

BOURKE ENGINE DOCUMENTARY

Eight years ago, my aim was to mate the plasma ignition to the Bourke Engine because it would combine the best of both worlds. At the time, my view of the Bourke was very superficial and I have come to realize that his is an understatement and also applies to 99.9% of all the comments online about it.

The Bourke Engine is not some “dieseling” motor with a Scotch Yoke – it is much more than that and it demonstrates a whole different combustion cycle – the Otto Cycle has been dead for about 80 or more years but nobody noticed!

Bourke Engine

Before I get into that, let's mention the Stan Meyer significance. Here is an excerpt from Russell Bourke's book documentary book called the Bourke Engine Documentary.

Bourke Engine

Russell Bourke clearly shows that water gas needs to be diluted with Nitrogen to control the burn rate! He wants a faster burn than normal, but not just water fuel by itself. This is the premise for Stan Meyer's early work as demonstrated by Meyer's own writings that you can see here: [Stan Meyer's Original Water Fuel Method](#)

At that time, commonly ducted water gas (not separating them) was not widely used, but the principles is 100% the same. Electrolyzed hydrogen and oxygen by itself simply burns way to fast.

Not only is Russell spelling out the genesis of Meyer's method, he is also talking about closing the loop just like Meyer's mentions in his Airdation documents. Russell was looking at a different way to do it, which is compatible with his own engine and Meyer was doing it with the only type of engines he could use, which are normal internal combustion engines like what is in his Dune Buggy. Because a normal ICE (Internal Combustion Engine) is not suited for detonations, Meyer had to slow the burn even more so it burns like gasoline.

Is it speculation that Stan Meyer studied Russell Bourke's work and got ideas from him? Of course, but it is too uncanny not to thoroughly research Russell Bourke's work. Considering that Russell Bourke's work is the most important work on combustion science in automotive history, it is highly likely that Meyer did indeed study it.

Also, Russell Bourke has an entire section on Hydrogen as a fuel as well as a section on the Oxidation of Nitrogen. There are a LOT of gems in his book and anyone who does not have it will be at a HUGE disadvantage!

The **Bourke Cycle** is profound. 50:1 ultra lean air fuel mixture enters the combustion chamber, is compressed is ignited right before TDC, it burns and the Scotch Yoke assembly allows for a longer dwell time at TDC meaning there is HIGH HEAT and HIGH PRESSURE generated because of a FIXED VOLUME. This burns all the fuel completely and this causes a very strong detonation. The piston is then shot in the opposite direction like a bullet without being slowed down by a fixed rod/crank assembly (detonation engine) and as the CONTROLLED DETONATION pushes the piston, nothing is burning, the fuel is expanding and COOLING. The push on the piston is a REFRIGERATION CYCLE!

The temperature is very low around 200 F and is the highest thermal efficiency engine ever invented. An average engine is 17 up to 30% if you're lucky. The Bourke Engine is at bare minimum 68% and has been

tested up to over 80%!!! This is considered impossible, but we're not talking about Carnot or other irrelevancies that do NOT apply to this engine or this combustion cycle known as the **Bourke Cycle**.

The Bourke Engine Documentary was compiled by Lois Bourke, Russell's wife shortly before he passed and is worth its weight in gold. You can get a copy on Amazon for maybe \$50 to a few hundred dollars, **HOWEVER, none of those copies include documents that you're going to have a chance to finally get!** But you can now get these papers in a newly compiled version of this book.

A & P is NOT the publisher of this book, but we did help to compile it for someone else because they were using old EXE style ebooks, now they're in PDF and easy to download.

There is an opportunity to get some Hand Drawn and CAD blueprints for the Bourke Engine 30 cubic inch, but **READ THE DISCLAIMER** by the buy buttons for those before deciding if you really want them. At bare minimum, at least get the book.

Get your copy here: [Bourke Engine](#)

I'll be sharing more about the Bourke Engine in the near future as well as some more about water fuel research and the plasma ignition.

More to come and **PLEASE** *share this with the buttons below* on Facebook and Twitter!