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**PLEASE UNDERSTAND CLEARLY THAT THIS PRESENTATION MUST NOT BE CONSTRUED AS ENCOURAGEMENT THAT YOU SHOULD ATTEMPT TO CONSTRUCT ANYTHING SHOWN OR DISCUSSED HERE AS THIS PRESENTATION IS FOR INFORMATION PURPOSES ONLY.**

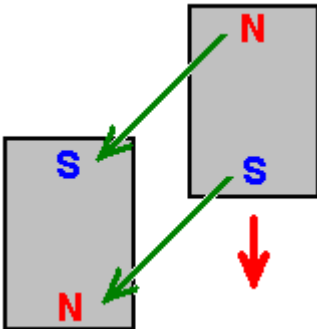
**PLEASE UNDERSTAND THAT WE LIVE SURROUNDED BY AN ENERGY FIELD OF EFFECTIVELY UNLIMITED POWER. WE CAN ACCESS THAT POWER FOR OUR OWN USE IN TWENTY DIFFERENT WAYS. HOWEVER, IF THE METHOD OF ACCESSING THAT ENERGY IS A PASSIVE ONE, THEN PLEASE UNDERSTAND THAT YOU, YOURSELF CAN AND WILL AFFECT THE FLOW OF POWER. THAT EFFECT IS CALLED THE “YOU” FACTOR.**

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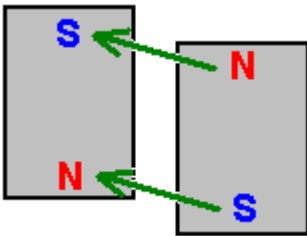
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## PERMANENT MAGNET MOTORS

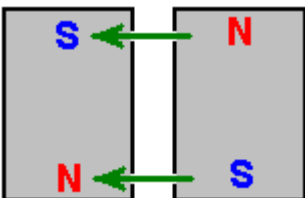
THE "YOU" FACTOR DOES NOT APPLY TO PERMANENT MAGNET DESIGNS. A PERMANENT MAGNET IS A ROOM-TEMPERATURE SUPERCONDUCTOR OF MAGNETIC ENERGY.



ONE FIXED MAGNET AND ONE CONSTRAINED MOVEMENT MAGNET

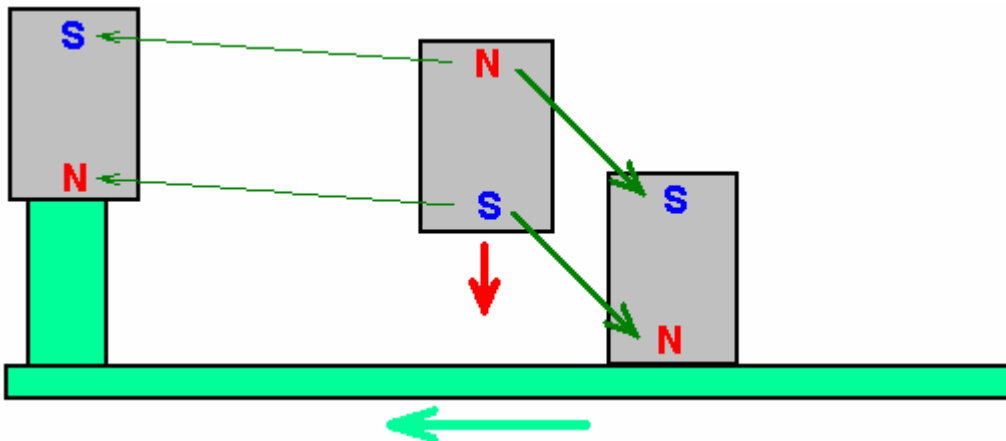


DRIVING FORCE REVERSES WHEN THE MOVING MAGNET PASSES BY



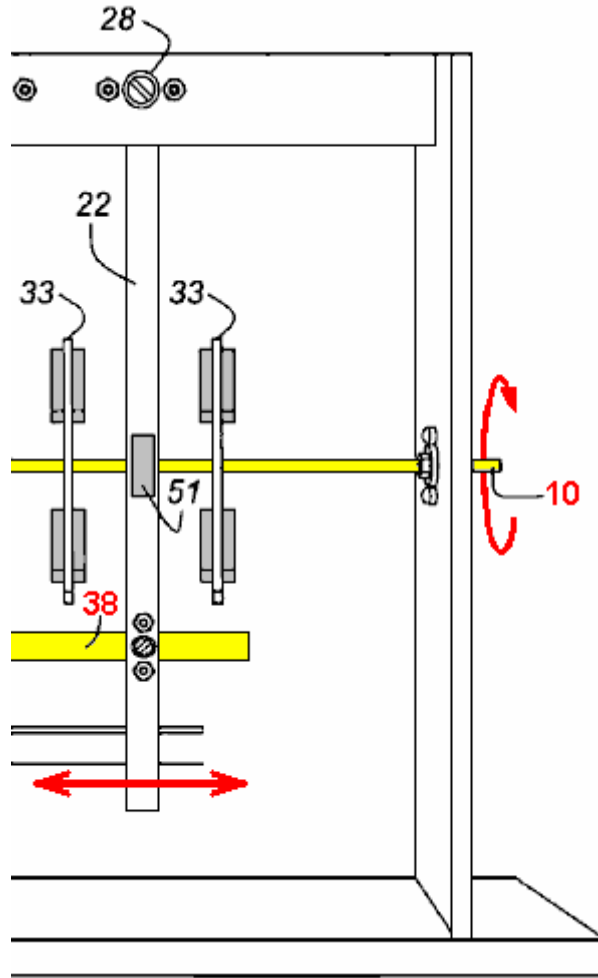
IF LEFT ALONE, THEY END UP IN THE CLOSEST POSITION

SO, MOVE THE 'FIXED' MAGNET AWAY BEFORE IT BECOMES A PROBLEM :

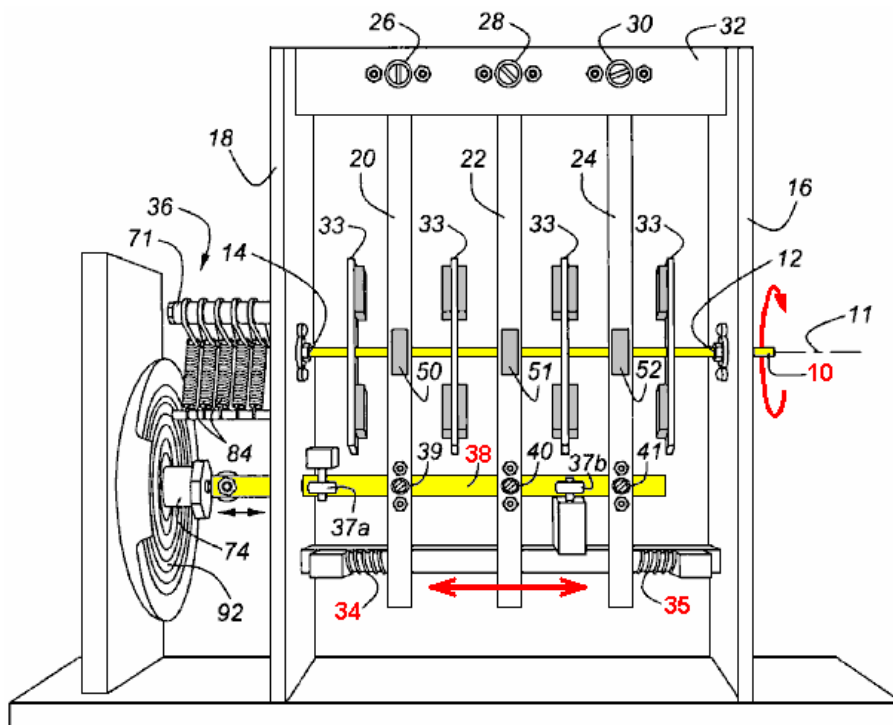


HERE, THE DISTANCE BETWEEN THE FIRST 'FIXED' MAGNET AND THE MOVING MAGNET IS FAR GREATER THAN THE DISTANCE TO THE SECOND 'FIXED' MAGNET.

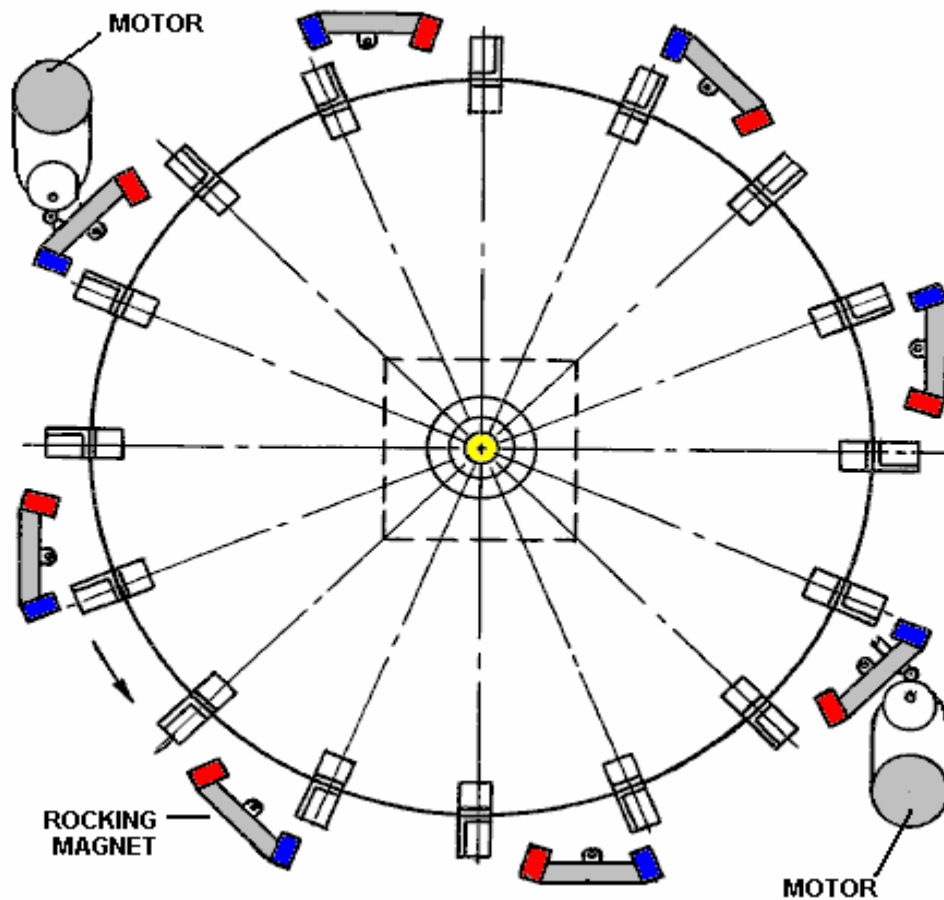
STEPHEN KUNDEL USES THIS PRINCIPLE TO CREATE ROTARY MOTION :



THE STATOR MAGNETS ARE MOVED BACKWARDS AND FORWARDS USING A SIGNAL FED TO A LOUDSPEAKER.



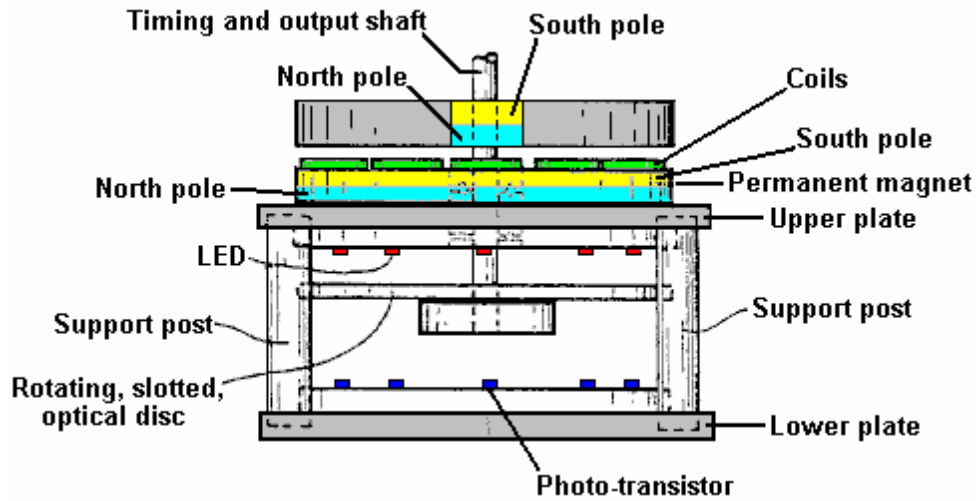
**DON KELLY USES ROCKER ARMS DRIVEN BY TWO SMALL MOTORS:**



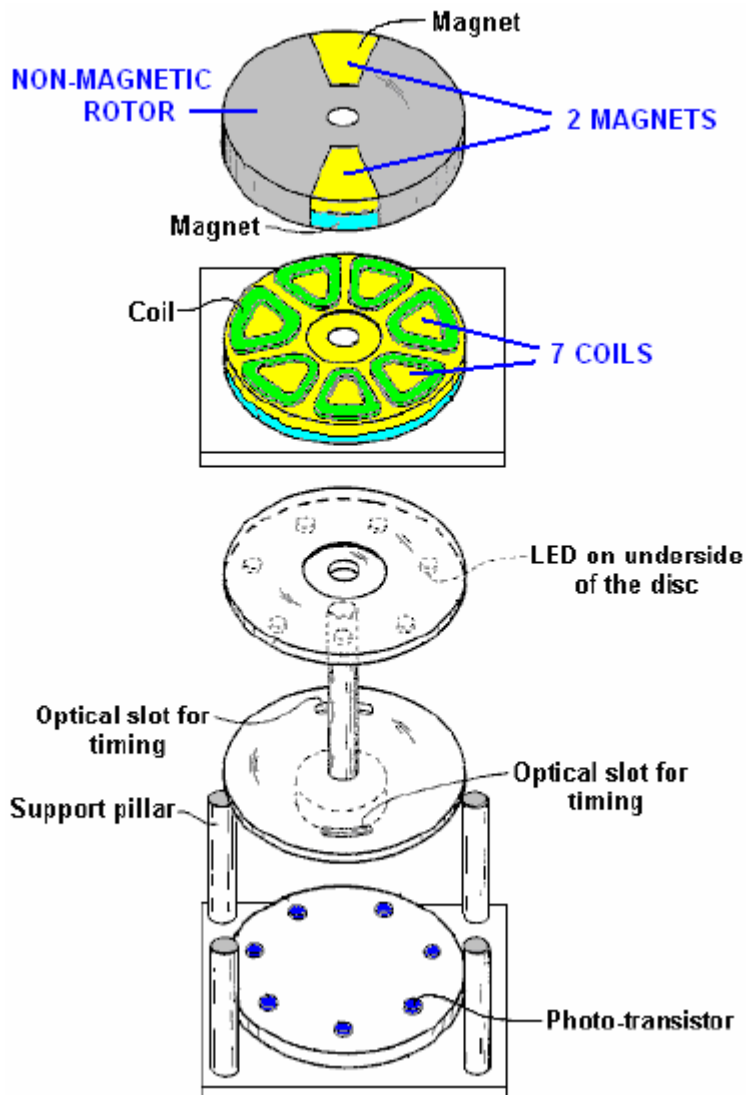
**THE IDEA IS TO PUT IN A SMALL AMOUNT OF ELECTRICAL ENERGY TO GET OUT A LARGE AMOUNT OF MECHANICAL ROTARY ENERGY. THE ROCKER ARMS ARE MECHANICALLY LINKED TOGETHER.**

**THE REPULSION OF SIMILAR POLES IS SLIGHTLY STRONGER THAN THE ATTRACTION OF DISSIMILAR POLES. USING ATTRACTION DOES NOT AFFECT MAGNETS (CERTAINLY FOR AT LEAST 11 YEARS) WHILE USING REPULSION CAN DESTROY MAGNETISATION IN THREE MONTHS, ALTHOUGH, PRESUMABLY, A MAGNET CAN BE REVIVED BY PLACING IT INSIDE A COIL OF WIRE AND PASSING A STRONG CURRENT BRIEFLY THROUGH THE COIL.**

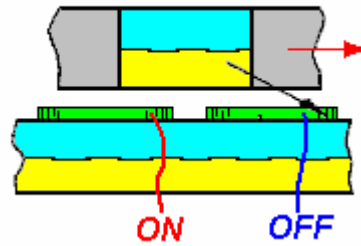
IT IS PERFECTLY POSSIBLE TO GET POWERFUL ACTION USING ELECTRONIC SHIELDING AS CHARLES FLYNN DEMONSTRATES :



