

# Introduction to engine GEET of Paul Pantone

*The processor multi-fuel of Paul Pantone,  
easy to realize and install, has époustouflants results  
A true response to the problems of energy and pollution.*



The need being the mother of the invention and the recourse to the horse not being necessary, Paul Pantone was mobilized since 1979 in research and the development of products required by the public. It was necessary for him to spend four years and to miss more than 350 tests before making function a first apparatus which it called Pantone carburettor, then endothermic engine. It spent twelve years before including/understanding why that functioned. It realized then that this invention intended for the good of the Earth was one of the gifts of the Sky that one had predicted to him, just like the arrival of his/her future partner Molley Faischko. But that was an often difficult combat because of the financial problems.

To progress and produce more quickly, it would have been necessary to leave the control of technology to the hands of groups aiming at the profit, but this option was always refused by Pantone. Admittedly the fact of preserving this control delayed the arrival with the present stage but it is better for all. The wish of Pantone is not to bleed with dead the individual but to help it to go from the front one. With all those which dream to look after planet, Paul and Molley Pantone form the following wishes: "That one can live in a world in peace disencumbered of the déchets of the technical development whose rejections soil water, the air and the ground and who brought us to the borders of the self-destruction, that people help each other and who reign abundance."

When one asks to Paul Pantone if it agrees to treat with all the countries, it answers calmly: "Of course, bus as long as a country will pour toxic waste in the ecosystem, pollution will continue."

Thus Paul and Molley Pantone offered on Internet, October 21, 1999, all the elements allowing to build oneself a Processor Multi Carburants GEET (by convenience, we will write PMC-GEET thereafter).

## Pollution, consumption, of the amazing profits

The PMC-GEET answers the problem of the total reheating of planet and the gas emissions for purpose of greenhouse and this, thanks to an easy and fast modification of the engines. The PMC-GEET can:

- to currently transform the vehicles into circulation in the vehicles with very weak rejections.
- to eliminate up to 99 % from the pollution emitted by the cars and the trucks
- to increase autonomy up to 300 % thanks to the consumption of all the supplied energy and this whatever the fuel used
- to destroy waste which normally pollutes our environment

An engine modified with the PMC-GEET is as less noisy as the others. At the time of the tests, one hears only the noise of the machine driven by the engine. This pleasing advantage GEET to develop a new range of quiet lawn mowers (see the article [How to manufacture a Pantone engine](#)).

The lifespan of the transformed engines equipped with the PMC-GEET is increased by 10 times compared to the traditional engines in which the carbon particles act like sand on the parts of engine. The first prototype built by Pantone turned 7000 hours with oil and candles of origin whereas its equivalent under traditional operation is given for 700 hours.

If one lays out a transparent dome on the top of the cylinder, one sees that, on a normal engine lighting jumps on one side to the other on all the top of the piston what creates unequal pressures, friction and wear. On an engine adapted to a PMC-GEET, lighting is complete, instantaneous and is done even on all the top of the cylinder.

The increased effectiveness of the PMC-GEET comes owing to the fact that the homogeneous gas fuel inside the engine burns practically 100 % of the fuel on a lighting whereas the gasoline has points of boiling of 30 with 220°C and temperatures of auto-ignition which make that its effectiveness is very low and that the fuel is wasted. There is only half of the fuel which is burned in the traditional engine, the remainder burns on the valves, the collector and all that remainder burns in the catalytic pot. For this reason, the use of an engine adapted to the PMC-GEET does not see its effectiveness consumption to increase of more than 200 %. For example, Ford Chevy "rétrofitée" does not make any more but 5,6 liters to the 100 km compared to the 16,8 liters consumed front. Moreover, one sees another advantage on the tailpipe because the engine functioning while heating less, the silencer does not become hot if one makes the suitable adjustment according to the fuel used. Certain conversions can even remove the presence of the radiator (at the time of defective adjustments it even happened that ice is formed on the pipe).

All this is due to an endothermic reaction which is a chemical change accompanied by an absorption of heat which occurs in the reaction vessel.

*Endothermic: apply to a transformation or reaction which absorbs heat instead of releasing some - fusion for example is an endothermic reaction, the decomposition of water in is too.*

## Principles of operation of the PMC-GEET

LE process of operation of the PMC-GEET uses the vacuum and heat produced by an internal combustion engine having a candle lighting. The system consists of a tailpipe, a stem engine and a room with pyrolysis. The tailpipe has an end directly connected to the exhaust manifold and the other to the room to pyrolysis. The traditional carburettor and the system of exhaust (catalytic pot included/understood) are not necessary.



