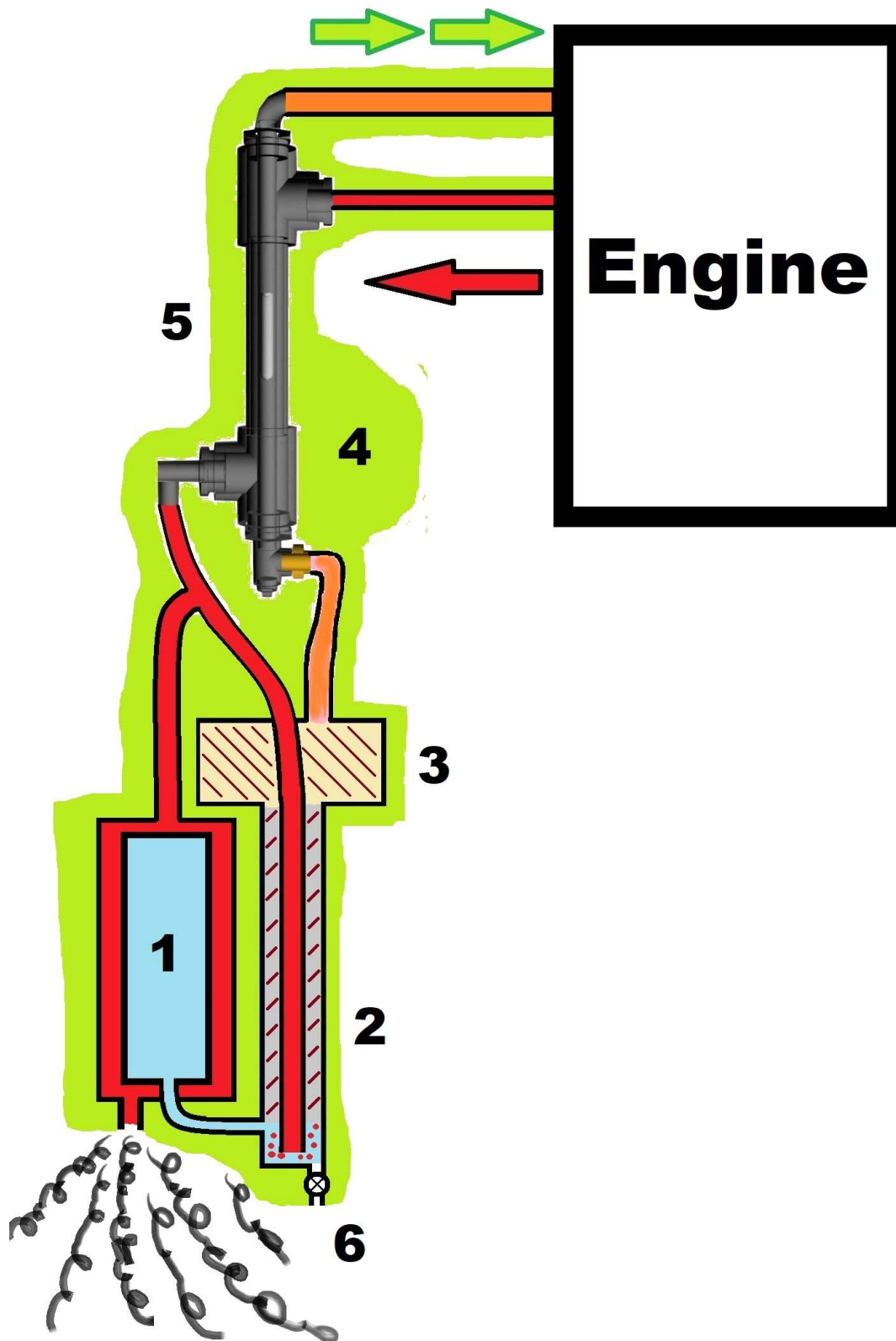
Future steps and **'The Superiour Motor'** with all bells and whistles is another document. This document is but to create a working prototype proving the concept of GEET. The website [www.geet.info](http://www.geet.info) contains my GEET videos. Most of them are in Swedish.

Finally, below some world class German engineering.