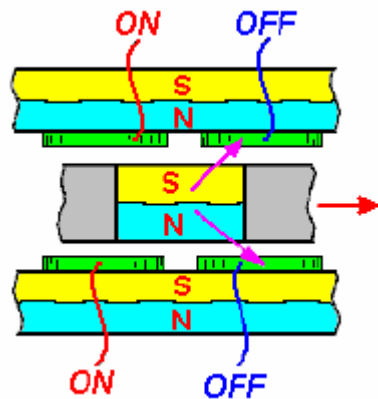
NOTICE THAT THERE ARE SEVEN COILS AND TWO ROTOR MAGNETS :



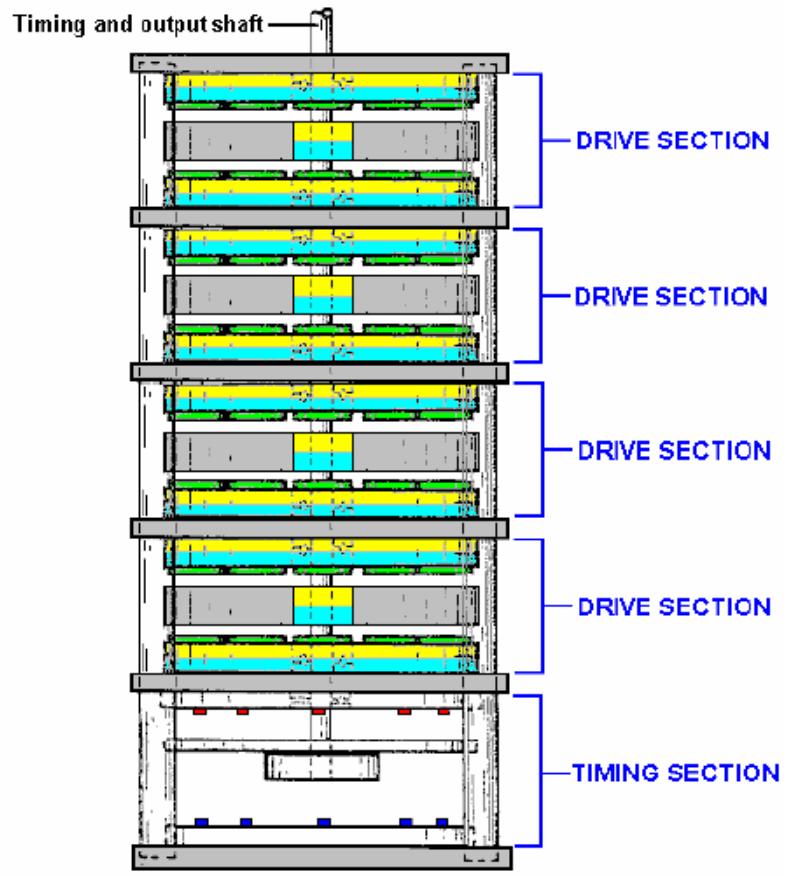
AN ENERGISED COIL PRODUCES AN OPPOSING MAGNETIC FIELD WHICH BLOCKS THE DRAG WHICH WOULD STOP THE ROTOR FROM ROTATING :



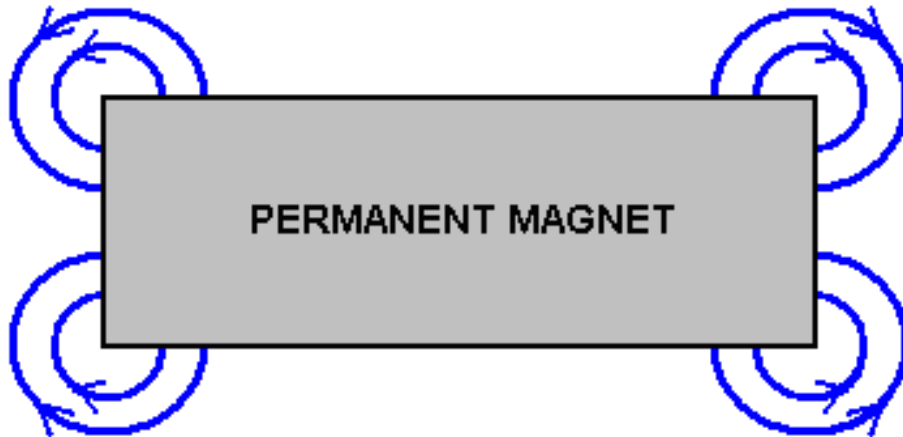
THE DRIVE POWER CAN BE DOUBLED BY ADDING A SECOND STATOR LAYER ABOVE THE ROTOR :



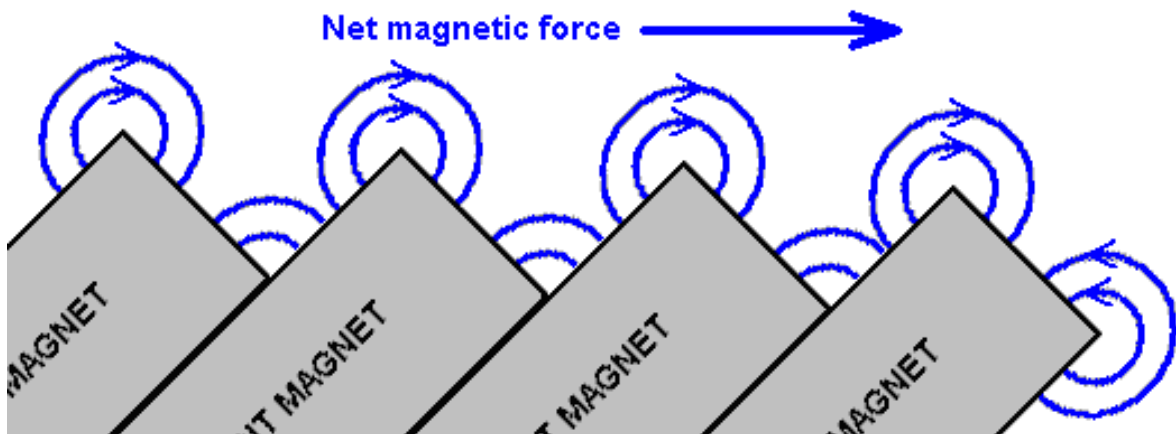
THERE CAN BE ANY NUMBER OF ROTORS ON A COMMON SHAFT AND EACH ROTOR INCREASES THE POWER OF THE MOTOR. CHARLES FLYNN GOT 20,000 RPM FROM HIS PROTOTYPE USING A 9-VOLT DRY CELL BATTERY FOR THE INPUT POWER AS ONLY ONE COIL PER SET IS ON AT ANY GIVEN MOMENT:



CONTRARY TO WHAT IS TAUGHT IN SCHOOLS, THE MAGNETIC FIELDS SURROUNDING A BAR MAGNET, ROTATE AROUND THE CORNERS :



CONSEQUENTLY, IF YOU ANGLE THE MAGNETS, IT PRODUCES A DIRECTIONAL FORCE :



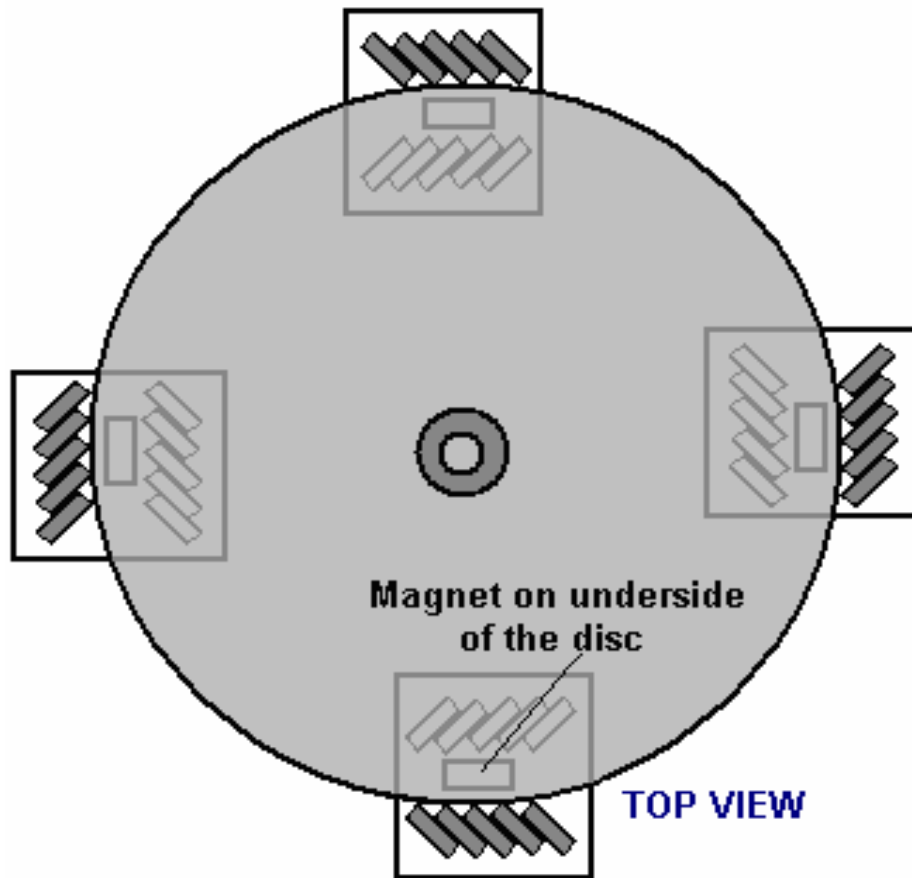
HOWEVER, THE MAGNETIC FIELDS INTERACT SO FIVE MAGNETS IN A ROW IS THE MAXIMUM BEFORE A MAGNET-WIDE GAP NEEDS TO BE LEFT BEFORE ANY ADDITIONAL MAGNETS ARE ADDED :

THE TWO BOYS IN THE YOUTUBE VIDEO DO NOT KNOW THIS BUT IN SPITE OF THAT THEY GET VERY GOOD RESULTS :



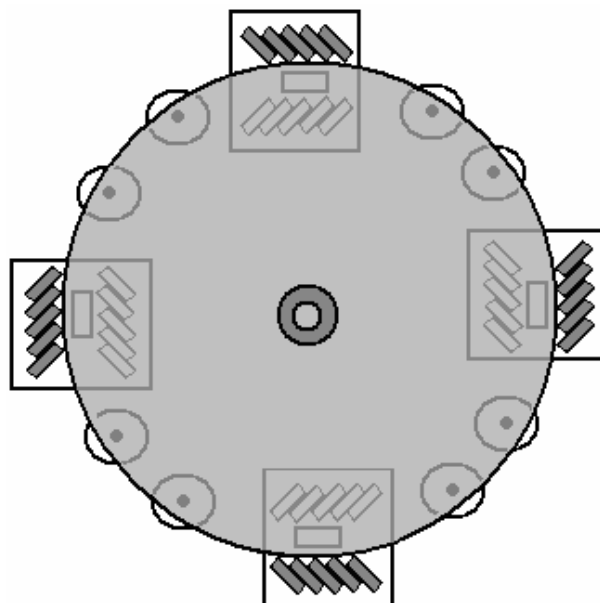


THE PROBLEM WITH A LINEAR TRACK LIKE THAT IS THAT IT DOES NOT BEND ROUND INTO A CIRCLE WITHOUT DESTROYING THE MAGNETIC EFFECT. THAT, OF COURSE, DOES NOT STOP US USING THE STRONG MAGNETIC PUSH OF A SHORT LENGTH OF STRAIGHT TRACK :

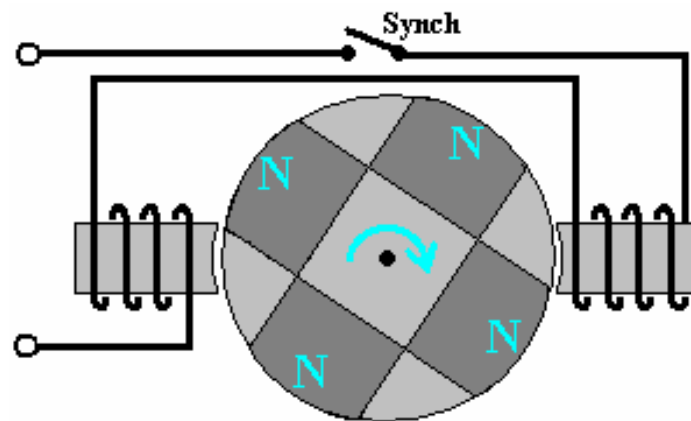


IN THIS ARRANGEMENT, FOUR MAGNETS ARE ATTACHED TO A REASONABLY LARGE ROTOR DISC AND FOUR SETS OF FIVE STRAIGH-TRACK ANGLED MAGNETS ARE USED TO PUSH THE ROTOR MAGNETS PAST.

WHILE ONLY ONE ROTOR DISC IS SHOWN, THERE CAN BE MANY ROTOR DISCS MOUNTED ON A SINGLE AXLE AND EACH DISC RAISES THE MOTOR OUTPUT POWER. IT IS ALSO POSSIBLE TO LOCATE PICK-UP COILS BETWEEN THE STATOR MAGNETS AND GET AN ELECTRICAL OUTPUT AS WELL AS THE MOTOR'S MECHANICAL DRIVE :

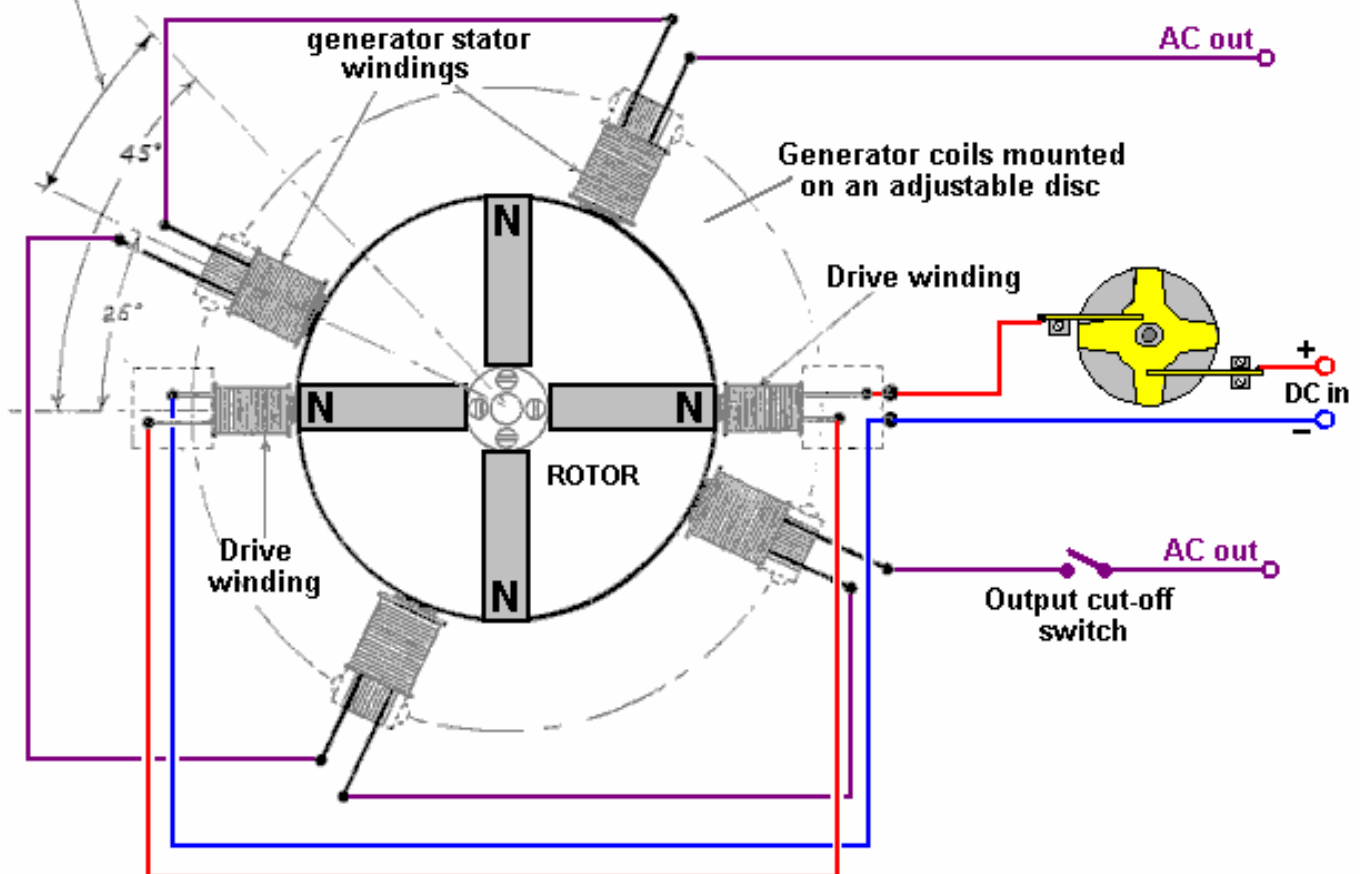


**ROBERT ADAMS** OF NEW ZEALAND BUILT A PERMANENT MAGNET MOTOR WHICH MANY PEOPLE THINK IS A PULSE MOTOR :



THIS IS A VERY CUNNING DESIGN AND WHEN PROPERLY BUILT AND ADJUSTED IT IS ABOUT 80% EFFICIENT. THE ARRANGEMENT IS LIKE THIS :