Model of demonstration of the PMC-GEET adapted to various engines

The stem engine made of a piping exigüe is connected to the internal room of the room with pyrolysis with one of its ends and goes from the tailpipe (in central position) to the engine and exceeds approximately 15 cm of the exhaust manifold where it is connected with a valve of air intake and from there, enters the collector of entry. There does not require to modify the engine itself if it is a model with lighting with sparks. One

exhaust fumes are collected at the end of the room of the tailpipe and are sent in the internal room to the exhaust manifold at the other end, mixed with the pretreated fuel and vaporized under a certain vacuum (negative pressure) provided by the engine and if necessary by an auxiliary vacuum pump. It is interesting to notice that the temperature of the exhaust to the final emission is 1 or 2 degrees lower than that of the ambient temperature of the air intake. If the pipe with field of plasma is too short or too length compared to the density of the fuel used, the end nearest to the engine is overheated or ice is formed on the other end.

## Plasma a phenomenon badly included/understood but real

One can describe the phenomenon which occurs in the PMC-GEET from Pantone as being a controlled flash.

When nature, the masses of hot and cold air enter in collision while moving in opposite direction, it occurs an electric discharge, either a jet, or a ball of energy. That depends if the mass of air has a conductivity corresponding to a type of discharge radial or longitudinal. Many discharges of this kind are not visible for us, others are amplified by moisture and radiate in a field of energy perceived like a coloured light.

It is when the electromagnetic field radial as longitudinal and is as well balanced to create the center of the reaction of plasma which it is with its maximum of effectiveness.



In nature, the flash can give temperatures going until 32.000° C and 1 billion volts. It is this field of car-generated plasma which is with work in the PMC-GEET in the reaction vessel without using source of external energy or parts which wear.

The components of the PMC-GEET allow the transfer of the quasi totality of the heat produced in the plasma which stabilizes then the magnetic field as much as it increases the flow of electrons for any need, the request. Plasma is created with will since a stable magnetic field is used, self-sustained and that it one does not have the problem of the random clusters of plasma and that each molecule is maintained with a constant potential tributary of the request and that this one controls the field which stabilizes itself in a special report/ratio.

The plasma concentrated in the interior pipe on the stem of reaction forms a ball of plasma which the fuel vapors cross while transforming them into synthetic natural gas rich in hydrogen.

The load of plasma is so strong that a tool forgotten on the reaction vessel of a large engine under operation becomes if magnetized that one needs the two hands to tear off it with a metal object.



Any film or videotape located at approximately a meter of the reaction vessel will be over-exposed or erased definitively without possibility of recording again. Nonmagnetizable metals and glass were also magnetized with a PMC-GEET of Pantone. There are other possible effects: the loss of the magnetic codes of credit cards like Dr. Wood tested with his costs.

Many tests were carried out with external electricals appliance with an aim of improving the production of plasma in the PMC-GEET but they failed all. Indeed, the interference coming from outside is opposed to the "natural" field electromagnetic created in an autonomous way in the PMC-GEET what causes the collapse of the totality of the magnetic field, and very stops.

In the PMC-GEET, the internal movement converges in the specific direction of the flow of plasma created what thus makes the magnetic field more powerful and improves molecular or atomic dissociation.

Without the increase in equal proportions of all the other elements, one does not have to expect that the intensification magnetic arc électrique/champ is a sufficient reason with the success of any test. When the ideal reaction of plasma was created, it is the moment to vary concert by increasing them or not all the parameters aiming at satisfying one, increase or a reduction in the flow of plasma.

Research relating to the PMC-GEET was empirical (Pantone compares it with that of Edison when it developed the electric bulb). It made it possible to check that the invention functions well, but one would need theories and models computerized to lead it to optimize all its possibilities.

For that, it is necessary that scientists with the "open" spirit imply themselves. In front of prototypes which function indeed, the scientists should include/understand this technology easily.

In spite of the invitations addressed to hundreds of scientists, only some attended demonstrations. The many financial potentials which saw themselves demonstration on demonstration are arranged in the opinion of "qualified" people known as who did not take themselves time to come to see the apparatuses.