*Picture: German WWII Tiger tank engine.*

This is a Maybach HL 230 V12 petrol engine used in German Tigers and Panthers during the Second World War. This particular engine is out of a Tiger II and located at the Musée des Blindés, Saumur, France. The Maybach HL 230 is a 23 litre (1,400 cu in) V12 that produces 700 hp, and an enormous 1,850 Nm (1,364 ft lbs) of torque at 2,100 rpm.



Picture: The concept of the Superior motor.

The Superior Motor which runs on HHO from water.

1. Water tank heated by exhaust.
2. Bubbler with nickel, manganese, zinc .

3. Filter.
4. Thermal insulation.
5. GEET with loose Rod.
6. Valve to empty Bubbler

### **Censorship**

I have noticed that my GEET videos have been censored at both Bitchute and Rumble. I do not trust Swebbtube. I advice people to download my GEET videos asap.

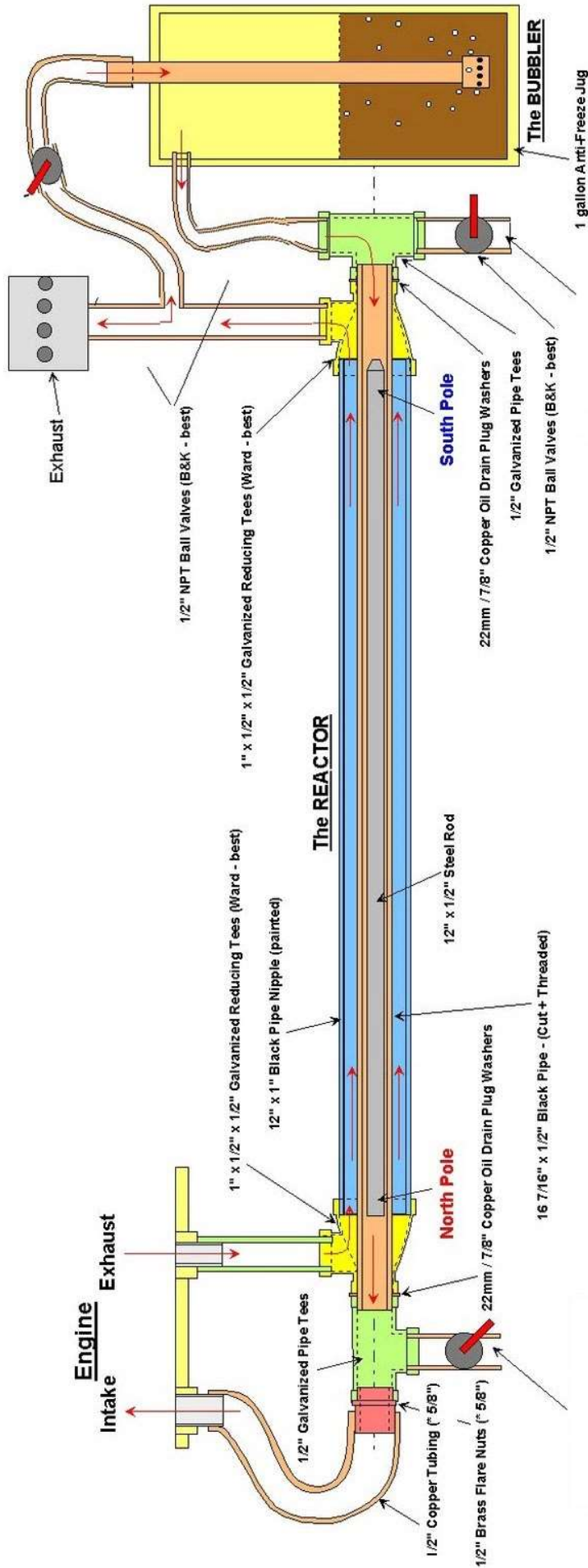
### **Attchments**

1. Andreas Kalckers GEET system drawing.
2. The French Farmer, Mr Gillier Pantone drawings.

Thank you for your attention and greetings from Sweden.

Fritjof Persson

2023, May 19th.



**HHO Dry-cell Intake**

**Air mixture valve**

## SPAD© POUR MOTEURS DIESEL DE 30 A 80 CH

Le **SPAD© « Optimiseur compact de performances des moteurs essence et diesel »** est un kit fonctionnant à l'eau et facilement adaptable sur tracteurs, groupes électrogènes, motopompe, engin TP..., pour moteurs atmosphériques ou turbo et à refroidissement à air ou liquide.