Adjust generator stator windings for optimum output



THERE ARE FOUR LONG PERMANENT MAGNETS MOUNTED ON THE ROTOR. THERE ARE TWO DRIVE COILS AND FOUR OUTPUT COILS. THE DRIVE COILS ARE FED WITH VARIABLE-WIDTH SQUARE WAVE PULSES. THE ROTOR IS PULLED AROUND BY THE ROTOR MAGNETS BEING ATTRACTED TO THE SOLID IRON CORES OF THE DRIVE COILS. LEFT TO ITS OWN DEVICES, THE ROTOR WOULD STOP WITH THE ROTOR MAGNETS FACING THE DRIVE COIL CORES. BUT, WHEN THE MAGNETS ALIGN WITH THE CORES, A VERY SMALL CURRENT IS FED TO THE "DRIVE" COILS, JUST ENOUGH CURRENT TO BLOCK THE ATTRACTION. THAT BLOCKING CURRENT REDUCES DRAMATICALLY AS THE GAP

**BETWEEN THE COIL CORE AND THE NEAREST POINT OF THE ROTOR MAGNET INCREASES, AND ROBERT ADAMS FOUND THAT A GAP OF ABOUT 12 mm GAVE HIM THE BEST PERFORMANCE.**

**PLEASE NOTE THAT THE ROTOR IS DRIVEN BY THE PERMANENT MAGNETS. WHEN THE MAGNETS HAVE COASTED PAST THE IRON CORES THE DRIVE COIL CURRENT IS CUT OFF AND THE RESULTING BACK-EMF VOLTAGE SPIKE IS RECTIFIED AND RETURNED TO THE DRIVE BATTERY.**

**THE BACK-EMF SPIKE ALSO CAUSES A REVERSAL OF THE MAGNETISM OF THE DRIVE COILS AND THAT PUSHES THE ROTOR ON ITS WAY, HELPING THE ATTRACTION OF THE ROTOR MAGNETS TO THE NEXT IRON CORE.**

**AS THE MAGNETS APPROACH THE DRIVE AND OUTPUT COILS, THEY INDUCE AN ELECTRICAL OUTPUT IN THOSE COILS AND IN THE CASE OF THE DRIVE COILS, THAT CURRENT IS RECTIFIED AND RETURNED TO THE DRIVE BATTERY. IN THE CASE OF THE OUTPUT COILS, THE CURRENT IS PASSED TO THE LOAD.**

**NEXT, WHEN THE MAGNETS ALIGN WITH THE CORES OF THE OUTPUT COILS, THE OUTPUT CURRENT IS CUT OFF, THE RESULTING BACK-EMF VOLTAGE SPIKE IS RECTIFIED AND PASSED TO THE LOAD AND THE REVERSED MAGNETIC FIELD OF THE OUTPUT COIL CORES GENERATES A MAGNETIC FIELD WHICH PUSHES THE ROTOR ON ITS WAY AS WELL AS AVOIDING MAGNETIC DRAG.**

**THE RESULT IS THAT 95% OF THE 'DRIVE' CURRENT IS RETURNED TO THE BATTERY AND A COEFFICIENT OF PERFORMANCE OF 8 CAN BE ACHIEVED BY PROPER ADJUSTMENT OF THE OUTPUT COIL POSITIONS BY ROTATING THE MOUNTING RING TO WHICH THEY ARE ATTACHED. THAT TUNING IS VITAL.**

**OUTPUTS OF MANY KILOWATTS CAN BE ACHIEVED BUT PLEASE REMEMBER THAT THE WIRE DIAMETER MUST BE ABLE TO HANDLE CURRENTS AS HIGH AS THAT.**

**JAMES HARDY HAS USED A POWERFUL WATER PUMP AND GENERATED EXCESS ENERGY FROM IT, DRAWING POWER FROM INERTIA :**



**HE DIRECTED THE WATER JET ON TO PLATES ATTACHED TO A WHEEL :**



**AND MADE THE WHEEL DRIVE A GENERATOR WHICH BOTH POWERED THE WATER PUMP AND AN ELECTRIC LIGHT BULB :**

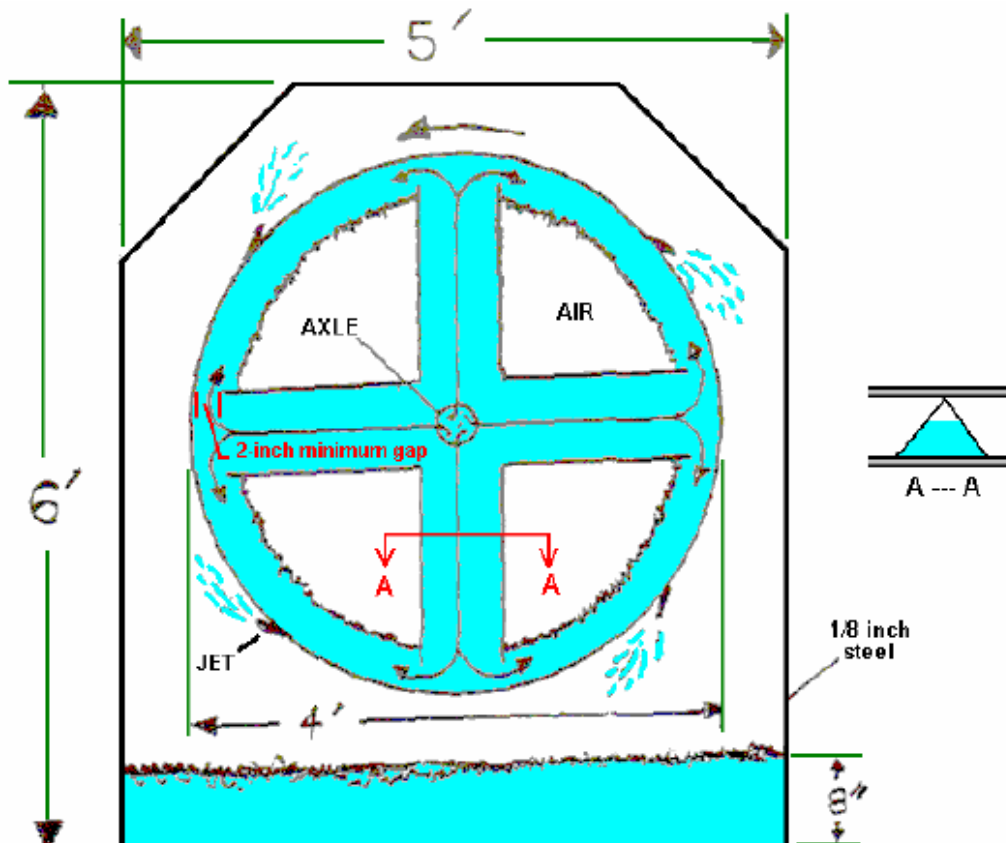
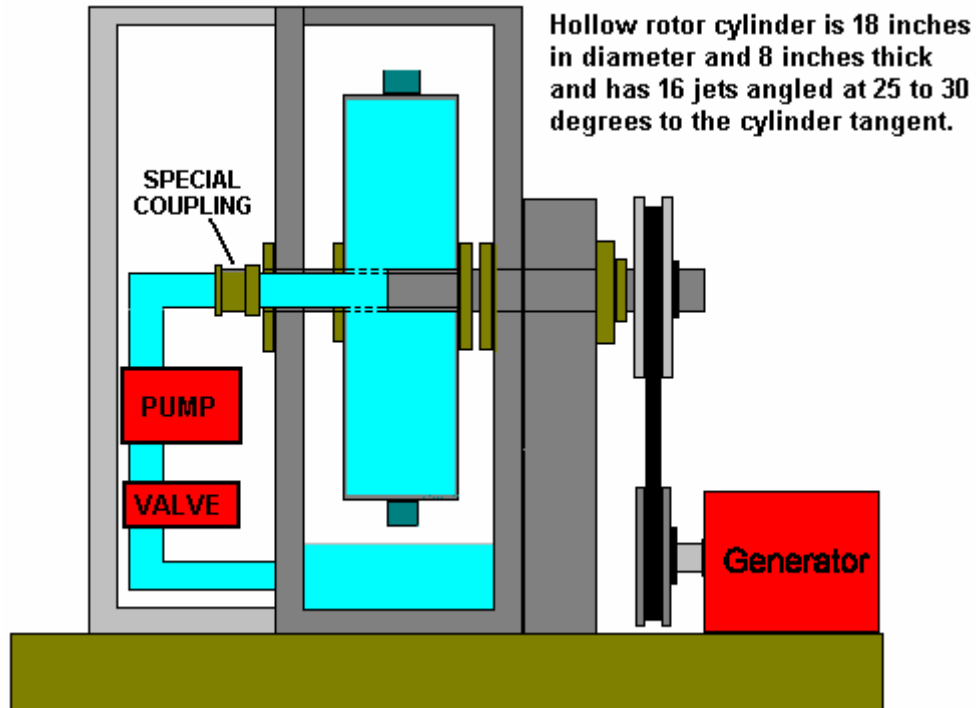


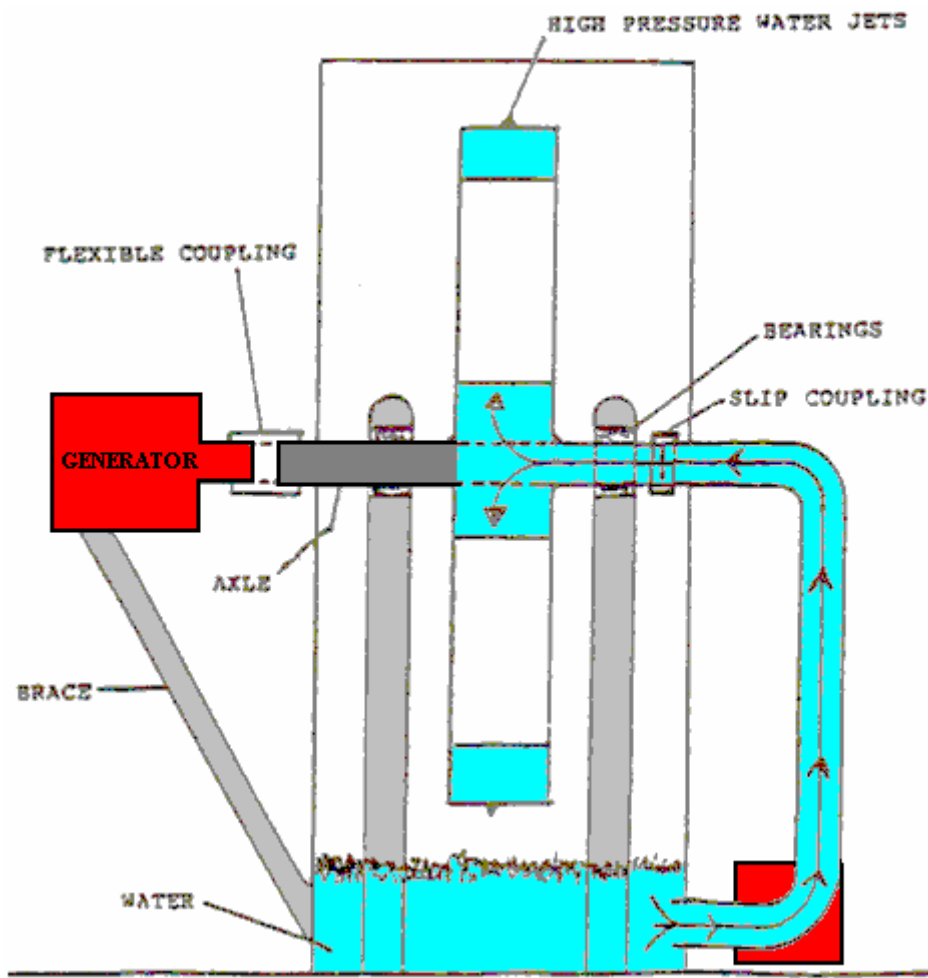
**THE WHOLE SYSTEM IS ENCASED AND SET UP TO RUN UNATTENDED :**



THE COP=4 CENTRIFUGAL ENERGY AMPLIFICATION UNIT OF **DONNIE WATTS** CAN PROVIDE A SELF-POWERED 7.5 KILOWATTS OF OUTPUT POWER WITH A CYLINDER OF JUST TEN INCHES (250 mm). PLEASE NOTE THAT THIS IS AN **EXPONENTIAL** POWER ENGINE, SO IF YOU DOUBLE THE RPM YOU GET QUADRUPLE THE OUTPUT POWER. ALSO, THE OUTPUT POWER IS PROPORTIONAL TO THE **SQUARE** OF THE ROTOR DIAMETER. SO, IF YOU DOUBLE THE ROTATIONAL SPEED AND DOUBLE THE ROTOR CYLINDER DIAMETER, THE OUTPUT POWER GOES UP BY A FACTOR OF SIXTEEN TIMES.

HOWEVER, THIS MACHINE HAS POSITIVE FEEDBACK AND SO, LIKE THE CLEM ENGINE, IT HAS TO HAVE A THROTTLE WHICH IN THIS CASE IS A VALVE CONTROLLING THE RATE OF WATER FLOW INTO THE CYLINDER.



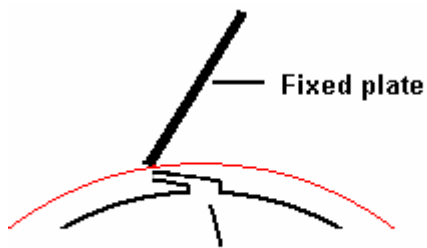


THE HARD PART IS TO GET A ROTATIONAL WATER FITTING EVEN THOUGH THIS GENERATOR RUNS COLD AT ALL TIMES. THIS COUPLING IS RATED AT 2000 RPM :

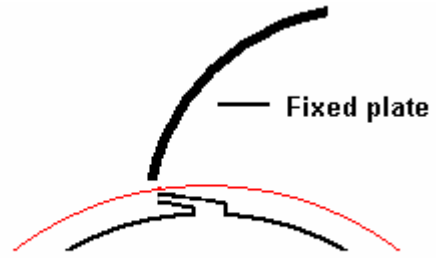
[https://www.alibaba.com/product-detail/50A-npt-male-thread-brass-water\\_2009800594.html](https://www.alibaba.com/product-detail/50A-npt-male-thread-brass-water_2009800594.html)



THERE IS ALSO AN IMPOROVEMENT IN PERFORMANCE IF FIXED BAFFLES ON THE INSIDE OF THE HOUSING GETS HIT BY EACH JET OF WATER WHEN AS CLOSE AS POSSIBLE :



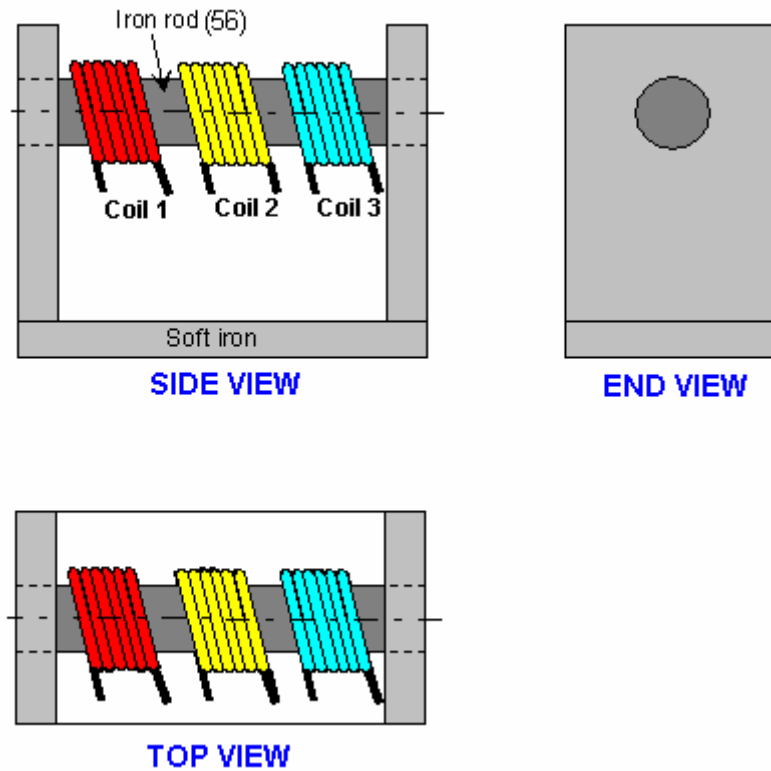
One of 16 nozzle jets of 1.5 mm diameter inclined at 25 to 30 degrees from the tangent



IT IS NOT AT ALL OBVIOUS TO ME WHY THAT SHOULD BE, BUT I UNDERSTAND THAT IT IS AN EFFECT WHICH IS EXPERIENCED BY FIREFIGHTERS HOLDING A HOSE.