The largest obstacle with the implication of the scientists holds in a word: "Impossible"

Dr. Grant Wood which worked with GEET has a term more adapted to speak about the "Atypical" PMC-GEET.

It is difficult to make carry out tests in large laboratories like Lawrence Livermore, Southwest Research Lab... They should initially be convinced that that functions and then to have enormously money because the persons in charge for the laboratories want to waste neither their money nor their invaluable time. In fact, they do not include/understand anything with this apparatus quite simply.

## Experiments presentations and reactions

A presentation was made for Mike Striskl, responsible for new technologies at the Department Transport of the New Jersey. Kevin Britton (distributor for the New Jersey) and Mike and Faith Holler had brought their Tecumseh engine of 10 CV modernized "retrofit" with the PMC-GEET. With the gasoline, the results in depollution were amazing.

Unfortunately the mixture introduced into the system and composed of gasoline, terpentine, water, diesel, worn engine oil and fluid of transmission to which one had added a grease-remover like surfactant made fix the engine.

Nevertheless, within sight of the excellent results in depollution: 0.00 % of Monoxide of carbon, 0.00 % of Carbon dioxide and 12 hydrocarbon ppm, another demonstration was programmed two weeks later. And there, in addition to the representatives of GEET and distributors about which we spoke previously, assisted to with it envoys of the Ministry for transport, scientists, people of VEPA and Army.

The presentation was successful, even if, at GEET, one thinks that it could have been finicked. Indeed the material presented had not arrived at the succeeded stage, ready with the production. Dave and Paul from GAR had made 4000 km with their Chevy 350 pouces/cube to come to the New Jersey and had not had time to polish it what did not prevent them from making an excellent demonstration with, for the first time of the diesel in their engine.

John Bolus had brought his apparatus to float, an alternator and an electric starter, and it could make function its apparatus during 3 days with the kind of mixture quoted above and which had not succeeded at the time of the first presentation. All the anti-pollution records were beaten, and at the end of 20 minutes, the scientist who carried out the test said "Cut all, I saw some enough!"

Representative of Tecumseh, which was to appreciate the way in which the technology of Pantone was perceived by potential consumers, could now realize its impact.

The consultant of the army thought of certain positive uses for purposes of cleaning of certain "dirtinesses" little appreciated by the surrounding populations.

As for the deafened scientists among whom people eager to help to explain the PMC-GEET, their face expressed one "It is impossible!" or they remained bée mouth about it.

This presentation opened with GEET many doors what made it possible the company to accelerate its research and to reach more quickly at the stage of the production. Other presentations are envisaged and Paul and Molley Pantone take appointments. Company GEET stresses that it is important to present its technology at the various local and governmental authorities. The various ministries supervise the manufacture and the elimination of many dangerous substances. If they could profit from the technology of the PMC-GEET, it would be a good for all.

At the time of a control (filmed) of pollution in a station of California, the petrol engine of a PMC-GEET ran on the crude oil, and the exhaust was cleaner than the ambient air!

Measurements of carbon monoxide, of carbon dioxide and hydrocarbons were to 0,00 and oxygen with 21,1!

Control emissions of VW		
Gas	Results (in PPM)	Limit (in PPM)
Hydrocarbons	77	525
Carbon Monoxide	0.13	5.63
Carbon dioxide	12.5	N/A
Oxygenate	2.6	N/A
Oxidize of Nitrogen	1322	3427

Another example, a traditional petrol engine did not reject 999 ppm (left per billion) of hydrocarbons, after conversion, it did not emit any more but 11 ppm!

One whether the car industry can manage to beat such a record, should they wonders be believed when they say "that they make very" to purify the air which we breathe?

Many witnesses even spoke about the spring odor released by the exhaust! A wink, the initials chosen for the company is GEET and Pantone learned thereafter that geet in India and in Pakistan evokes the perfume of the flowers...

At the time of another test, the engine was assembled with a loop system and functioned without contribution of air of outside by aspirating its own exhaust and consequently without rejections.

The town of Mexico City, unfortunately famous for its level of raised pollution, is interested to apply technology PMC-GEET to enormous quantities of toxic waste, for the majority of oil mixed with water and unsuitable with the refining, but this "contamination" by water is appropriate perfectly for the PMC-GEET. With this technology, it is possible to transform these harmful effects while carburizing and to produce electricity while emptying cisterns without polluting the air with carbon dioxide and hydrocarbons.