L'ordre de grandeur de l'économie de carburant, constatée par les utilisateurs, est de 30 à 60%, variable suivant les installations et les conditions de fonctionnement (température, temps d'utilisation, variation de régime, charge du moteur...).

Cette notice vous propose les détails d'un exemple de SPAD© simplifié pour moteurs diesel d'une puissance comprise entre 30 et 80ch ou pour moteurs diesel multicylindres d'une cylindrée maxi de 4000 cm<sup>3</sup> au régime maxi de 2500 trs/min. La contenance du bulleur est d'environ 8 litres d'eau et permet une autonomie de 4 à 8h suivant les conditions de fonctionnement.

### NOMENCLATURE

Rep	quantité	désignation	dimensions	matière
1	1	<b>réacteur Ø14</b>	Ø14x100	inox 316L (ou 304L)
2	2	centreur Ø17	Ø17e p3	acier
3	1	tube 1/2"	Ø21,3 ép 2 lg:270	inox 316L (ou 304L)
1 bis	1	<b>réacteur Ø15</b>	Ø15x100	inox 316L (ou 304L)
2 bis	2	centreur Ø18	Ø18 ep3	acier
3 bis	1	tube 1/2"	Ø21,3 ép 1,6 lg:270	inox 316L (ou 304L)
4	2	tige	Ø6x30	acier stub
5	1	tôle de fond	200x200x2	tôle acier ep2
6	1	tôle de dessus	200x200x2	tôle acier ep2
7	1	chicane	100x50x2	tôle acier ep2
8	1	flanc gauche	300x200x2	tôle acier ep2
9	1	tôle arrière	300x200x2	tôle acier ep2
10	2	tôle avant et flanc droit	300x200x2	tôle acier ep2
11	1	U d'échappement	300x (150) x2	tôle acier ep2
12	1	tube de remplissage	3/4"x150	tube acier
13	1	tube de bullage	3/4"x150	tube acier
14	1	coude 3/4"	3/4"-90-3D	tube acier
15	2	coude 1/2"	1/2"-90-3D	tube acier
16	2	demi-mamelon 1/2"	1/2"x30	tube acier

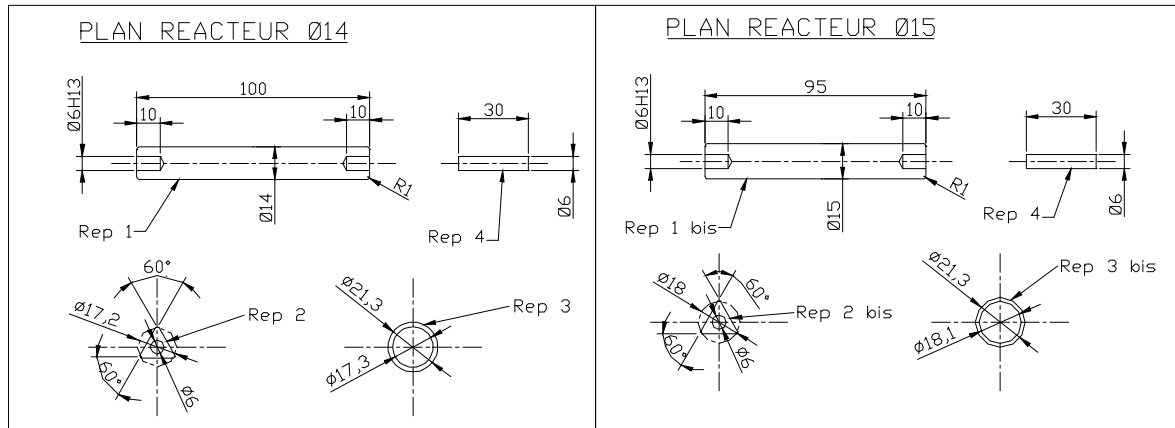
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# SPAD© POUR MOTEURS DIESEL DE 30 A 80 CH