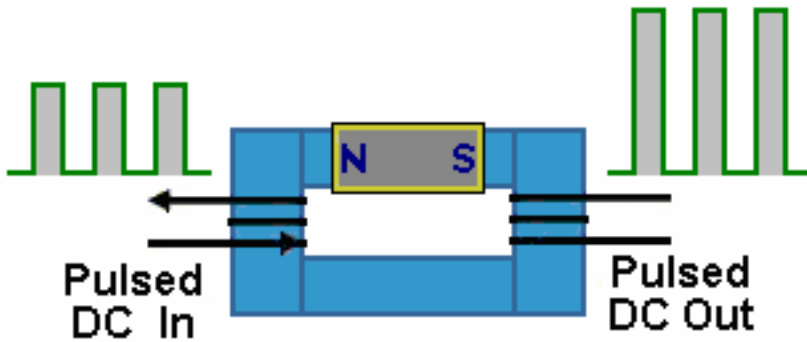


A VERY EFFECTIVE FRENCH INVENTION IS THE ISOTOPIC GENERATOR DESIGNED BY MICHAEL MEYER AND YVES MACE OF FRANCE. THE ACTIVE MATERIAL IN THIS GENERATOR IS IRON :



AN IRON BAR IS PLACED IN A SIMPLE IRON FRAME AND THREE COILS ARE WOUND ON THE BAR. THE FIRST COIL IS FED DC TO MAKE THE FRAME INTO AN ELECTROMAGNET. THE SECOND COIL IS FED WITH A VERY HIGH FREQUENCY SIGNAL OF 21 MHz AND THE THIRD COIL TAKES OFF LARGE AMOUNTS OF EXCESS ENERGY AS THE IRON GETS CONVERTED FROM ISOTOPE 56 TO ISOTOPE 54.

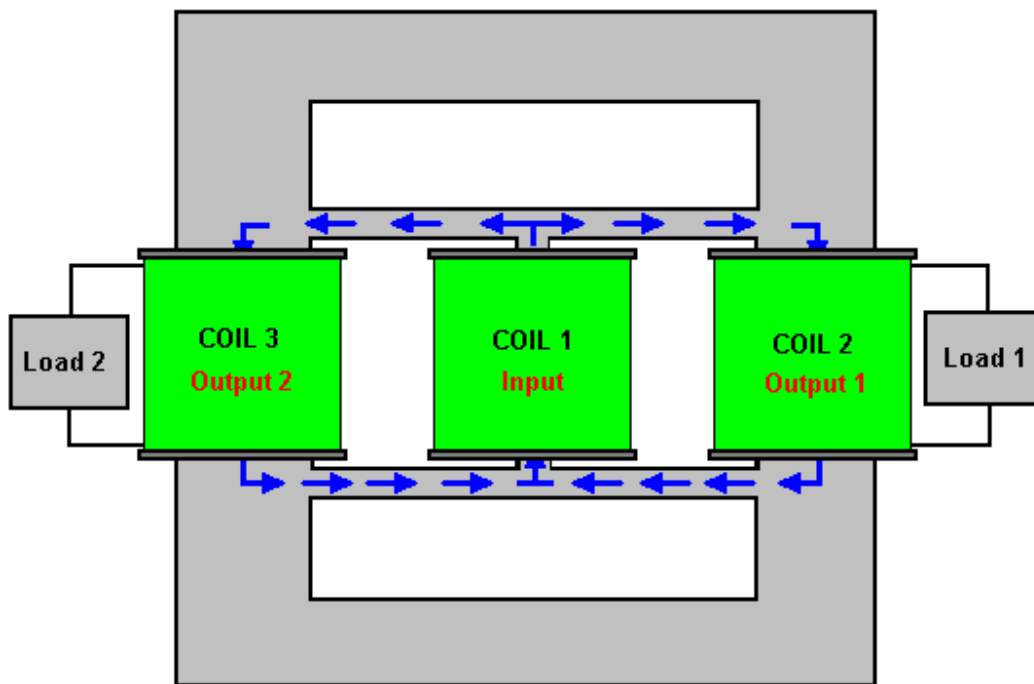
**LAWRENCE TSEUNG'S MAGNETIC FRAME :**



**Permanent Magnet  
Enhances Magnetic  
Flux: COP > 1**

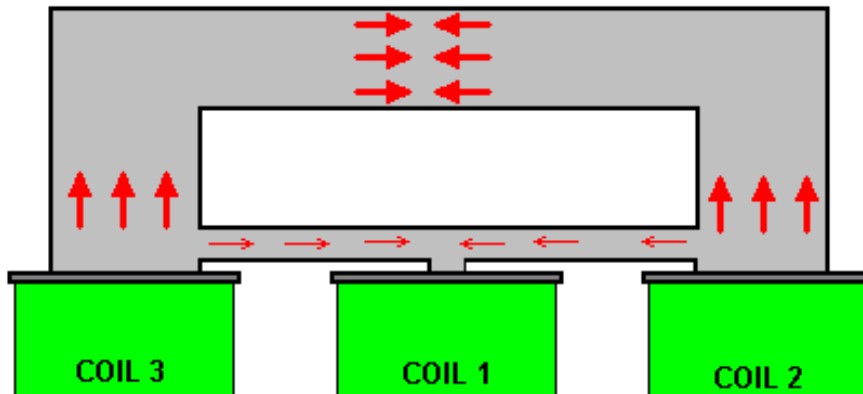
STRICTLY SPEAKING, THE OUTPUT IS NO LONGER A SQUARE WAVE THANKS TO THE INDUCTANCE OF THE OUTPUT COIL, BUT IT IS SHOWN HERE AS A SQUARE WAVE JUST FOR CLARITY. A QUICK TRY BY AN INDEPENDENT DEVELOPER PRODUCED A COP OF 1.5 BUT THE ESSENTIAL THING IS TO AVOID SATURATING THE FRAME'S CAPACITY FOR CARRYING MAGNETIC FLUX AND SO, THE PERMANENT MAGNET IN THE FRAME MUST NOT BE TOO STRONG.

**THANE HEINS HAS PRODUCED ASYMMETRICAL TRANSFORMERS WITH COP>1**



THE STRATEGY IS TO PROVIDE A RETURN PATH FROM THE LOAD WINDING WHICH DOES NOT PASS ALL OF ITS NEGATIVE OUTPUT BACK TO THE INPUT WINDING (CAUSING IT TO DRAW MORE POWER FOR AN INCREASED LOAD).

THIS CAN BE ACHIEVED IN VARIOUS WAYS BUT A FAVOURED METHOD IS TO PROVIDE AN EXTRA MAGNETIC PATH FROM THE OUTPUT COIL WHICH IS MUCH MORE ATTRACTIVE TO THE RETURN MAGNETIC FLOW, DIVERTING IT AWAY FROM THE INPUT COIL. THIS HAS LITTLE EFFECT ON THE FLOW FROM THE INPUT COIL TO THE OUTPUT COILS, BUT IT HAS A MAJOR EFFECT ON THE REVERSE FLOW AS THE BYPASS MAGNETIC PATH IS EASIER THAN THE DIRECT PATH TO THE INPUT COIL :



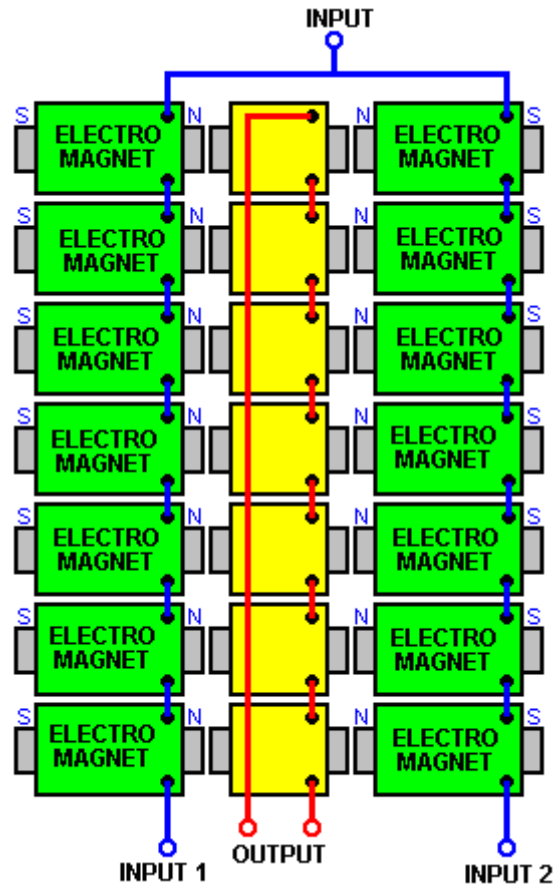
**THIS WORKED WELL IN BENCH TESTS RUN BY THANE AND THE RESULTS FOR THIS FRAME :**



**WERE A COP OF 39.6, THAT IS, THE OUTPUT POWER WAS MORE THAN 39 TIMES THE INPUT POWER AND THAT WAS BECAUSE THE TRANSFORMER IS ASYMMETRICAL AND SO DOES NOT AUTOMATICALLY OPPOSE ITSELF WHEN THE OUTPUT POWER IS INCREASED.**

**HOWEVER, THE DISADVANTAGE OF ANY SUCH TRANSFORMER IS THAT THE FRAME HAS TO BE ABLE TO CARRY THE DESIRED POWER LEVEL BEFORE BECOMING SATURATED WITH MAGNETIC FLUX. THAT NORMALLY TURNS OUT TO BE A LARGE AND HEAVY IRON FRAME.**

CLEMENTE FIGUERA'S GENERATOR IS DESIGNED TO AVOID REVERSING THE ELECTRICAL FLOW :



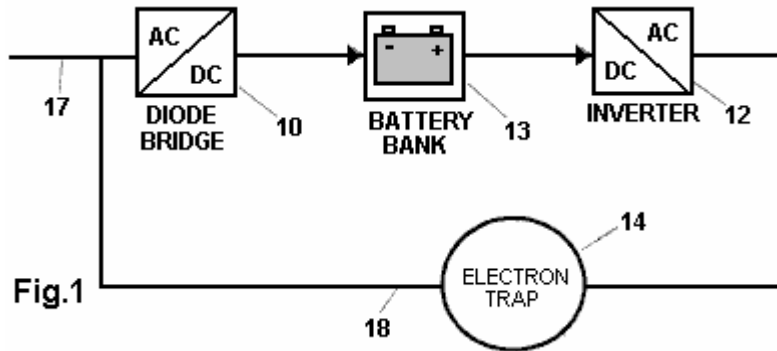
THERE ARE TWO SETS OF SEVEN ELECTROMAGNETS. THERE IS ALWAYS CURRENT FLOWING THROUGH EACH SET AND THAT CURRENT IS NEVER INTERRUPTED NOR DOES IT CHANGE DIRECTION, SO THERE IS NO BACK-EMF. THE CIRCUITRY ALTERS THE INTENSITY OF THE CURRENT FLOW THROUGH EACH CHAIN OF ELECTROMAGNETS, STRENGTHENING ONE CHAIN WHILE WEAKENING THE OTHER, BEFORE SWITCHING THE EFFECT OVER. THIS CAUSES A FLUCTUATING MAGNETIC FLOW THROUGH THE ROW OF SEVEN YELLOW OUTPUT COILS.

WITH JUST BATTERY INPUT, FIGUERA ACHIEVED 500-VOLTS OF OUTPUT AT HIGH POWER. THE PRINCIPLE HAS BEEN PROVED IN BENCH TESTS BUT EXPERIMENTERS DON'T WANT TO WIND 21 COILS AND IT APPEARS THAT HAVING SEVEN UNITS IN EACH CHAIN IS IMPORTANT AS THOSE COILS ARE CLOSE SIDE-BY-SIDE AND THEY INTERACT WITH EACH OTHER.