The financial impact of such a program of depollution is phenomenal. The Mexicain government which must face since years with a shortage of current in Mexico City, projects to build installations intended to manufacture the PMC-GEET on their premises. Thus, the economy would gain of stability, the air in purity, moreover that would reabsorb unemployment.

There are other applications of the PMC-GEET, in more of the production of electricity in power stations the desalination of sea water, pumping... all installations which would buy the toxic fuel intended for their operation while avoiding dangerous and expensive transport of the East coast at the West coast. Canada which carries out tests on the toxic PCB and other waste tested an apparatus PMC-GEET of 10 CV and the results were considered to be interesting. Another project at GEET which one cannot envisage the duration of the phase of tests

but which is formidably exciting: to begin tests on the capacity of the PMC-GEET to evacuate our environment of the nuclear waste...

## Application to the engines VW

But it is on an engine of VW cooled with air that work has most advanced initially. This choice comes owing to the fact that Mexico City particularly requires to find techniques of depollution and that these engines are always produced and sold in Mexico City (80 % of the taxis of the town of Mexico City are VW) like in Brazil. GEET had laid down the following objectives in "rétrofitant" the "Ladybird VW":

- to reduce the pollution by 50 %
- to increase the autonomy by 50 %
- to have a reasonable power, the whole at an accessible cost.



V-8 of Ford Chevy retrofity GEET

Measurements were made according to standards' in force in Utah. On old Ladybird by 1969 with engine if tired that it could not have passed to control successfully without to have been entirely remakes, autonomy were increased by 50 to 80 %, and the reduced hydrocarbon emissions of 99 %.

Before modification, the engine (with gasoline) emitted 2400 ppm hydrocarbons, then it is gone down to 11 ppm. With such results, a Ladybird VW 1969 which has neither catalytic pot, neither valve EGR, neither electronic module of control, neither detectors, nor control of emissions of any kind can pass the hand high controls of pollution.

One had said to Pantone that this ladybird had a consumption located between 8,4 and 10,7 liters.



Engine VW "Ladybird" retrofit of GEET

Once modified with the PMC-GEET, consumption passed to 6 liters and is descended below the 4,7 liters since.

Its dash speed of 130 km/heure is higher than the limits in force. For a user not informed of the presence of the PMC-GEET, the car kept power and flexibility. And for this reason, nothing simpler, to get into the car, to turn the key and to wait 15 seconds that the engine heats before leaving!

The price of the kit for VW would be \$1250 but progressively with the increase in the sales, it should fall. Companies adapting of the injectors on cars practise the same kind of tariff and even higher for systems which only reduce the pollution from 5 to 10 %, while increasing the autonomy by 3 to 5 % with a weak increase in power.

For the installation, nothing simpler, nothing to cross or bore, the kit is appropriate for any frame with an engine VW cooled by air or for cylinder flat. For a fairly skilful person, all can be done in 2 hours. It is just necessary to replace the pipe in "J" (departure of the gases flarings towards the engine) of the cylinder n°1 on the momentary side by the reaction vessel, to replace the carburettor by the valve of control of air, to bolt the carburettor with phase shift (carburizing of mower modified) and to make the connections and food. The precision adjustments should not take more than 15 to 30 minutes.

## Products already available

For the PMC-GEET model 1 for the VW "Ladybird" cooled with air, Karman Ghias and the buses with vertical engines VW, GEET arrived from there at the stage of the production.

VW cooled with air represent only one small part of the iceberg of the possibilities offered by the PMC-GEET. Many engines cooled by water of VW Volvo, BMW, FIAT, Peugeot, of the vehicles with old carburettors from Mercedes, the models from Asia etc... are also interesting to modernize. The modernization of the diesels is rather simple. It is necessary to remove the connection of catch of the injection pump and to leave it vacuum, there then to install valve of control of air on the admission, to heat the bullor and to place the reaction vessel in the exhaust like one does it in the case of the petrol engine. The injection pump provides (lighting for combustion instead of the candles).

One can as well adapt fuel injection engines, the only difficulty being the presence of data processing in the car.

To mislead the computer of edge and to let to him believe that it still has the engine in load, it is necessary to let to him control other aspects of the vehicle like the provisioning while carburizing, the timing of the sparks, the control speed etc...