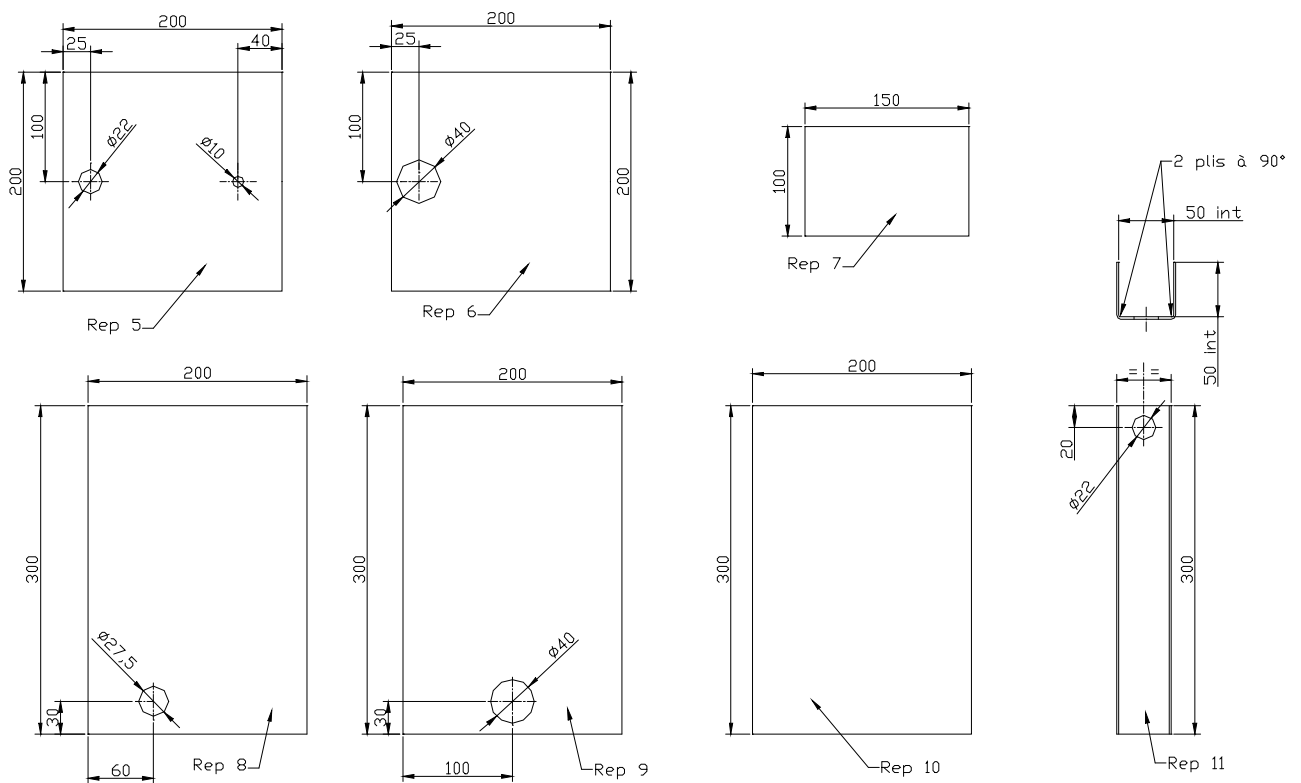
## PLAN DE DETAILS POUR FABRICATION :

### DETAILS DU REACTEUR :

Voici plusieurs possibilités de réacteurs suivant les matériaux (inox 304L ou 316L) et les dimensions ( $\varnothing 14$  ou  $\varnothing 15$ ) disponibles.