**BARBOSA AND LEAL PRODUCED A GENERATOR WHICH THEY DEMONSTRATED DRAWING 172 KILOWATTS FROM THE GROUND :**

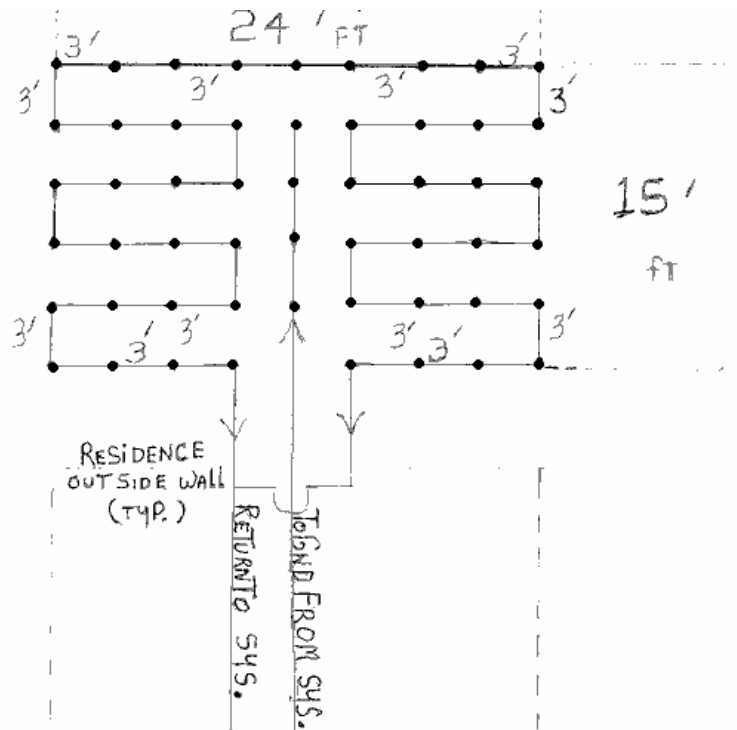


**THEIR CIRCUIT IS NOT AT ALL EASY TO FOLLOW (PROBABLY DELIBERATELY SO).**

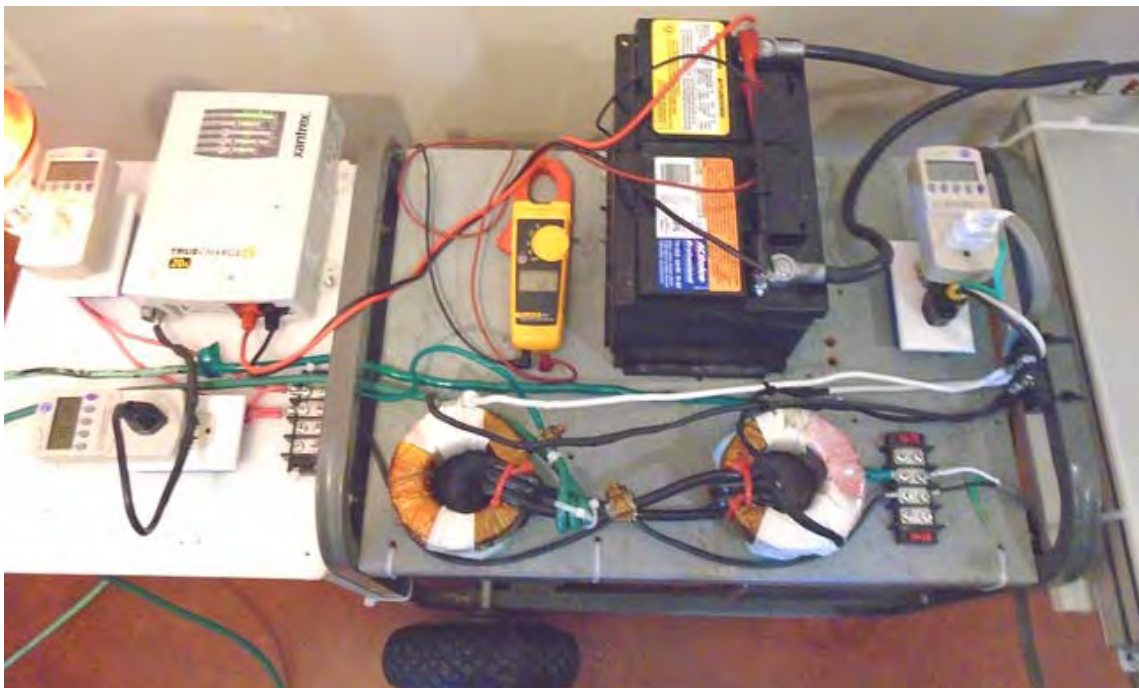
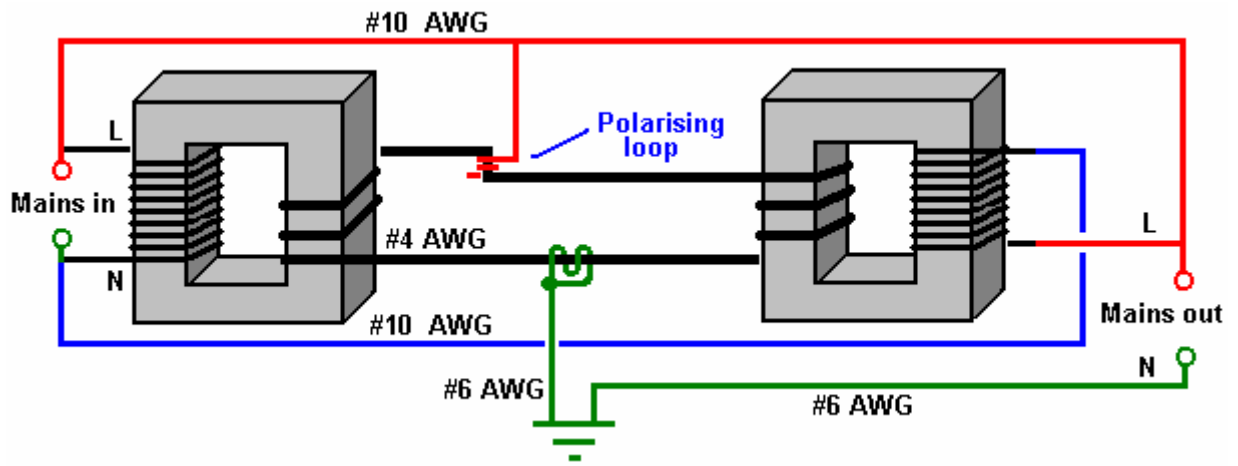


**BUT A REASONABLE 3-KILOWATT VERSION HAS BEEN PRODUCED AND EVEN IF IT IS NOT A GENUINE REPLICATION, IT IS CERTAINLY A USEFUL PIECE OF EQUIPMENT :**

**AN ELABORATE EARTH SYSTEM OF MANY LONG EARTH RODS IS SET UP :**

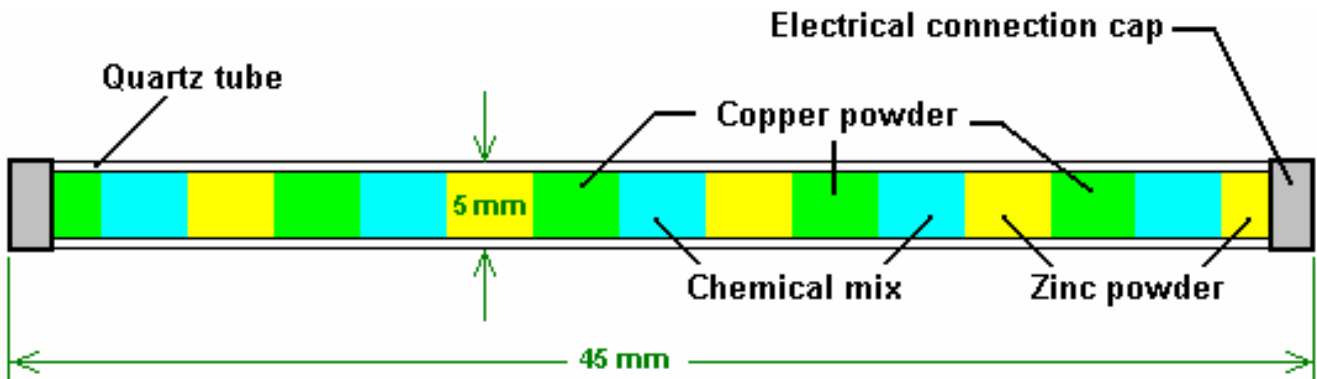


**THE CIRCUIT USED IS THIS :**



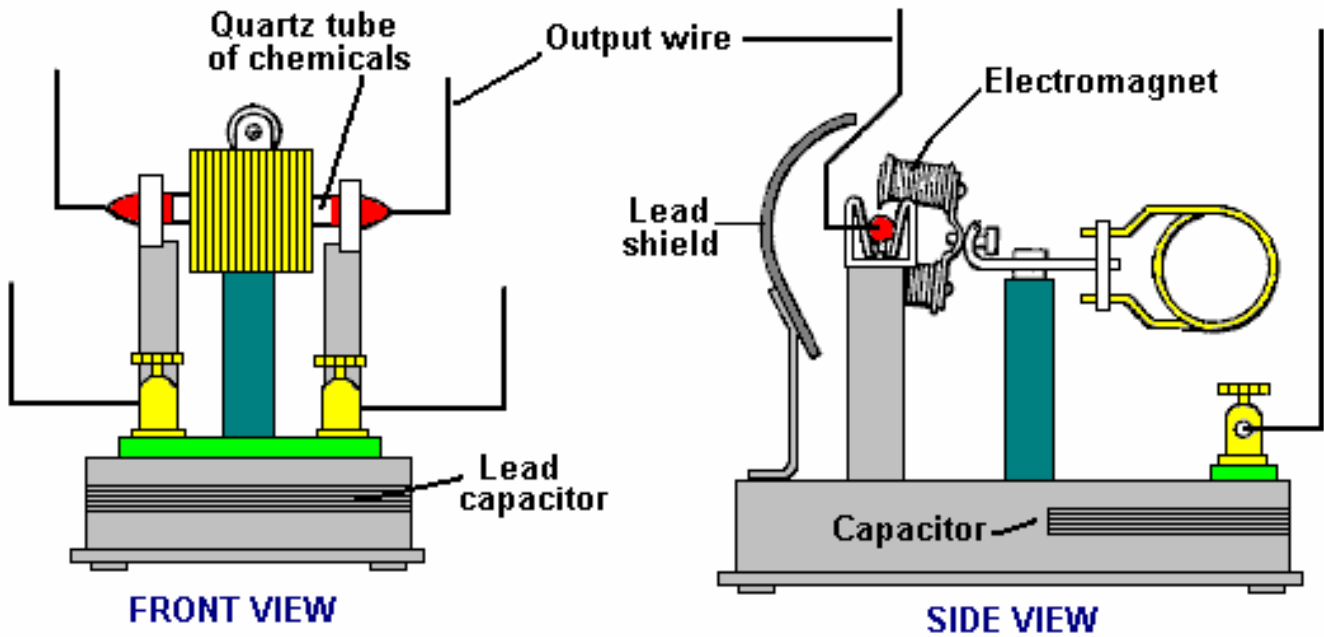
**THE COLMAN / SEDDON-GILLESPIE GENERATOR (1 KILOWATT FOR 70 YEARS CONTINUOUS) :**

**THIS IS A UNIQUE DESIGN WHICH HAS A SMALL QUARTZ TUBE OF CHEMICALS AS ITS HEART :**



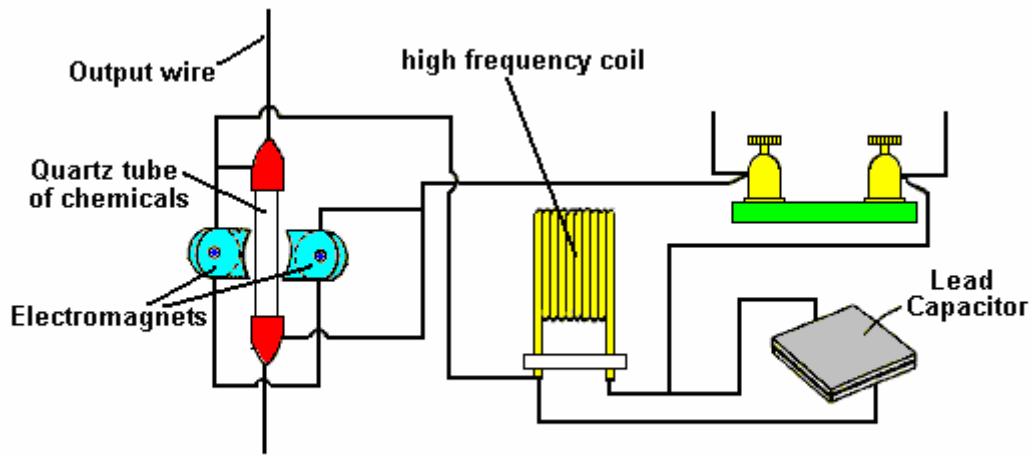
**THE TINY TUBE IS FILLED WITH ALTERNATE SECTIONS OF COPPER POWDER, ZINC POWDER AND A MIXTURE OF CADMIUM, PHOSPHORUS AND COBALT (ATOMIC WEIGHTS 112, 31 AND 59 RESPECTIVELY).**

**THE QUITE REMARKABLE THING ABOUT THIS TUBE IS THAT IT BECOMES RADIOACTIVE FOR A PERIOD OF ABOUT ONE HOUR IF IT IS SURROUNDED BY AN ELECTROMAGNET AND SUBJECTED TO HIGH FREQUENCY ELECTROMAGNETIC WAVE FOR A FEW SECONDS. THE UNIT IS LEAD SHIELDED FOR THE PERIODS WHEN IT IS OPERATIONAL :**



**SIMPLE CIRCUITRY CAN ACTIVATE THIS DEVICE AND REACTIVATE IT AT REGULAR INTERVALS WHEN IT NEEDS REFRESHING. THE POWER OUTPUT IS ONE KILOWATT, ALTHOUGH OBVIOUSLY, MORE THAN ONE TUBE CAN BE USED TO DOUBLE OR TRIPLE THE OUTPUT POWER LEVEL. THE ESTIMATED WORKING LIFE IS SEVENTY YEARS.**



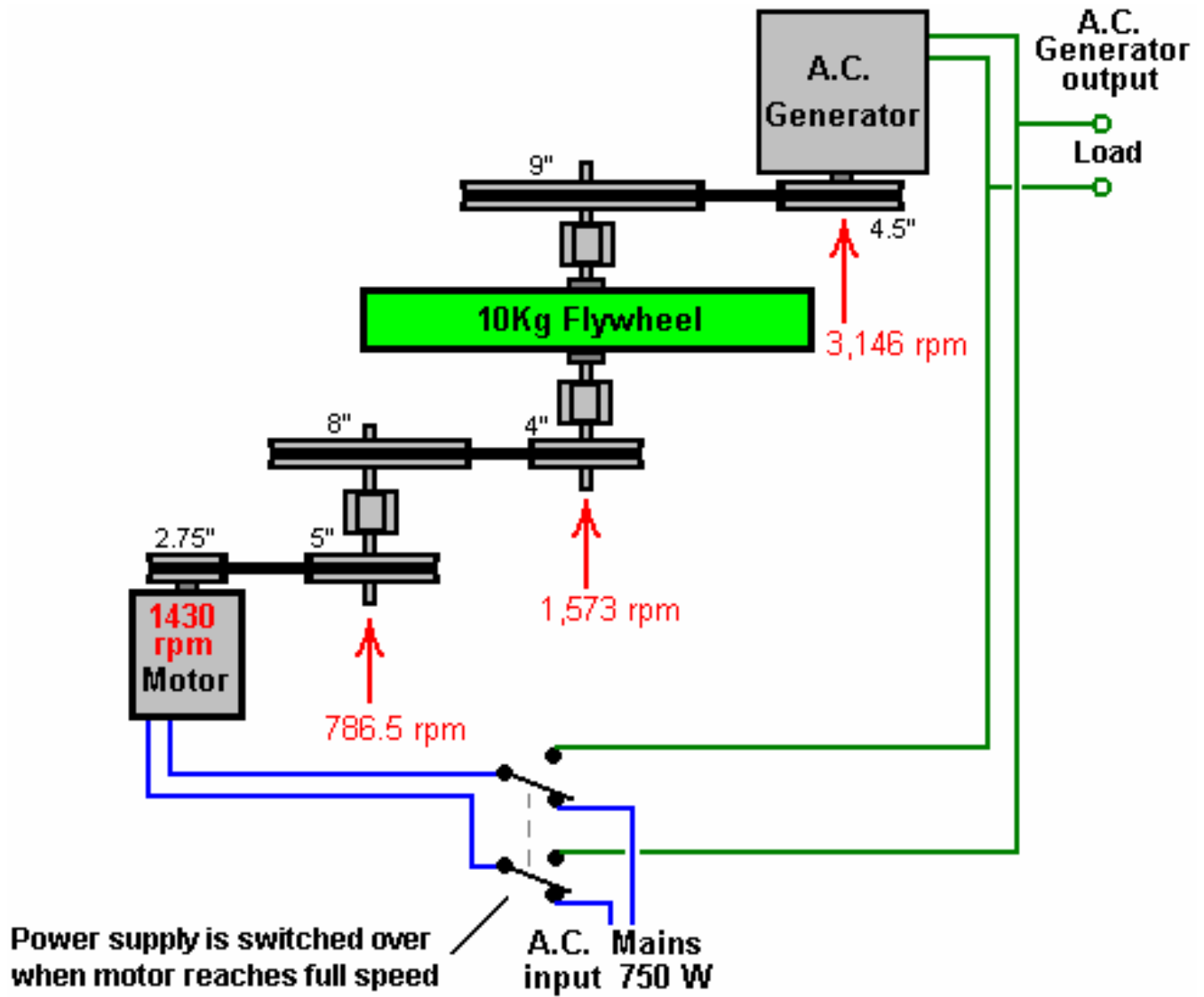


**SCHEMATIC LAYOUT**

**I DON'T KNOW OF ANYONE WHO HAS TRIED TO REPLICATE THIS DEVICE – I SUSPECT THAT THE CHEMICAL MIX INSIDE THE TUBE PUTS PEOPLE OFF TRYING WHICH IS A PITY SINCE IT IS A HIGHLY DESIRABLE DEVICE.**



**CHAS CAMPBELL'S FLYWHEEL SYSTEM :**

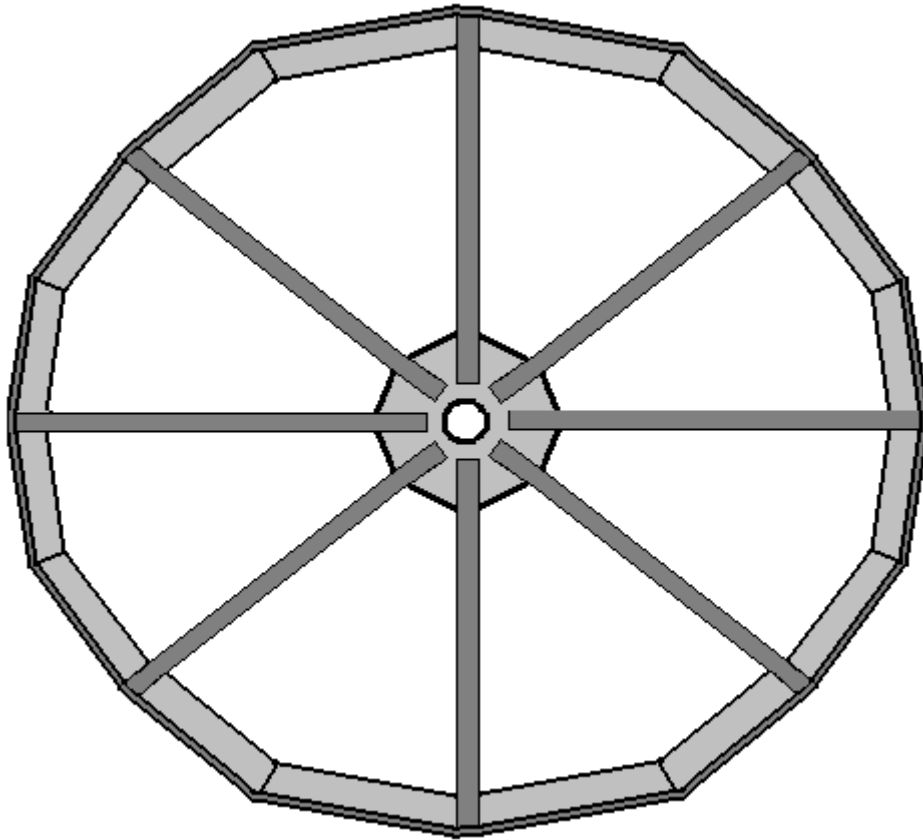


CHAS CAMPBELL HAS BUILT VARIOUS DEVICES, INCLUDING THE PURELY MECHANICAL FLYWHEEL SYSTEM SHOWN ABOVE.

