The 'Joe' Cell. The 'Joe' cell is named after its Australian inventor who prefers to be known just by the name 'Joe':

It is a cell which looks like an electrolyser, but it is **not** an electrolyser. When connected to a car engine it allows the engine to operate without the use of any fossil fuel. The water in the Cell does not get used as it just acts to channel the energy which powers the engine.

Recently, **Bill Williams** of the USA has been very successful with his construction of a Joe Cell. He recounts some of his experiences as:

Well, all I can say is "who needs an Indy car when you can drive an old FORD" – WOW!!!! The first five miles after leaving home were wild. I had to be extremely careful on how I pressed the accelerator. I gingerly crept up to 45 mph and that was with moving the pedal maybe half and inch. The throttle response was very crisp or touchy. With about a 1/8" of movement the next thing I new I was close to 80 mph. If I lifted off ever so slightly on the throttle, it felt like I was putting the brakes on and the speed would drop down to 30 mph or so. "Very erratic". If I barely even touched or bumped the pedal it felt like I had pushed a nitrous oxide booster button. WOW !!!

As stated earlier, the first 5 miles were wild and things started to change. The engine started to buck or surge with very large rpm changes and literally threw me against my seat belt. It got so bad I just took my foot completely off the pedal and rode the brakes to stop the truck. The truck left skid marks on the pavement every time the engine surged in rpm. Well anyway, I manage to get it stopped and shut it off with the ignition key - thank GOD.

I retarded the timing, turned the gasoline back on, crossed my fingers and hit the ignition key, and the engine took right off, revving to maybe 4,000 rpm and then gradually decreased to 700 rpm. I took a deep breath and put it into drive and the truck responded close to normal again. I made it into work a little late, but late is better than never the way I see it. After working during the day at the job and thinking what I could do to stop this erratic rpm oscillation, I decided to disable the cell and drive home on gas. WOW !!!

Comments:–

The current setup is not happening, I could not drive the truck in city driving, because I would be ramming the vehicles ahead of me and smoking the tires at every stop light.

Still more work to do and that is going to start this weekend. Converting the engine back to a 2-barrel carb (hell who needs a 4 barrel carburettor with this setup?) so as to gain more room to set up the blind fitting arrangement.

Going to machine a flat Aluminium plate to set between the carb and the manifold. The adapter will be cut with a section on the front side of the carb projecting out and have a solid Aluminium stub. The stub will be where the Aluminium transfer tube will attach via a short section of hose.

I will update the group after the adapter and conversion is in place and some basic testing has been accomplished. Note to Adrian: There is No return-fuel line on this vintage of truck, only the fuel-supply line.

I wrote to Bill shortly after he posted these comments and asked if he would have any objections to my publicising his work. He replied: "Glad to help, as far as referencing my work or write-up's please help yourself." attaching his latest file to the e-mail.

In a subsequent e-mail, Bill says:

Here's it a statement I wrote that follows pretty close to the event that transpired. You may want to edit the adjectives. I suppose it would help bring out the truth that this type of activity really does happen and may help make people more aware.

4/8/06

I really don't why I am so damn worried, the Bastards know everything about me, my family and my projects. I was on my way home Thursday last week and was about 3 miles from the ferry project. I stopped to check the positive connection point on the Joe Cell. I was standing in front of my truck and this late model 2005 or 2006 Ford Explorer pulled up and parked diagonally in front of my truck. The driver got out of the rig and walked around in front of their rig and approached me. At about the same time the passenger open his door. The driver stated that they wanted me to stop working on all forms of alternative energy. He also stated that they knew everything about me, my family, and all my projects past and present. At about that time the passenger help up a file of papers that was about 2 inches thick. He opened up and showed me transcripts of my telephone conversations, e-mails, messages from the Groups that I had belonged to. They new where my kids worked, the times they are at work. Also my wife's working hours, my grandkids school etc, they new everything.

At the end of this shit the driver said that if did not stop working on this, he then opened up the left side of his jacket and showed his weapon that was holstered., that there are other consequences. At that point he walked around and got into the rig. I shut the hood and got the hell out of there. They followed me for about 2 miles and then must have turned off somewhere.

