



SEALAND TRADE CORPORATION
INTERNATIONAL



Test Report Sealand-Generator (〈Vril-Stab〉)

Gentlemen

Today I want to send you my first test report about the two Sealand generators that you have put at my disposal:

These are the generators numbered M2-05-0510P12 and M1-01-0410P9-P10.

The M2-05-0510P12 we had installed in our Ford Galaxy – a two-litre turbo diesel – on June 20, 2010. No suitable place for fixing the device could be found in the engine compartment, so it was deposited on the storage shelf below the windscreen. This is at a distance of around 60cm from the engine block. The potentiometer was moved to the extreme left and that has not been changed until today. During the first test drives the “self-running” effect was clearly discernible, and upon releasing the throttle the usual braking effect of the engine was clearly diminished, the car was rolling decidedly further. There are also clear improvements when accelerating, especially on the motorways in fifth gear. This increase in performance is still there today. We would, however, welcome that this increase in performance would be even more distinct.

Since June 20, 2010, we also do a long-term test concerning fuel consumption. Until now we could not see a reduction, rather a small increase. Since installing the generator we are further no longer able to reduce consumption by driving the car within the range of its natural resonance. This range is just below 2000 rpm. Driving in fifth gear with this revolution speed corresponding to about 100 km/h fuel consumption could be kept when driving 500 km clearly below the factory data before the generator was installed, so that the customer service at first suspected a faulty reading of the consumption instrument. Since that was not the case, this economisation was reached and reproduced several times. After installing the generator that was no longer possible.

We will continue the long-term test with the Galaxy and report again. We plan next weekend to change the potentiometer setting using a Tensor to minimal fuel consumption.

The M1-01-0410P9-P10 had been tested with an Audi 1,9 TDI on June 20, 2010. A suitable place was found in the engine compartment that also was about 60 cm from the engine block. The increase in performance describe above for the Galaxy were also present her, but to a clearly lesser degree. So I decided to move the device to my office and observe potential effects upon myself. There I could not make any observations that I could have ascribed to the device.

Today I again installed the M1-01-0410P9-P10 in a car and let an unbiased person test it. The car was an Audi A6 with a 2,4l 6-cylinder engine built in 1999. AI found a suitable place for installation behind a water container where I could jam the device between the water container and the wall of the engine compartment. The distance to the engine block was about 30 cm. I gave the tester the following instructions:

We make a test run along a road that you have consciously been riding along several times without the generator. After about 10 minutes preparation time we then may do the following tests:

- Acceleration ability at low revolutions: with the generator we expect a higher torque.

- Proportioning of the throttle for a constant speed of around 80 km/h: starting at around 50-60 km/h we expect with the generator a kind of “self-running effect”, meaning that with a minimal pressure on the throttle the car will keep the speed. It seems to run almost by itself.
- Coasting with the gear engaged, e.g. measure the time during which the car falls back from say 50 km/h to 30 km/h.
- Coasting following declutching: we expect with the generator in both cases an increased coasting distance.
- Braking response: I have no idea who this will be affected.

So you may discern the partially subjective differences you should first attentively observe the driving behaviour of your car concerning the above points without the generator and take note of the behaviour, especially on the route you choose for the test. It would also be interesting if you observed differences in the driving noise, the motor sound and the suspension.

The test was started today at 20:15 and during the drive the driver made the following spontaneous observations:

- light improvements when accelerating in town
- clearly stronger breaking performance, even at low speeds
- steering unaffected
- frightening self-running effect at 30 km/h already, the motor almost seems unstoppable
- clearly extended coasting. When approaching a crossing the breaks had to be engaged, what before was done by the engine, no time measurements were done as the effect was so clear that no further corroboration was necessary.
- When releasing the throttle no more breaking effect, the car simply rolls on
- Easy changing down of gears to 2nd and 1st during motion. Previously 1st gear could only be engaged while standing still, and changing down to 2nd gear during motion was meeting great resistance.
- Driving uphill in 5th gear with a revolution of about 1200 rpm is a cinch, was not possible before when it was necessary to change down to 4th or even 3rd gear on this hill.

The driver was almost shocked by these results. Then I removed the generator again and brought it back to my office. It had become warm but quickly cooled down again. After a break of about ten minutes we resumed testing, but now without the generator. The driver now was even more shocked, and I was also surprised: The car still behaved as if the generator was still in it. We also repeated the uphill run and here, too, the car behaved as if the generator was in it. With this we concluded our test runs and I asked the driver to report back to me as soon as the effects would diminish. After about 45 minutes I got the report by phone that during the drive home the old behaviour of the car was slowly returning. The effect did not suddenly stop, but abated slowly. So the effects of the generator were still discernible for at least 30 to 45 minutes.

This experience inspired me to do further tests with the M1-01-0410P9-P10. First I plan to use the M1-01-0410P9-P10 analogous to the product <http://www.fostac-technologies.ch/de/produkte/start.html>. On the weekend it will be installed in the connection box of our house and its effect on power consumption will be monitored long-term. As soon as results are in, I will report on them.

With my best regards
Harald Heuser hch@ibdh.de
www.ibhd.de

September 20, 2010

Read more:

http://www.principality-of-sealand.eu/vril/vrildoc_tech_e.html

Sealand Business Club
c/o SEALAND TRADE CORPORATION Schweiz AG
Ministry for Culture and Information
Urs Thoenen
Joweid Zentrum 1
CH-8630 Rütli
Switzerland
Telephone: ++41-55-240 71 05
TeleFax: ++41-55-240 71 06

info@principality-of-sealand.ch
cfh98@gmx.net
sbc_ut@hotmail.com
www.principality-of-sealand.eu