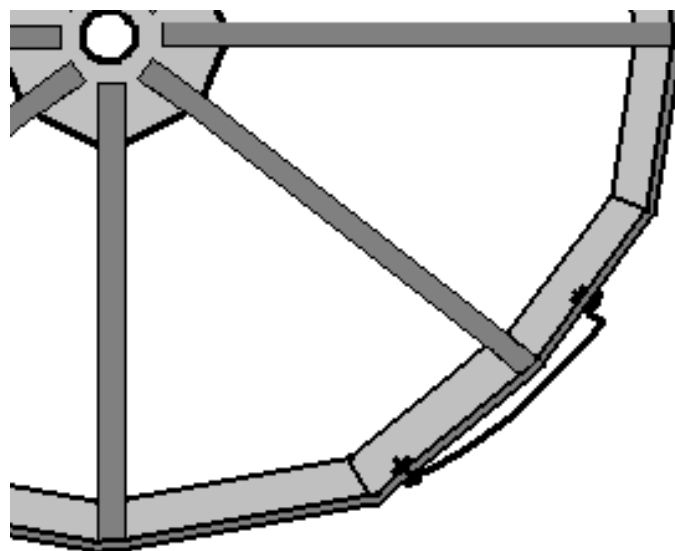


**THAT SYSTEM POWERS ITSELF WHEN IT GETS UP TO SPEED AND IT USES NO ELECTRONICS. WHEN RUNNING SELF-POWERED IT CAN OPERATE POWER TOOLS AND OTHER HOUSEHOLD EQUIPMENT.**

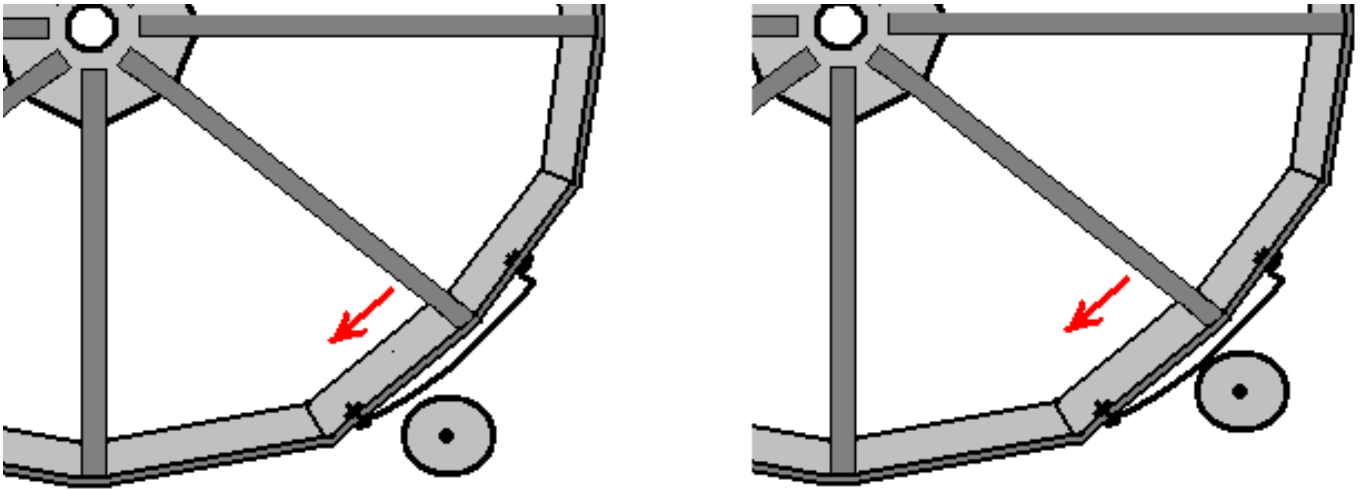
**CHAS HAS DESIGNED A MORE ADVANCED, HIGHER POWER VERSION WHICH ALSO DOES NOT USE ELECTRONICS. CHAS STARTS WITH A HOME-WELDED STEEL TWO-METRE DIAMETER ROTOR :**



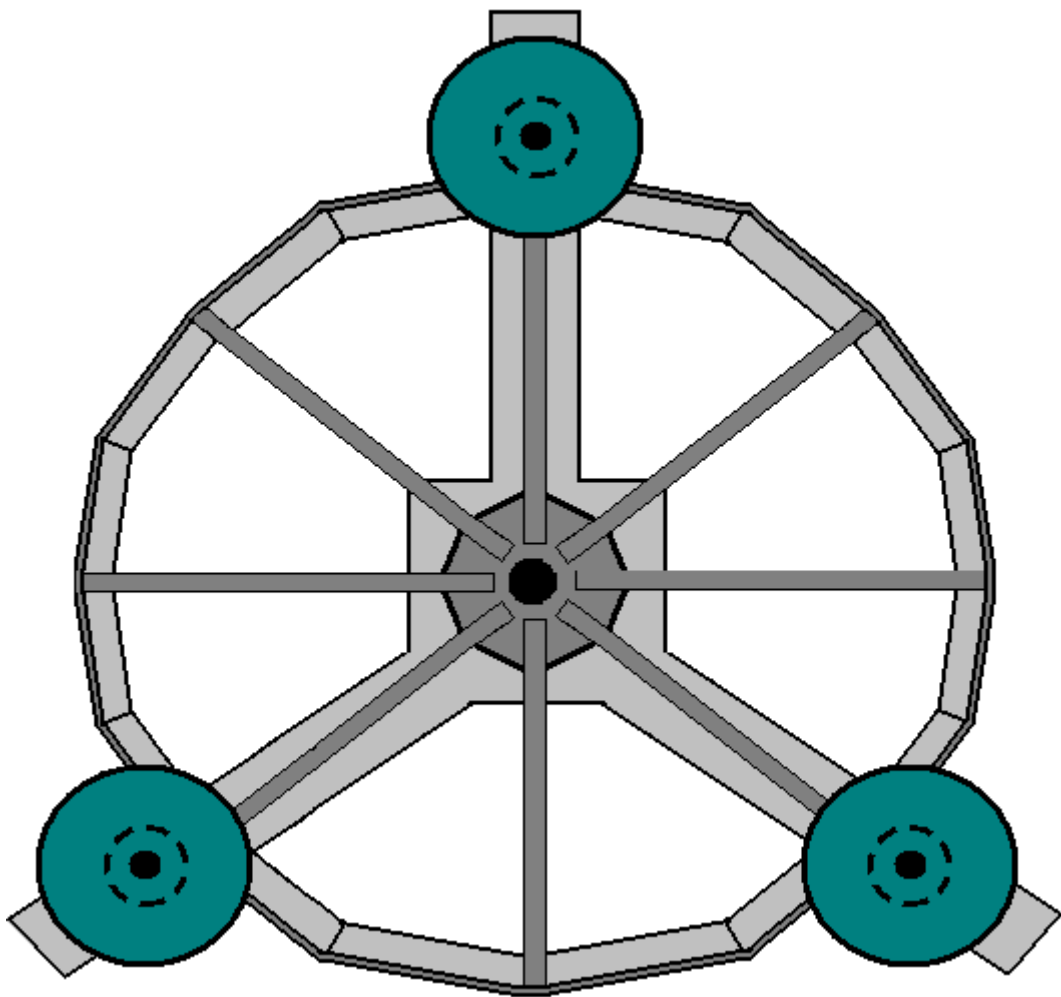
**THIS ROTOR IS WEIGHTED AT THE RIM WITH CAST CONCRETE, TO RAISE THE WEIGHT OF THE FLYWHEEL AND INCREASE THE OUTPUT POWER. THEN IT HAS ADDED TO IT A RUBBER-FACED DRIVE RAMP :**



**THE FLYWHEEL ITSELF IS MOUNTED HORIZONTALLY AND SURPRISINGLY, IT IS FREE TO ROTATE AS IT HAS NO DRIVE MECHANISM OF ITS OWN. INSTEAD, IT IS NUDGED INTO ROTATION THREE TIMES PER REVOLUTION BY THREE SMALL FLYWHEELS, EACH OF WHICH GIVE IT ONE SHORT PULSE PER REVOLUTION :**



THE MOUNTING IS LIKE THIS :



HERE, THE THREE SMALL FLYWHEELS MARKED IN GREEN, ROTATE CONTINUOUSLY AT THEIR NO-LOAD 2.2 AMP CURRENT DRAW, EACH NUDGING THE MAIN FLYWHEEL ONCE PER REVOLUTION. THE GEARING FROM THE MAIN FLYWHEEL CAN DRIVE A MAJOR GENERATOR, SUPPLYING BOTH THE THREE SMALL FLYWHEELS AND MAJOR OUTPUT LOADS.

CHAS WANTS TO SEE THIS GENERATOR MANUFACTURED AND USED AROUND THE WORLD IN PLACES WHERE THERE IS NO ELECTRICITY AT PRESENT.

**WILLIAM SKINNER** PRODUCED A SERIES OF GRAVITY POWERED DESIGNS. HIS FIFTH GENERATION UNIT WAS FILMED BY THE BBC PATHE NEWS PEOPLE IN 1939 WHICH WAS AT THE START OF WORLD WAR TWO. WILLIAM'S DRIVE WAS THROUGH A LOOP OF THREAD DRIVEN BY AN ELECTRIC MOTOR AND HIS MECHANICAL POWER OUTPUT WAS ABLE TO RUN HIS ENTIRE METAL-WORKING WORKSHOP.

THE PRINCIPLE IS A LITTLE DIFFICULT TO GRASP AT FIRST. THE POWER IS DRAWN FROM A FALLING WEIGHT – BUT, THAT WEIGHT NEVER GETS CLOSER TO THE GROUND IN SPITE OF IT FALLING. THAT IS BECAUSE IT FALLS SIDWAYS.

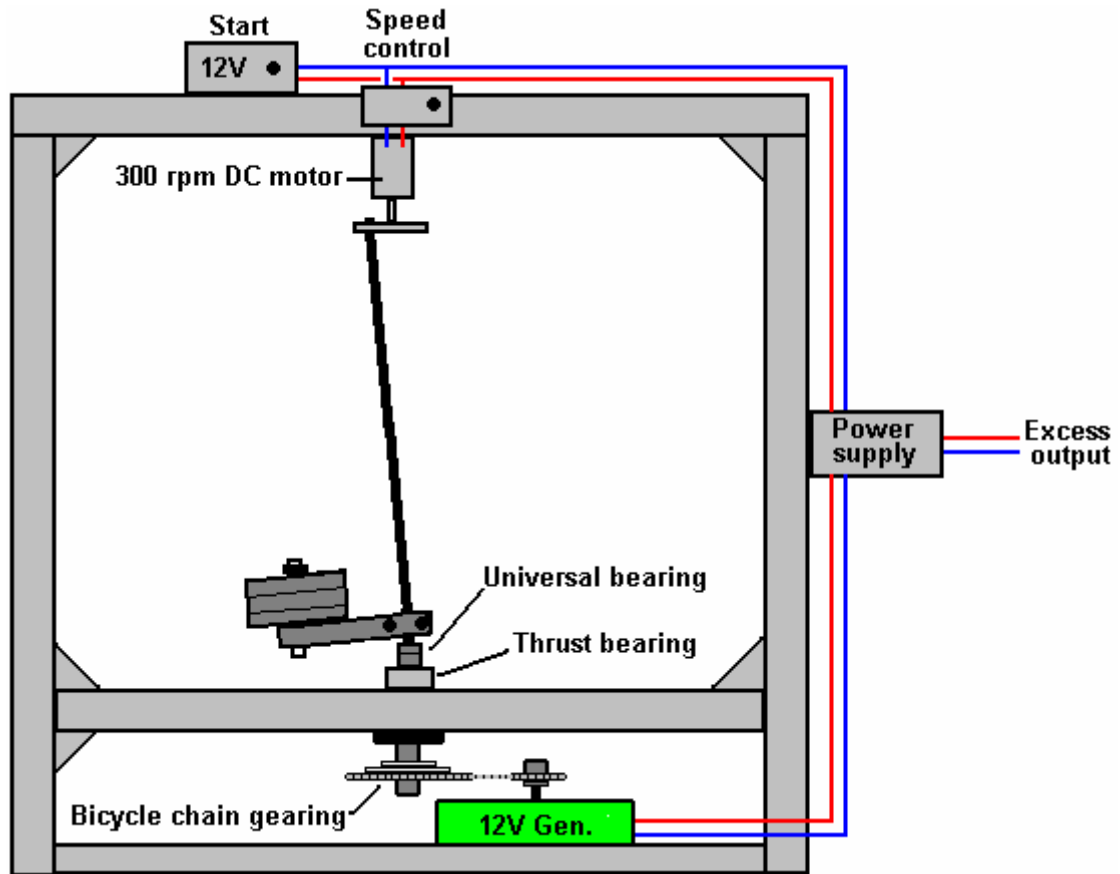
IF YOU HAVE A HEAVY CHAIR WITH FOUR LEGS :



