Viewpoint

The Development of the Turbo-Encabulator

By J. H. Quick

For a number of years now, work has been proceeding in order to bring perfection to the crudely conceived idea of a machine that would not only supply inverse reactive current for use in unilateral phase detractors, but would also be capable of automatically synchronizing cardinal grammeters. Such a machine is the „Turbo-Encabulator." Basically, the only new principle involved is that instead of power being generated by the relative motion of conductors and fluxes, it is produced by the modial interaction of magneto-reluctance and capacitive directance.

The original machine has a base-plate of prefabulated amulite, surmounted by a malleable logarithmic casing in such a way that the two spurving bearings were in a direct line with the pentametric fan. The latter consisted simply of six hydrocoptic marzelvanes, so fitted to the ambifacient lunar waneshaft that side fumbling was effectively prevented. The main winding was of the normal lotus-o-delta type placed in panendermic semiboloid slots in the stator, every seventh conductor being connected by anon-reversible tremie pipe to the differential girdlespring on the „up" end of the grammeters.

Forty-one manestically spaced grouting brushes were arranged to feed into the rotor slip-stream a mixture of high S-value phenylhydrobenzamine and five percent reminative tetryliodohexamine. Both of these liquids have specific pericosities given by $P=2.5C\ n^{6.7}$ where n is the diathetical evolute of retrograde temperature phase disposition and C is Cholmondeley's annular grillage coefficient. Initially, n was measured with the aid of a matapolar refractive pilfrometer (for a description of this ingenious instrument, see L.E. Rumpelverstein in „Zeitschrift für Elektrotechnistatischs-Donnerblitze," vol vii), but up to the present date nothing has been found to equal the transcendental hopper dadoscope. (See „Proceedings of the Peruvian Academy of Skatological Sciences," June, 1914).

Electrical engineers will appreciate the difficulty of nubing together a regurgitative purwell and a supramitive wennelsprocket. Indeed, this proved to be a stumbling block to further development until, in 1942, it was found that the use of anhydrous nangling pins enabled a kryptonastic boiling shim to be tankered.

The early attempts to construct a sufficiently robust spiral decommutator failed largely because of a lack of appreciation of the large quasi-piestic stresses in the gremlin studs; the latter were specially designed to hold the roffit bars to the spamshaft. When, however, it was discovered that wending could be prevented by a simple addition to the living sockets, almost perfect running was secured.

The operating point is maintained as near as possible to the h.f. rem peak by constantly fromaging the bitumogenous spandrels. This is a distinct advance on the standard nivelsheave in that no dramcock oil is required after the phase detractors have remissed.

Undoubtedly, the turbo-encabulator has now reached a very high level of technical development. It has been successfully used for operating nofer trunnions. In addition, whenever a barescent skor motion is required, it may be employed in conjunction with a drawn reciprocating dingle arm to reduce sinusoidal depleneration.

John Hellins Quick wrote this spoof while he was a student. It was published in 1944 by the Institution of Electrical Engineers Students' Quarterly Journal *and has been reprinted by Arthur D. Little many times since then. Mr. Quick went on to become a fellow in the Institute of Electrical Engineers and have an eminent career in Great Britain.*