What is claimed is:

1. A pollution control system for an internal combustion engine, comprising:

a microcontroller electrically connected to a power supply;

a plurality of sensors connected to the microcontroller, each of the plurality of sensors configured to measure operating parameters of the engine including engine temperature and engine RPMs; and

a PCV valve electrically connected to the microcontroller and responsive to a control signal therefrom, for regulating a flow rate of blow-by gases in the engine; and

wherein the microcontroller has three operating states, comprising:

a first operating state corresponding to an engine condition between ignition and the engine temperature reaching a preferred idle/operation temperature, wherein the microcontroller closes the valve;

a second operating state corresponding to an engine condition after the engine temperature reaches the preferred idle/operation temperature wherein the microcontroller opens the PCV valve when the engine RPMs are within a predefined low/hi window of RPMs; and

a third operating state corresponding to an engine condition after the engine temperature reaches the preferred idle/operation temperature and the RPMs have been in the predefined low/hi window of RPMs for a predetermined duration wherein the microcontroller periodically opens and closes the PCV valve as long as the RPMs are in the predefined low-hi window.

2. The system of claim 1, wherein the PCV valve is moveable between opened and closed positions so as to regulate vacuum pressure in the engine.

3. The system of claim 1, wherein the plurality of sensors include an engine temperature sensor, a spark plug sensor, a battery sensor, a PCV valve sensor, an engine RPM sensor, an accelerometer sensor, or an exhaust gas sensor.

4. The system of claim 1, wherein the microcontroller includes a signal wire, a PCV control wire, and power supply wires.

5. The system of claim 1, wherein the microcontroller is powered only when an ignition for the engine is on.

6. The system of claim 1, wherein the microcontroller comprises solid state memory that is programmable and reprogrammable.

7. The system of any of claims 1-6, wherein the PCV valve is in fluid communication with a crankcase and an intake manifold on the engine.

8. The system of claim 7, wherein the microcontroller operates a restrictor within the PCV valve, for regulating the flow rate of blow-by gases through the PCV valve.

9. The system of claim 7, wherein the microcontroller regulates the flow rate of blow-by gases from the crankcase to the intake manifold based on the quantity of blow-by gases being produced.

10. The system of claim 9, wherein the microcontroller determines the quantity of blow-by gases being produced based upon the operating parameters of the engine measured by the sensors.

11. The system of claim 1, wherein the microcontroller comprises:

programmable flash memory connected to a control processor;

a power supply input connected to the memory and the control processor;

a sensor input connected to the control processor, wherein the sensor input is configured to receive data from an engine sensor; and

a signal output connected to the control processor, wherein the signal output transmits a signal from the control processor so as to control operation of a PCV valve that regulates a flow rate of blow-by gases in the engine.

12. The system of claim 11, wherein the control processor is configured to send multiple operating signals through the signal output.

13. The system of claim 12, wherein a first operating signal corresponds to the first operating state a second operating signal

corresponds to the second operating state, and a third operating signal corresponds to the third operating state.

14. The system of any of claims 11-13, wherein the engine sensor is configured to transmit data on engine RPMs, engine temperature, engine torque, or crankcase pressure.