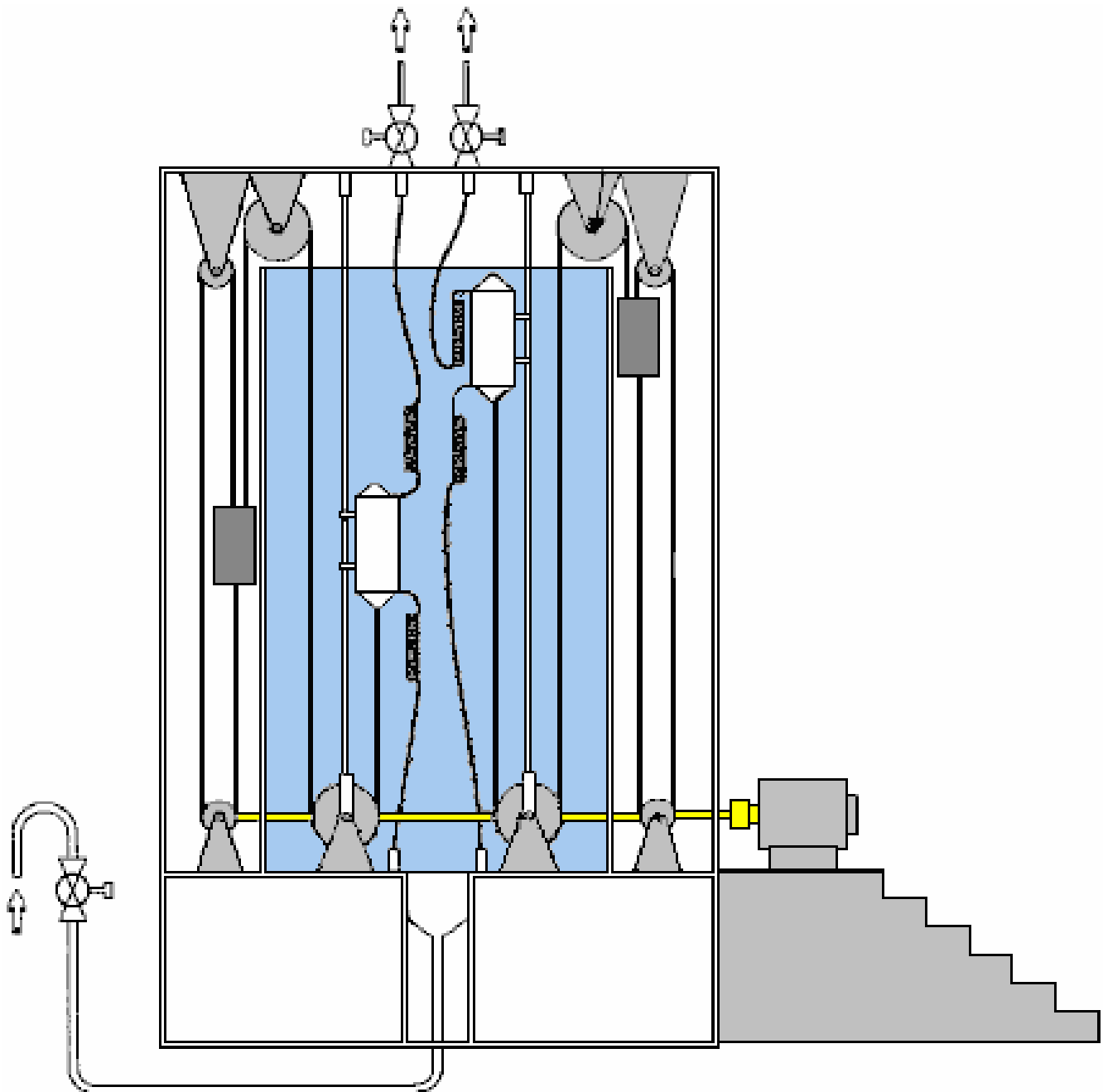
AND TILT THE CHAIR UP ON ONE OF ITS LEGS SO THAT IT IS BALANCED THERE. IF YOU MOVE THE TOP OF THE CHAIR A LITTLE TO ONE SIDE, THEN THE CHAIR SWINGS ROUND UNTIL IT BALANCES UNDERNEATH ITS TOP AGAIN. YOU DIDN'T SWING THE CHAIR AROUND, YOU MERELY MOVED THE TOP GENTLY TO ONE SIDE. BUT THE CHAIR SWUNG ROUND WITH CONSIDERABLE FORCE – FORCE WHICH YOU DID NOT APPLY TO THE CHAIR. SO, YOUR GENTLE MOVEMENT CAUSED A POWERFUL ROTATIONAL FORCE. WILLIAM SKINNER USED THAT PRINCIPLE :



THAT PRINCIPLE CAN BE USED AS THE BASIS FOR AN ELECTRICITY GENERATOR IF YOU CHOOSE TO UTILISE IT, PERHAPS LIKE THIS :



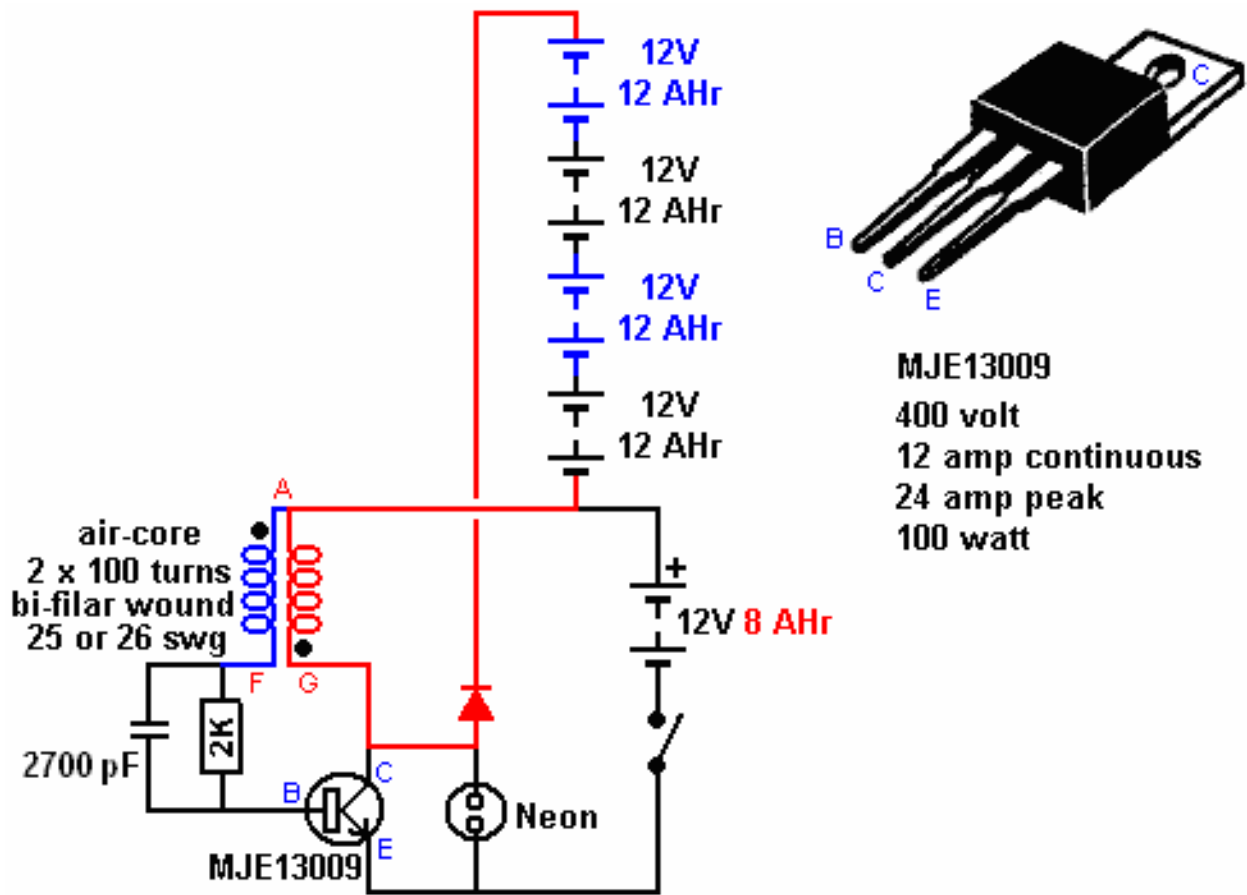
ANOTHER VERY POWERFUL MECHANISM WHICH CAN BE USED IS BUOYANCY. AN EARLY DESIGNER IN THIS FIELD IS **DAVID KWOK** OF AUSTRALIA WHO OFFERS MAINS POWER GENERATORS UP TO 100 KILOWATTS IN CAPACITY. FOR THIS, HE USES A VERTICAL TANK FILLED WITH WATER AND CYLINDERS OF COMPRESSED AIR ARE USED TO EVACUATE WATER FROM FLOATS INSIDE THE TANK :



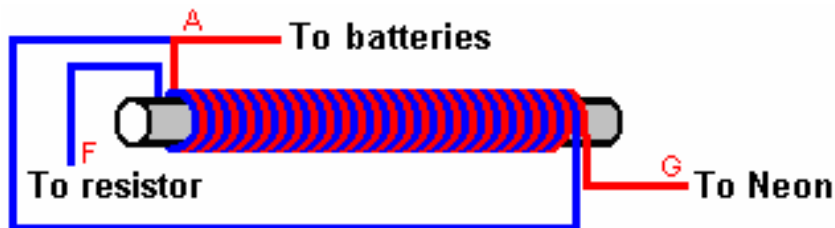
THE FLOATS SLIDE UP AND DOWN VERTICAL RODS AND THE THRUST APPLIED TO THE RODS IS USED TO SPIN A GENERATOR.

DAVID CALLS HIS DESIGN THE "HIDRO".

“ALEXKOR” OF RUSSIA HAS SHARED MANY OF HIS VERY EFFECTIVE CIRCUIT DESIGNS. HERE IS ONE :



IF YOU FEED A SMALL CURRENT INTO THE BASE “B” OF A ‘BIPOLAR’ TRANSISTOR LIKE THIS, THEN THE VERY HIGH RESISTANCE BETWEEN THE COLLECTOR “C” AND THE EMITTER “E” DROPS TO ALMOST NOTHING - A DIRECT SHORT CIRCUIT. THE MJE13009 TRANSISTOR USED HERE IS A VERY POWERFUL AND ROBUST TRANSISTOR. THE WORKING HEART OF THIS CIRCUIT IS A CARDBOARD TUBE WITH TWO STRANDS OF WIRE WOUND AROUND IT :

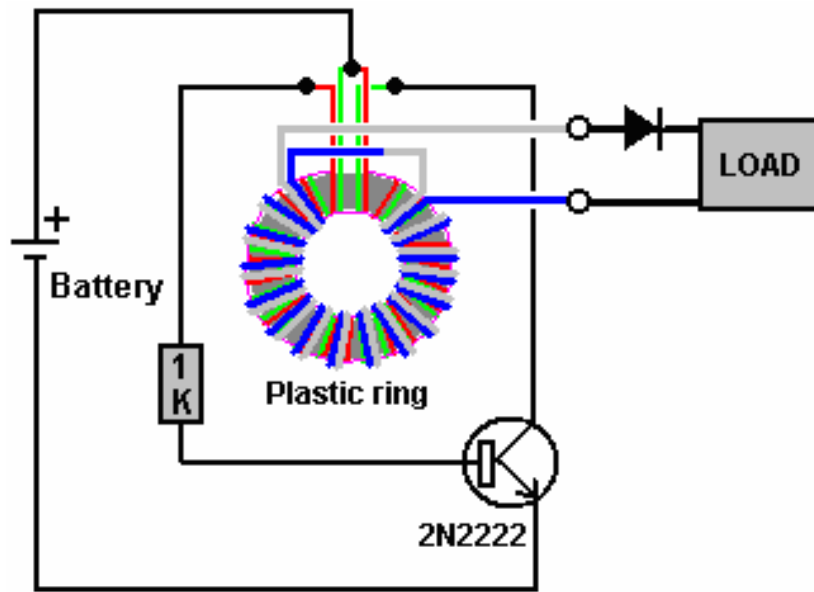


ALEXKOR PREFERS TO USE A CARDBOARD TUBE OF ABOUT 1.5 INCHES (40 MM) DIAMETER FOR HIS COILS.

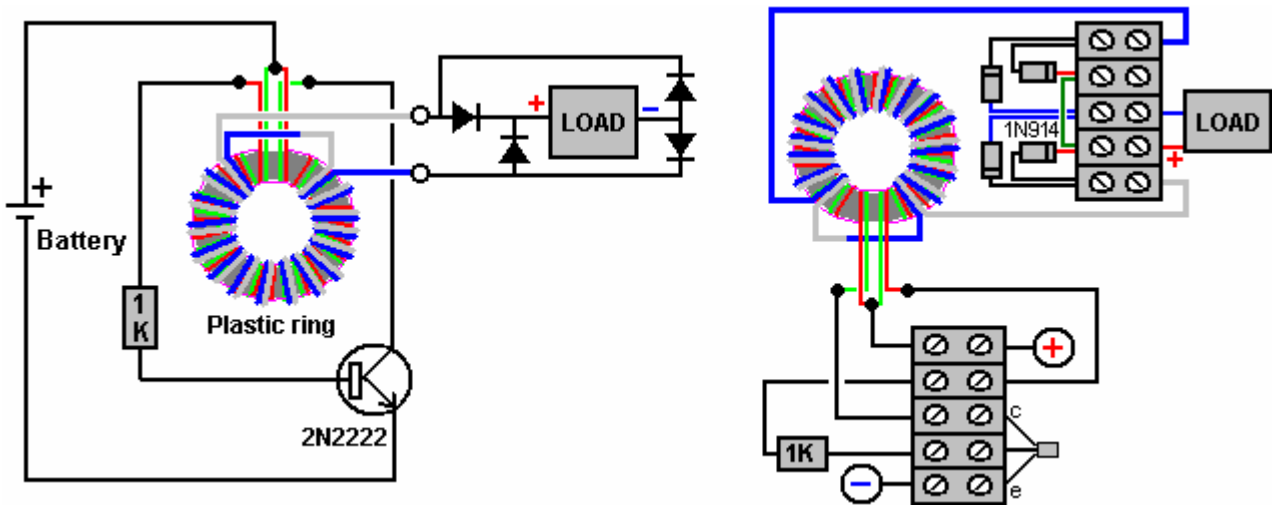
IF THE FOUR BATTERIES TO BE CHARGED ARE NOT CONNECTED, THEN THE CIRCUIT GENERATES VOLTAGE SPIKES OF AT LEAST 400 VOLTS. TO KEEP THAT VOLTAGE DOWN TO 100 VOLTS OR SO, A NEON BULB IS CONNECTED BETWEEN THE TRANSISTOR COLLECTOR AND EMITTER TO PROTECT THE TRANSISTOR IF THE CIRCUIT IS ON AND THE CONNECTION TO THE FOUR CHARGING BATTERIES IS BROKEN. THE NEON IS NOT ACTUALLY PART OF THE CHARGING CIRCUIT.

AS THE VOLTAGE SPIKE APPLIED TO THE CHAIN OF CHARGING BATTERIES RISES ABOVE THE COMBINED BATTERY VOLTAGE, CURRENT STARTS TO FLOW INTO THE BATTERIES, HOLDING THE VOLTAGE DOWN BUT ALLOWING THE CHARGING CURRENT TO RISE SUBSTANTIALLY.

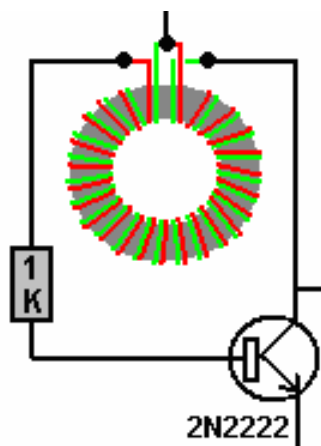
**LAWRENCE TSEUNG** PRODUCED A MODIFIED JOULE THIEF WHICH HE CALLS F.L.E.E.T. HE ESTIMATES THE PERFORMANCE AS  $COP=10$ . I USED THIS CIRCUIT INITIALLY TO CONFIRM THAT FREE-ENERGY EXISTS. THE CIRCUIT IS :



THIS CIRCUIT IS MADE UP OF ONE CHEAP TRANSISTOR, ONE CHEAP RESISTOR, ONE PLASTIC RING, ONE DIODE AND SOME WIRE. I MADE MINE IN AN EVENING. I PREFER TO USE FOUR DIODES ON THE OUTPUT :

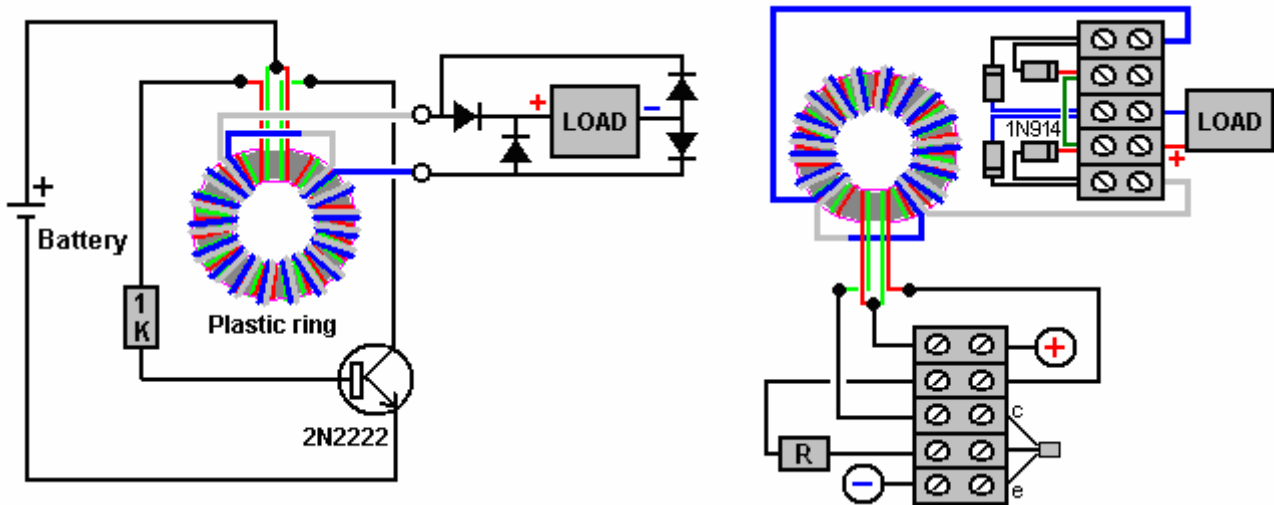


FIRST, THE PLASTIC RING IS WOUND WITH TWO STRANDS OF WIRE :





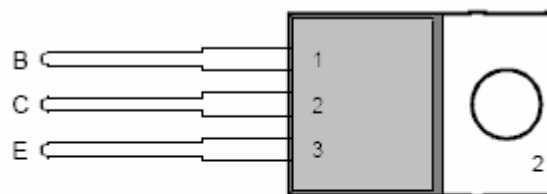
THEN, BECAUSE TAKING THE OUTPUT FROM THE TRANSISTOR COLLECTOR IS SO BAD FOR CURRENT DRAW FROM THE BATTERY, THE OUTPUT IS TAKEN MAGNETICALLY VIA A SECOND BI-FILAR (TWO-STRAND) WINDING :



I INCREASED THE VALUE OF THE RESISTOR "R" AND USED A 12-VOLT INPUT FROM A LEAD-ACID BATTERY. THE OUTPUT CHARGED ANOTHER IDENTICAL 12-VOLT LEAD-ACID BATTERY AND AFTER THE CHARGING PERIOD, THE BATTERIES WERE SWAPPED OVER AND THE PROCESS REPEATED.

