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TRANSPORTATION DIVISION.

LOCATION : Mortimer-Reading-Berkshire-England.

DIVISION : Transportation – Road-Rail-Sea.

SEMINAR : Road transportation: August 18th 1968.

LECTURER : John Roy Robert Searl.

STATUS : Superintendent of Documents UK.

The Transportation Division has not yet been implemented due to lack of funds, but much study has been undertaken, which I have release as documents to the public to study what has been achieved by man to date – this document is one of them; updated and colour used where possible in larger print. The original car used in that report is being replaced with a later one shown here:



You know it as the Mazda 6; many know its improvement in power and pollution, which you have been brainwashed as the best that can be done today – it may be true from Earthlings point of view, but that is debatable from the Swallow Command Transportation point of view. There are always 2 sides to a coin – yours one side, mine on the other side; we differ on thinking – you. To reduce pollution without losing power – I am thinking of no pollution without lost of power. Two completely different worlds in thinking: Yours to make profit – mine to care for the planet Earth and you.

First issue: Only a few drivers can actually obtain these claims made by Mazda, which are:

Mazda6 TS² Estate vs Competition					
	Mazda6 TS2 163 ps Estate	Vauxhall Insignia Exclusive Nav Estate	Toyota Avensis TR Estate	Ford Mondeo Titanium Estate	Honda Accord ES GT Estate
Engine	2.2D 163ps	2.0CDTI 16v 160ps	2.2D-4D 150ps	2.0 TDCI 163ps	2.2i-DTEC 150ps
P11D Value	£21,415	£22,880	£22,320	£23,330	£24,830
CO2	143	149	150	139	157
BIK %	20%	21%	22%	19%	23%
Monthly BIK at 20%	£71	£80	£82	£88	£95
Monthly BIK at 40%	£143	£160	£164	£148	£190
Residual Value % (of P11D value)	35.14%	29.06%	30.69%	32.36%	31.92%
Combined MPG	52.3	50.4	50.4	53.3	47.9
Dual Zone Climate Control	✓	X	✓	✓	✓
Electric Rear Windows	✓	X	✓	✓	✓
Power Folding Door Mirrors	✓	£175	X	✓	✓
Dusk sensing Auto Headlights	✓	✓	X	✓	X
Rear View Monitoring System	✓	X	X	X	X
Parking Sensors	✓	£375	✓	£450	X
Bluetooth Connectivity	✓	£215	✓	✓	✓
Alloy Wheels	✓	X	✓	✓	✓

These are purely salesman talk; you may have forgotten the hybrid Honda claims they made on the Insight which Honda first announced at the back end of 2008 it was ready to launch the second generation hybrid insight, it bravely proclaimed the car would be the most significant for the corporate market in the past 10 years.

A bold claim; the question I ask you; do you think this car has lived up to the brand’s billing?



I agree that it certainly has several positive factors going for it.

Facts:

The ES-T version is very well specified as standard, and includes an intuitive touch-screen satnav and audio

Controller that is a joy, plus have to admit that I am a fan of the array of multi-coloured displays on the dash, part of the Eco assist system:

1, which provides visual feedback on driving style and does, actually, encourage a greener approach,

The cars are also practical:

2. With the seats up, beats the VW Golf at 350 litres: the Vauxhall Astra at 351 and Ford Focus at 385.

The problem the Insight faces, however, as I see it, is the amount of negatives it has to contend with.

Maybe the biggest concern is the split rear screen:

3. I understand that it was designed, according to Honda, to help the aerodynamics, but it greatly reduces rear visibility.

Also, despite being Euro NCAP's second higher-car for overall crash protection in 2009, the Insight suffered in its time with us from a perception of lacking adequate protection, presumably a result of the weight saving measures used to keep CO₂ down. It also has an unpleasantly hard ride that too readily transmits every bump in the road surfaces to a noisy cabin, though the last two issues are being addressed by Honda, with a revision to the car due imminently.

Just off the record, my journey from Los Angeles to New Mexico USA in a RV prove to be the worst ever trip made; I spent more time in the air than on the bed, guess one could say that was an airbed, maybe so, but my marbles did not like me landing on them, they sure made that issue known to me. But agree the noise level was not bad, yet I still survived.

Less of a problem, but still irritating, the Insight which I quote proved curiously susceptible to punctures, too, suffering three in its time it was under test. I know what the tyre fitters will say to that statement, would automatically indicated there was no reason for this other than bad luck – famous words – guess you have all heard that statement.

I have to admit that I was not keen on the looks, either, especially compared with Honda's other hybrid, the CR-Z, that is able to combine sub-120g/km emissions with style. In fact, if Honda could have incorporated some of that car's striking good looks and more comfortable and refined travelling experience into the Insight, and delivered a more respectable sub-100g/km CO₂ emissions figures, then it may well have had a car that lived up to the launch rhetoric.

As it is, while the five door hybrid may well be a green alternative in the big selling lower medium sector the features the likes of the Ford Focus and VW Golf, it struggles to compare with more recent cars. From my standpoint Insight fanfare falls flat and the hybrid Honda has gone – but not quite in the blaze of glory that greeted its launch.