My first thought was "Fuck them !", but then I got thinking about the family and decided this is for real. Oh - he also stated that he wanted me to post that I was no longer working in this field and to destroy all my work i.e. Cells, Drawings, Lab Journals, everything!

Wow I feel totally let down by my government if that's who they work for. This is nuts, I'm kind of lost.

I was afraid that if I contacted anyone directly regarding this I would heat it up for all. But the way it stands they already seem to know anyway.

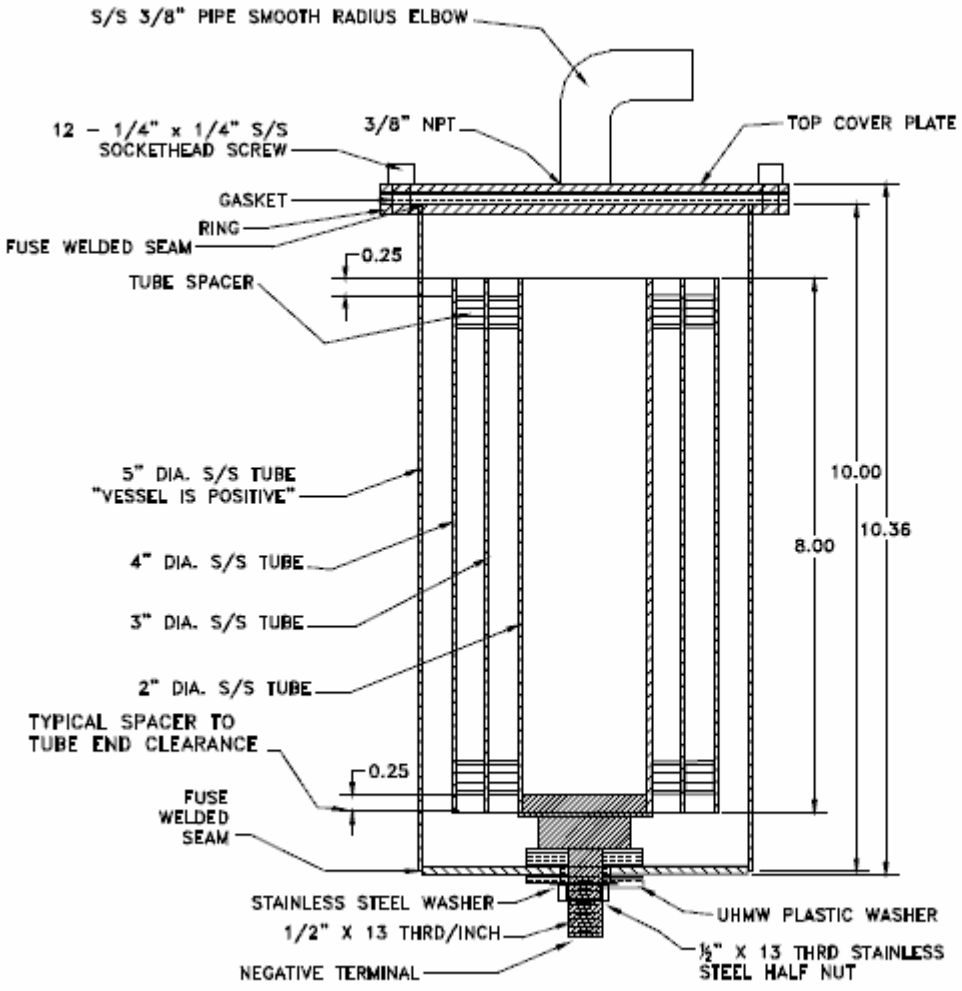
I am truly sorry if my work has created or will create problems for you and your families.