### DETAILS DES TOLES :



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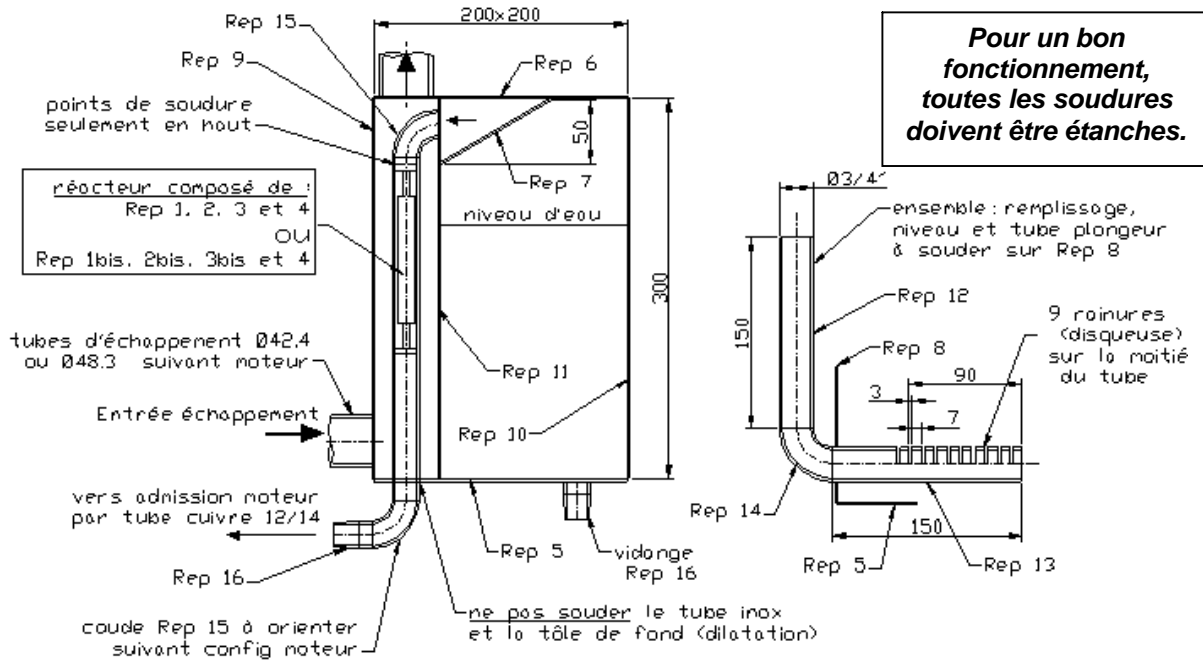
<http://apte.formation.free.fr>  
e-mail : [apte.formation@free.fr](mailto:apte.formation@free.fr)

**Association A.P.T.E.**  
Quartier « Les Gardioles »  
F-84360 MERINDOL

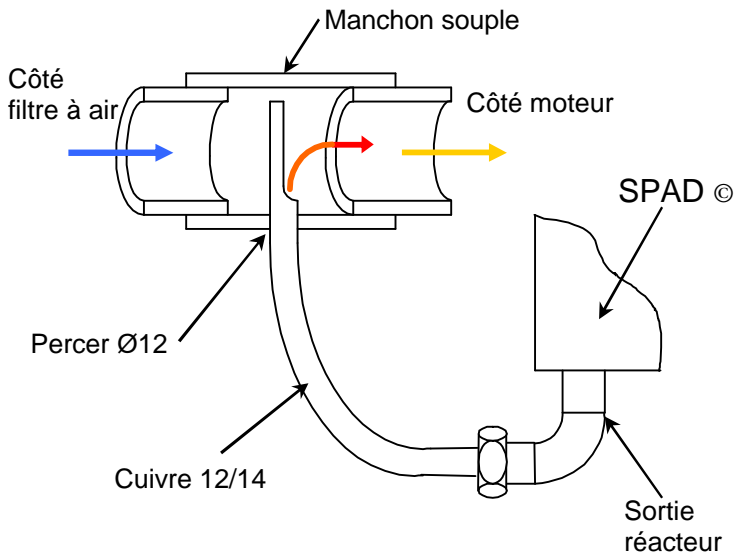
Page 2/5

# SPAD® POUR MOTEURS DIESEL DE 30 A 80 CH

## VUES 2D EN COUPE



### LIAISON REACTEUR / ADMISSION :



### PRECAUTIONS LORS DU MONTAGE SUR L'ADMISSION :

- L'arrivée du reniflard ne doit pas se situer entre la sortie du réacteur et la culasse, mais côté filtre à air.
- S'il faut brider l'admission pour un meilleur bullage aux bas régimes, placer la bride ou le volet de bridage entre l'arrivée du reniflard et la sortie du réacteur.
- Tous les raccords doivent être étanches.
- Ne pas mettre de joint entre la sortie du réacteur et le raccord cuivre (haute T°C).