Since years, at GEET one speaks about kits, but even by having a beautiful workshop of R&D and while leaving 3 or better 5 new kits per week, one would need too much time to touch 50 % of the vehicles.



Truck equipped with a PCM-GEET

Instead of the kits, GEET produces reaction vessels, valves of control of air, fuel sprays and material making it possible to the fitter to remove the carburettor, to cut a part of the exhaust, to install the various parts, to curve the pipes and to connect the various catches, which would make it possible to touch in one year 95 % of the automobile park. GEET markets the plans making it possible to be driven by many current engines.

- For a small engine or a generator up to 20 CV: \$75.00
- For a VW with precise descriptions coming from the first kit in production: \$150.00
- For 10 cars or generators with in no-claims bonus the Deluxe plans for the food, of a house \$950.00

With the principle of the kit, the modification costs in the \$1250 plus \$250 of installation. With parts approximately \$900 and \$600 of installation what returns about to same. But the great difference is due to the fact that the adaptation of the vehicles can be faster whatever are their marks and their models.

The prolongations of the invention of Pantone are numerous: in more of work on the vehicles with injection, one finds the heating appliances, the quiet mowers, the power generating units and also an electrical appliance intended to produce water starting from the air, such an apparatus of 5 kw could provide, according to the moisture of the ambient air, up to 10.000 gallons of pure water per hour. But there still, remains the problem of financing.

### **Electric generators**

Modernized with last technology GEET, these generators 5 kw Coleman are fed with Tecumseh engines 4 times of 10 CV whose operation is reliable. They have pig iron shirts, an automatic cut when the oil level is low, an electronic ignition and a long lifespan. These power generating units can give until 5kW to 120 or 240 VAC (volts in AC current) for all the uses of the type breakdown service, camp-site. They weigh approximately 30 kg and fall under a volume of 60 Cm<sup>3</sup>. These adaptations are rather intended to the people having already generators but eager to start to be useful itself of the technology of PMC-GEET.



Generators 5kW of Coleman

Other larger models are envisaged, with delivery periods from 6 to 9 weeks, among them:

- 7,2 kw 120/240 V Generating driving Winco with cooling with water: \$ 3500
- 10-12 driving kw 3TC Toyota with generator pulled by belt: \$5500
- 12 kw driving 4 diesel times Isuzu, new generating 12 kw with direct drive: \$5900
- 20 kw Package Standby V-4 Ford industrial, generator with a stage in an enclosure: \$11240

One can also make function these generators with methane coming from septic tanks, by making it pass in a large tank being used as wash-bottle thanks to a vertical pipe going down to approximately 30 cm from the bottom to attract fresh air there and by collecting gases by another pipe at the edge of the lid.

One modifies then the engine so that it can pass from the gasoline to methane, and after starting on the gasoline, one rocks on the food with methane.

An average family of 4 people can sufficiently produce methane to supply a generator 8 hours per day.

## First experiment successful in France

**(Tests of the 20/09/2000 carried out according to the indications of manufacture given by Paul Pantone, taken again by Jean-Louis Naudin)**

The engine with plasma and the adaptations were made by Mr. David.

In order to be in an unfavourable case, the tests were voluntarily carried out with an engine with the reject. It acts of an engine of cultivator, 240 Cm3, at 4 times, of Honda mark, in bad general state, and consuming oil.

The first test was carried out with super 95 pure.

The second test was carried out with super 95 added with 40 % of water of the tap.

The third test was carried out with super 95 added with approximately 70 % of water of the tap.

In the best of the cases, in spite of approximate manual adjustments and whatever the proportion of water in the mixture, the analysis of the emissions made while placing the probe with the outlet pipe of gases indicates that:

- the volume of carbon Monoxide (CO) can go down to 0,2 - 0,3 %
- the volume of Carbon dioxide (CO2) can go down to 12 - 13 %
- average CO is gone down to 0,2 - 0,3 %
- the number of hydrocarbon ppmi (HC) can go down to 150
- the volume of oxygen turns around 2 to 3 %

Measurements (mentioned again in the page of Jean-Louis Naudin that we reproduce hereafter) are those of the second test with super 95 added with water 40% of the tap.

*Note* : the adaptation that we carried out starting from the indications of Paul Pantone is certainly not optimal since dimensions used are those of engines from 2 to 3 liters.

Moreover, we have any muffler, nor no regulation with the admission.