Take care guy's

Bill

Time will tell what Bill decides to do, but in the mean time, here are the drawings which Bill sent me:

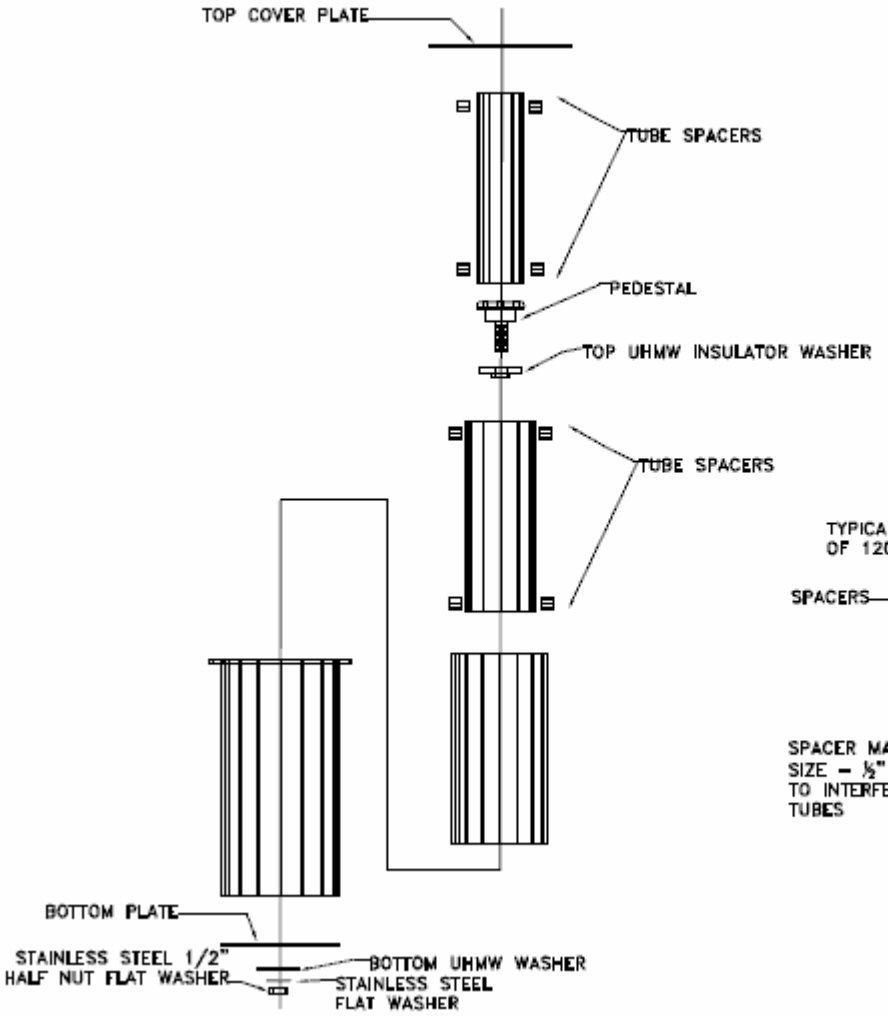
GENERAL CELL SIDE PROFILE



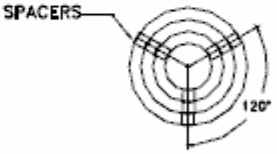
SIDE VIEW

ALL MEASUREMENTS IN INCHES

CELL BREAK OUT

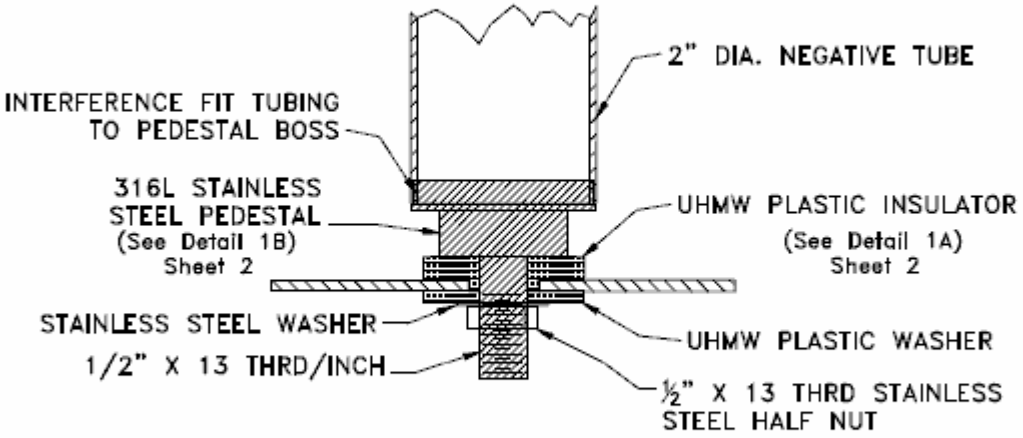


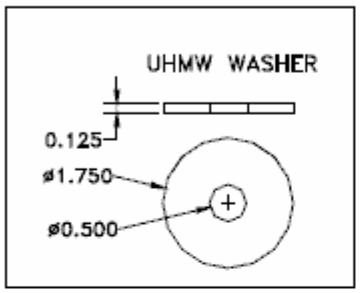