### PRECAUTIONS LORS DU MONTAGE SUR L'ECHAPPEMENT :

- Monter le SPAD® au plus près du collecteur d'échappement

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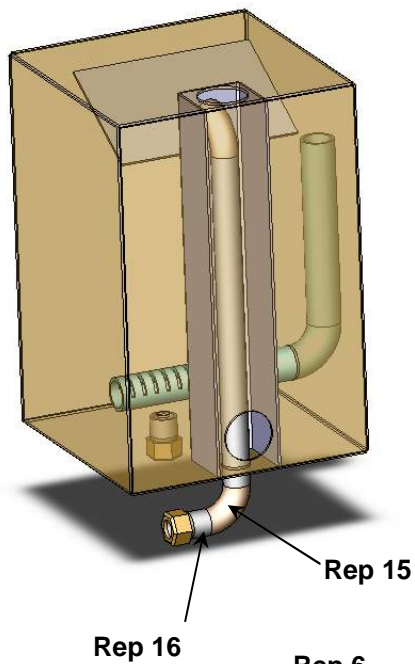
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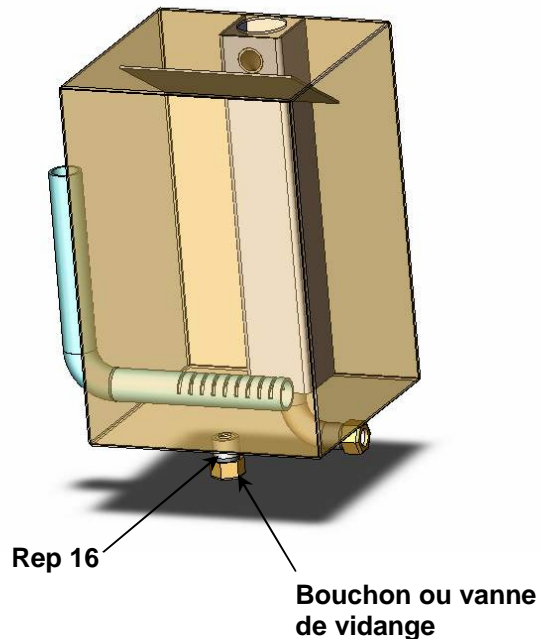


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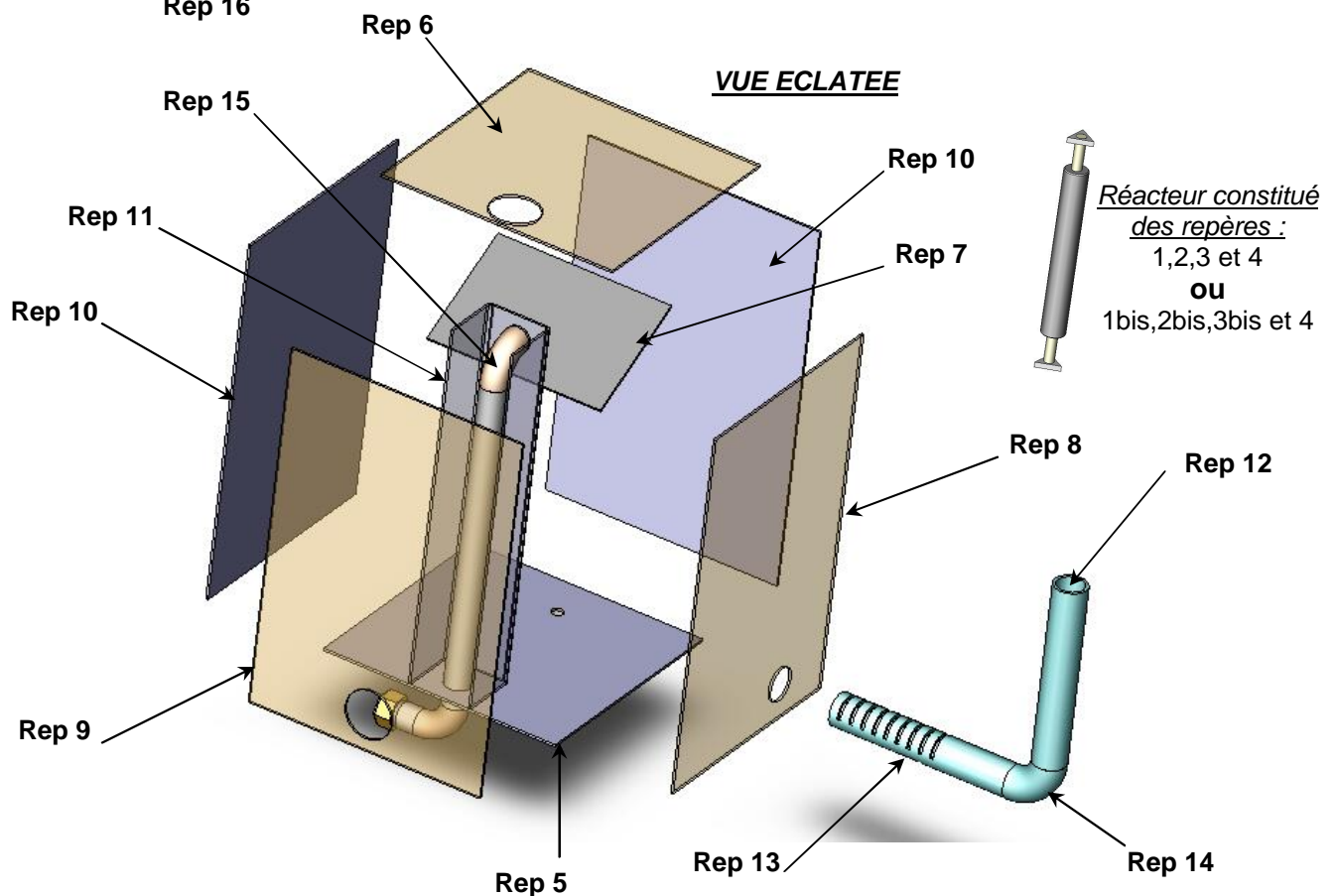
VUE ARRIERE