Why did I present this document here, elementary dear Watson – to show you what not to do to rush the marketplace to make a quick dollar. So what about the Mazda 6 how will that go on the marketplace. Let's face it if the facts are true, not only have CO₂ emissions plummeted across the range for both the hatchback and the estate, but a rise in specification levels mean that both fleet managers and drivers will be delighted with the practical and stylish range.

I trust that here is enough statement to present the case for the Searl effect Generator (S.E.G) to power cars.

In 1968; due to seeing the air pollution factor were increasing and the oxygen level deteriorating not a healthy state for the Earthling let alone the animals we depend on for our food supply chain? One thing is certain to my mind at least that there would be a price to pay for this ignorance; such as increase asthma and bronchitis; based on the fact that bacteria love this change in the atmosphere which we are proudly creating; where our bodies don't appreciate such changes even if you don't care about this state we are creating.

Due to this change in the atmosphere which is great for bacteria and viruses is the fact that we have been brainwashed to wear clothing, which is great for bacteria and virus mass breeding ground: the fact that the body keeps the clothing damp and warm for them to breed.

Therefore, it was clear to my mind that changes were needed in our thinking upon the source of the problem, and the results to my mind was the car, man's god; he worships it. Looking at the economics of the car against atmosphere damage the solution was clear: the greater cause was all those millions of cars having only one person in it, not only were they creating the problem in the greater sense, but they were helping to create the congestion problem on the roads.

Economics factor first, one person in a car are generating CO₂ emissions almost the same as one with 6 or more persons in it. Add to this; a car with 6 persons in it has reduced the congestion problem by 5 cars, therefore, if all cars had 6 or more persons in it, there would be no congestion on our roads, and basically the pollution factor would drop gradually lower over the year, which would be better than nothing at all, certainly better than increasing levels.

Next problem: Accidents delay traffic and losses including injury. Which today is a costly issue: results, up go insurances, whose ongoing results are that people driving without insurance cover that is a bad situation.

During 1968; Searl studied these problems with communication by mail to the Research Road Transport section of the government at Bracknell; in those days as to what problems have been highlighted.

We know that smoking – drinking while driving is a health problem leading to an accident.

We know today that the mobile phone adds to that list including drug taking.

Material problems were manufacturing problems: not driver judgement errors

Road surface slip: causing car to spin out of control.

Travelling too fast: in foggy, wet or icy weather condition.

Switching traffic lanes at speed: driving without due care and attention to other uses.

Poor brakes, bad tyres, poor wheel alignment due to unbalance factor, faulty parts been used. Failure to constantly check your mirrors: to watch traffic flow.

Searl knew that there must be a solution to all of these problems: the driver solution was to take away control from him by going automatic, which today is possible to undertake such research and developments.

Engine failed to start – flat battery – points problem and the emission can be cured by the S.E.G: means no flat battery – no points needed – no pollution being generated.

The S.E.G. would supply the energy to each wheel electric drive, giving a four wheel drive effect.

No pollution, no stopping to re-fill up tank with petrol, no damp plugs, no starter motor to go faulty, No exhaust to replace, no battery to charge up or have to re-place it. A pump for the brakes air compressor system will be needed to be checked each year to see that the brakes are ok. Speed control for wheel drive speed.

As heavy flooding must be expected at anytime now, means that beneath the car body will have to be made water tight including all electrics. It must be able stay upright under all flash flood conditions. Contain sensor front and rear for distance measurements to the car before and behind it, sensors on both sides to block it from pulling out into rear or front fast traffic. Automatic parking sideways should be Researched and installed.

OTHER PROBLEMS:

Bumps in the road to slow traffic down in built up areas; only increase pollution and congestion effects whose results generate even more pollution. Surely it would be an increase safety factor if a bypass road running beneath that road for through traffic leaving the top original road for local and resident traffic, thus the pass through traffic can travel faster in the effort to reduce emission of CO₂ levels in that built up section.

I shall be blunt here and state: that bumps in the road is not a human action for those like me; who suffer from serve neck arthritis, heart problems and meniere’s disease, just naming a few of the problems This constant pain level endure each day is boosted with each bump the vehicle pass over which is not fair for us who cannot no longer enjoy going out because of these bumps.. One more point while I am dealing with this issue; it is not fair for a block of houses that occupiers should have to endure having to inhale more CO₂ then those outside of this block of control.

We must design the future transport systems to meet this expanding issue in a more intelligent approach then now exist; for the very age and the very young and those who suffer spine problems, piles and those who are expecting to give birth within minutes; it is not right to shake the baby out as if you are shaking salt out of a block salt container.

Thank you for your time in studying this document which has been release by the authority of:



Prof. John Roy Robert Searl: Head of the redevelopment program of the Searl Technology for the objective of mass production within the United States of America of the Searl Effect Generator (S.E.G).

It has been a long time since 1968; when evil minds brought that work to a close by greed and ignorance.

Again, on Monday 25th August 2003, where over £38,000.00 of my equipment were stolen to stop me, and they did for a few years, but they thought that their action would force me to surrender the secrets to them – but let all evil minds take note that I am after all these years now back in controller seat and moving forwards step by step to the marketplace – To all who have given me help this year my sincere thanks: we are here now to stay!