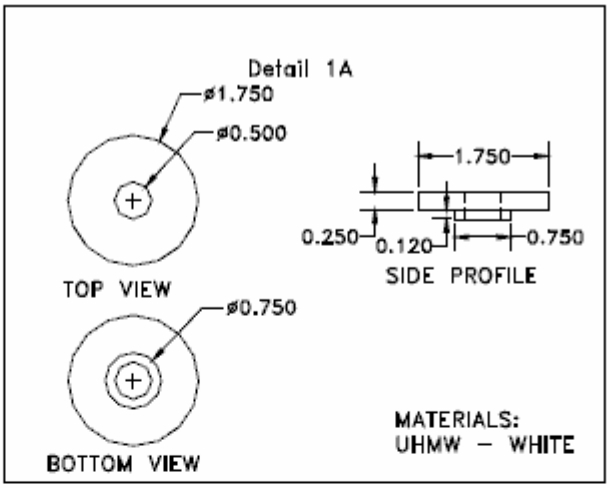
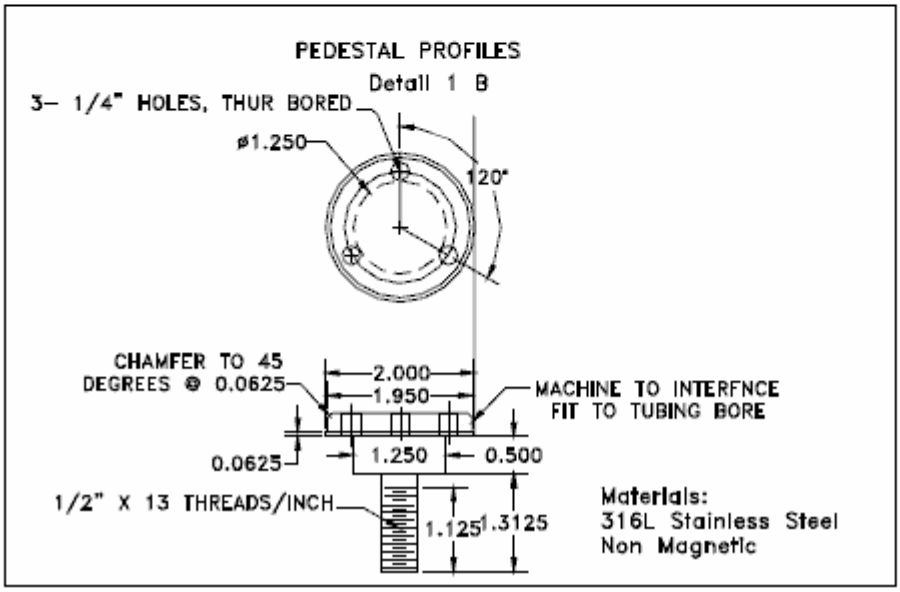
TYPICAL SPACER CONFIGURATION OF 120 DEGREE ANGLE INTERVALS



SPACER MATERIAL – BUNA N OR NITRILE
SIZE – ½" DIAMETER O-RING STOCK CUT TO INTERFERENCE FIT BETWEEN CYLINDER TUBES

PEDESTAL & INSULATOR
GENERAL SETUP DETAILS



SIDE VIEW

PEDESTAL & INSULATOR DETAILS