VUE AVANT



VUE ECLATEE



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# SPAD© POUR MOTEURS DIESEL DE 30 A 80 CH

## CONSEILS D'UTILISATIONS :

- **ATTENTION : REMPLIR LE SPAD© MOTEUR ARRETE.**
- Ne pas boucher le tube de remplissage Repère 12 mais il est possible d'y mettre un filtre (tissu) lors d'un travail très poussiéreux (par exemple : tracteur labourant un champ).
- Utiliser de préférence de l'eau non potable, si l'eau est très calcaire alors nettoyer le bulleur régulièrement avec de l'eau vinaigrée.

## MODIFICATIONS POUR LES MOTEURS DIESEL D'UNE PUISSANCE INFERIEURE A 30CH :

- Garder le même réacteur mais diminuer la taille du bulleur, seulement 3 à 6 litres suivant la rapidité de chauffe de l'échappement.
- Pour les dimensions, respecter les mêmes proportions que l'exemple ci-dessus.
- Concernant les moteurs monocylindres, ils doivent tourner assez vite (environ 3000 trs/min) afin d'avoir une aspiration constante dans l'admission.

## MODIFICATIONS POUR LES MOTEURS DIESEL D'UNE PUISSANCE SUPERIEURE A 80CH :

- Augmenter le nombre de réacteurs par tranches de 40ch environs, les valeurs du tableau ci-dessous ne sont qu'une estimation et peuvent être modifiées suivant les conditions de fonctionnement du moteur, d'encombrement et d'alimentation d'eau :

Puissance	Nbre de réacteurs	Volume du bulleur	Volume d'eau maxi
10 à 80 ch	1	3 à 12 litres	2 à 8 litres
80 à 120 ch	2	12 à 18 litres	8 à 12 litres
120 à 160 ch	3	18 à 24 litres	12 à 16 litres
160 à 200 ch	4	18 à 30 litres	12 à 20 litres

- Pour les dimensions, respecter les mêmes proportions que l'exemple ci-dessus et éviter de dépasser 300mm de hauteur d'eau.
- Pour augmenter l'autonomie, il est possible d'adapter un niveau constant à l'extérieur du bulleur.

## REMARQUES :

Le SPAD© est adaptable sur tous moteurs diesel fonctionnant aux huiles végétales (tournesol, colza...). Il permet un fonctionnement plus silencieux et réduit de beaucoup la pollution des gaz d'échappement.

En vous souhaitant de bonnes réalisations, des économies d'énergie et un air plus sain, toute l'équipe d'APTE.

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