We presented several times a white handkerchief above the exhaust and noted that there remained white.

We did not feel any particular odor even by putting the nose above the exhaust, and even following abrupt accelerations. The results relating to depollution are amazing and could be observed by all. One can wonder what will be the results with a good engine, regulated well, with a compression ratio adapted, our results being probably faded because of the presence of oil due to a cylinder largely striped following a former tightening.

## The Councils of Quant' Man to adapt your PMC

(By Mr. David)

"A the simultaneous request of my friend Jean-Louis Naudin and my friends Soarès, creators of the site Quant' Man, I undertook the realization of a prototype of the Processor with Multi-Fuels GEET of Mr Pantone. The 13, September 14, and 15 2000, I joined together materials necessary and assembled them according to the plans and explanations provided on Internet site of Mr Pantone. These plans are worked out to make it possible to any handyman to very quickly realize and lower cost the invention by using elements very ready, available in the majority of the rays plumbing decertaines great surfaces or other stores of hardware or heating specialists.



I respected dimensions of the engine part particularly, i.e.:

- the external tube is tube of heating 26/34, length 30 cm
- the interior tube is tube heating 15/21 length 40 cm
- the stem inside tube 15/21 fact 13 mm diameter and 30 cm length

As you will find with difficulty a medium or STUB steel stem of diameter 13, you can take diameter 12, me I used the STUB one of diameter 13 (the STUB one is a rectified steel of high quality, but a steel iron-with-concrete kind can be appropriate).

Having at disposal a workshop of mechanics, I did not have any difficulty in carry out the various small machinings recommended by Mr Pantone, but with files and a little patience you can reach that point too.

I used valves with ball of 3/4 of inch in the place of the valves of 1/2 inches, because I had them in stock. I used an old engine of cultivator that it was necessary me to give in state (grinding of valves etc...) of Honda mark, of 240 DC at 4 times.

It is obviously necessary systematically to use 4-stroke engines which have their greasing because the 2-stroke engines lubricated by the gasoline-oil mixture cannot be appropriate since the oil added in the fuel will never reach the engine and will be transformed into synthetic gas (hydrogen).



September 15 at the evening, all my installation was ready to start, installed on a simple board posed on the ground by respecting the North-South orientation of the engine advised by Pantone (left engine Northern side).

I put in the can one half-litre of gasoline of mixture at 5 % of oil which I usually use for my slicer (I had only that under the hand). I open all the valves à fond, with a oil-can, I introduce a little gasoline into the valve very close to the admission of the engine, I draw on the string, the engine toussote a little but does not launch out. I add a little gasoline with the oil-can and I close all the valves with half. I again try a departure, the engine starts frankly, some turns and the exhaust smokes like that of a normal engine. Then quickly, by handling the valves randomly, and in less than 5 seconds, the engine takes speed and obeys immediately my handling of valves and my amazement, plus any smoke does not leave the exhaust. Always to my amazement and after only one about thirty seconds of operation, the engine reacts better and better to my handling of valves and is able to reach a very important speed or to hold an extreme idle.

I note that, according to the position of the valves, I make hold with the engine any range speed of way stable. Accelerations are clear and

instantaneous and, hot, the engine starts again without problem, putting gasoline in the first valve.

During operation, one can, to note through the walls of the can-bulleur the more or less intense boiling according to the speed of the engine and which is thus produced by a part of diverted exhaust fumes (adjustable by the valve on the exit of exhaust).

The following days, the engine always functioned in the same way without problem.

Finally, September 20, we went in a mechanic, we made the control of pollution, with gasoline, then with a mixture of gasoline with 40 % of water and finally with water 70% whose one can see the results above.

Now, it remains us much to make to include/understand and adapt to our desires and our needs the incredible invention for Mr Paul Pantone, and now, with you to play!!!"

If you reproduce the experiment and if you want to exchange your comments, ideas, easy ways etc... go on the site of QuantHomme or come to make us share of it on our forum.

Even if the reproduction of a PMC-GEET does not present a risk, we are not responsible for the possible vexations undergone by futures experimenters.

 [See the article on the design of an engine of Pantone mower](#)

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### Sources

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**<http://www.multimania.com/quanthomme/AccueilPantone.htm>**

**[http://www.multimania.com/quanthomme/PageM\\_David.htm](http://www.multimania.com/quanthomme/PageM_David.htm)**

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