THEN, THE BATTERIES WERE LEFT TO SIT FOR AN HOUR TO ALLOW THE CHEMICAL PROCESSES INSIDE THE BATTERIES TO COMPLETE, AND THE VOLTAGE WAS MEASURED AGAIN. THIS SHOWED THAT BOTH BATTERIES NOW HAD MORE REAL ENERGY STORED IN THEM THAN WHEN THE TEST STARTED. LEAD-ACID BATTERIES WASTE HALF OF THE ENERGY FED INTO THEM DURING CHARGING (MAKING THE BATTERY EFFICIENCY ONLY 50%). AS THERE WAS NO EXTERNAL ELECTRICITY INPUT, THIS SHOWS THAT THE CIRCUIT PERFORMED WITH COP>2 FOR ME.

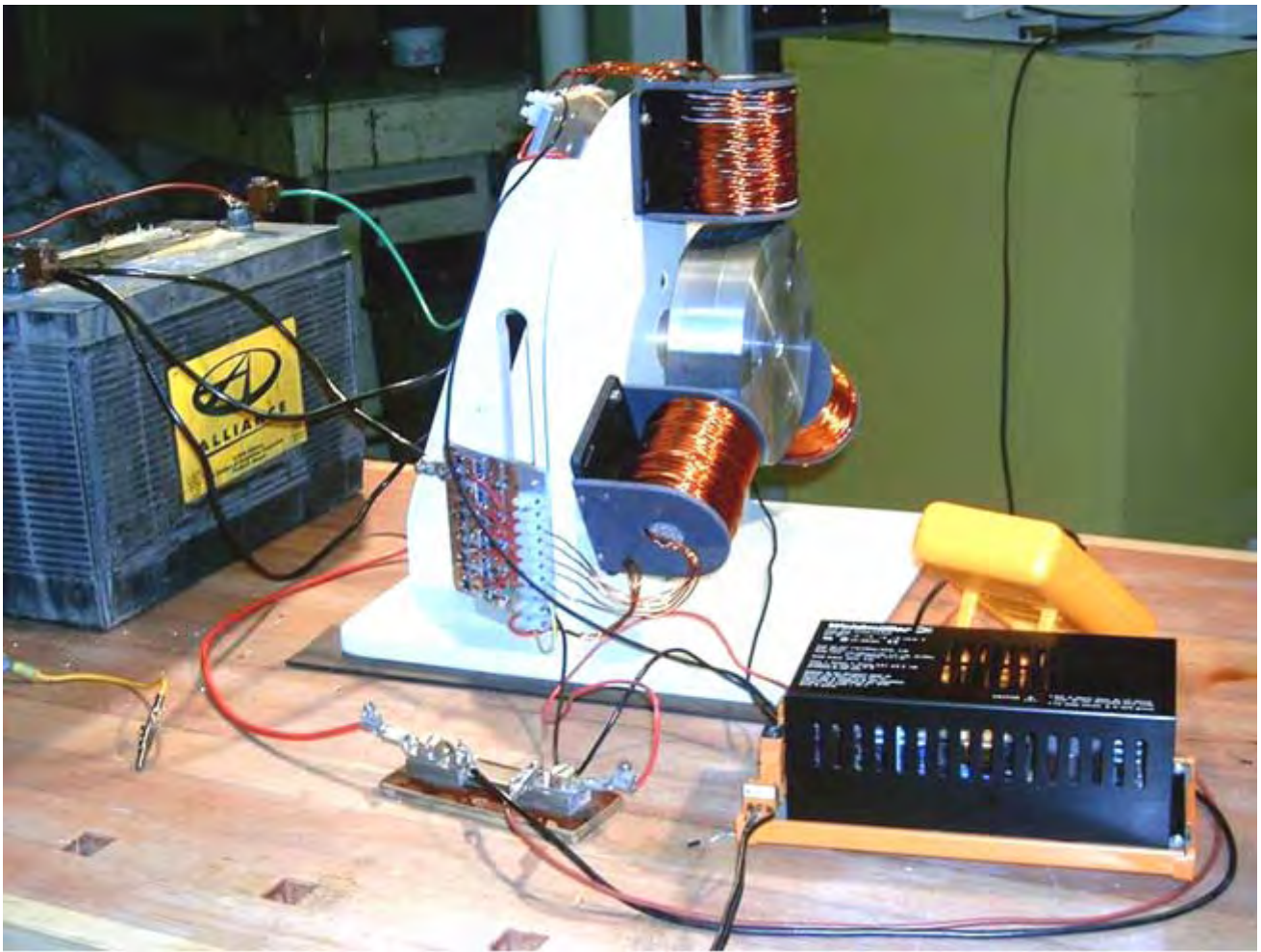
IF I WERE GOING TO REPEAT THIS TEST I WOULD USE A LOW COST TIP132 TRANSISTOR AND HIGHER CURRENT PULSES :



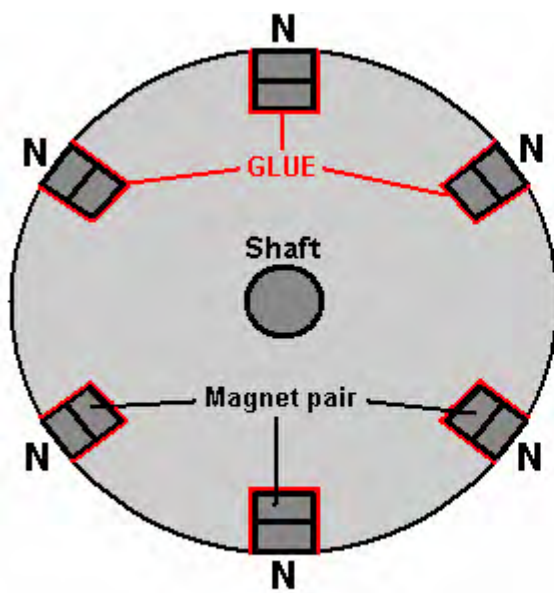
TIP132

100V, 4A, GAIN 1000

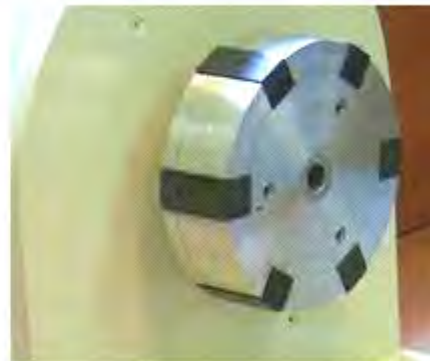
**RON PUGH OF CANADA HAS BUILT A VERY NICE ROTATIONAL BATTERY CHARGER. IT HAS A COP VALUE OF 13 WHEN USED WITH A 24-VOLT INPUT AND A 24-VOLT BATTERY CHARGING OUTPUT :**



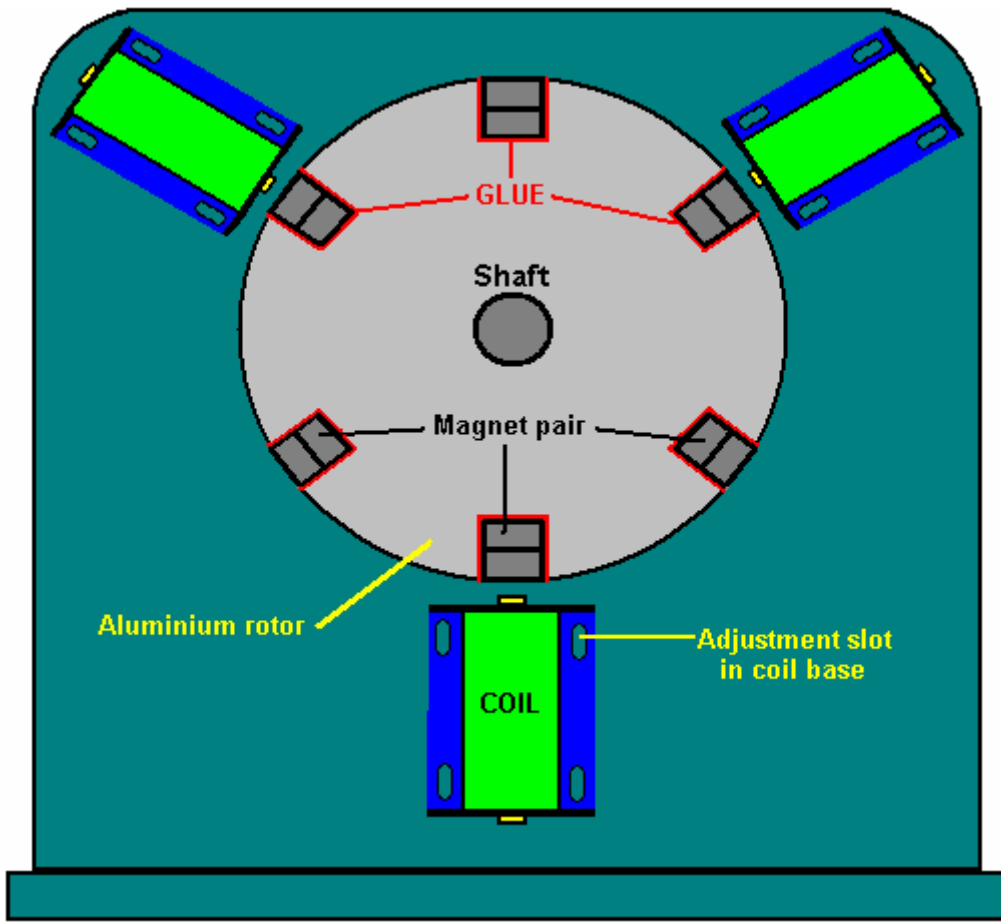
**RON BUILT A ROTOR OUT OF ALUMINIUM AND INSTALLED SIX PAIRS OF MATCHED-STRENGTH MAGNETS IN IT :**



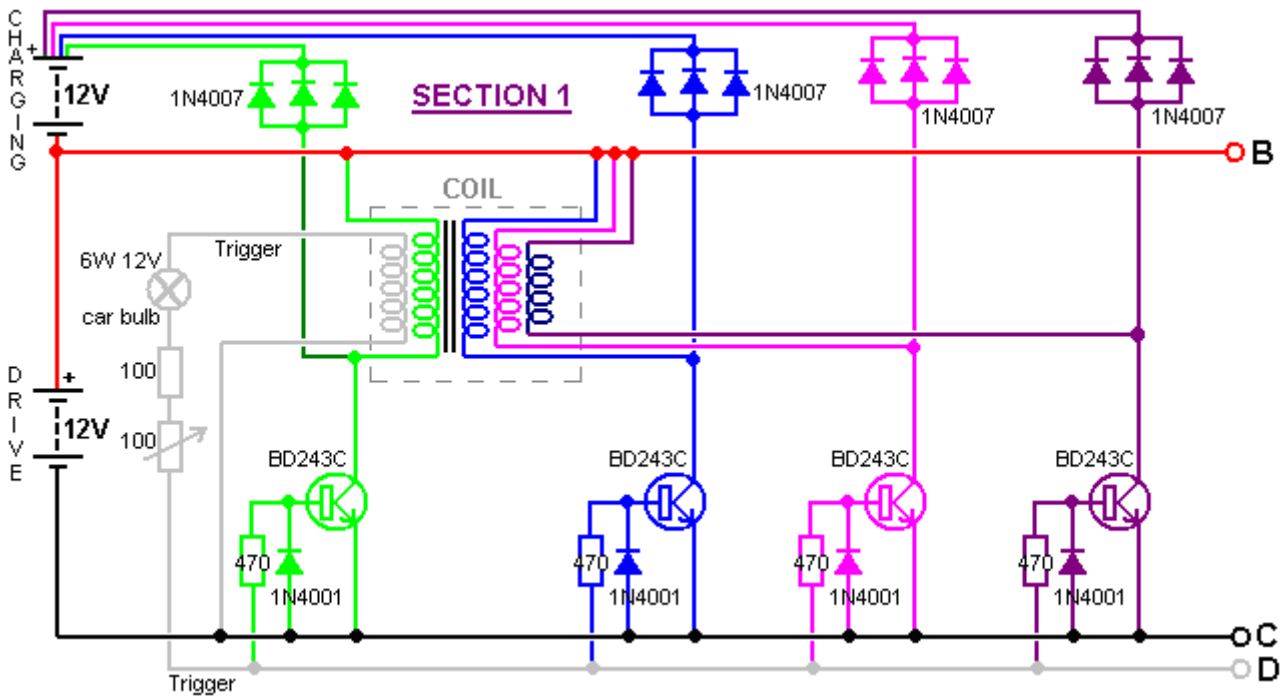
**ROTOR**



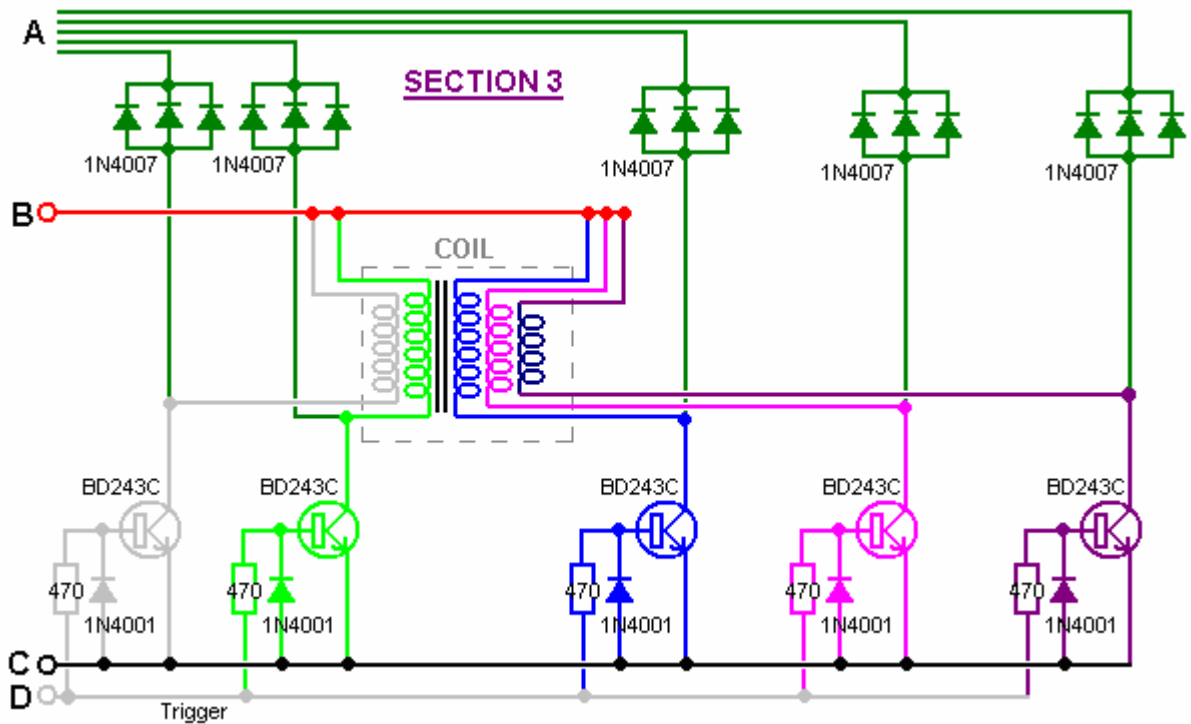
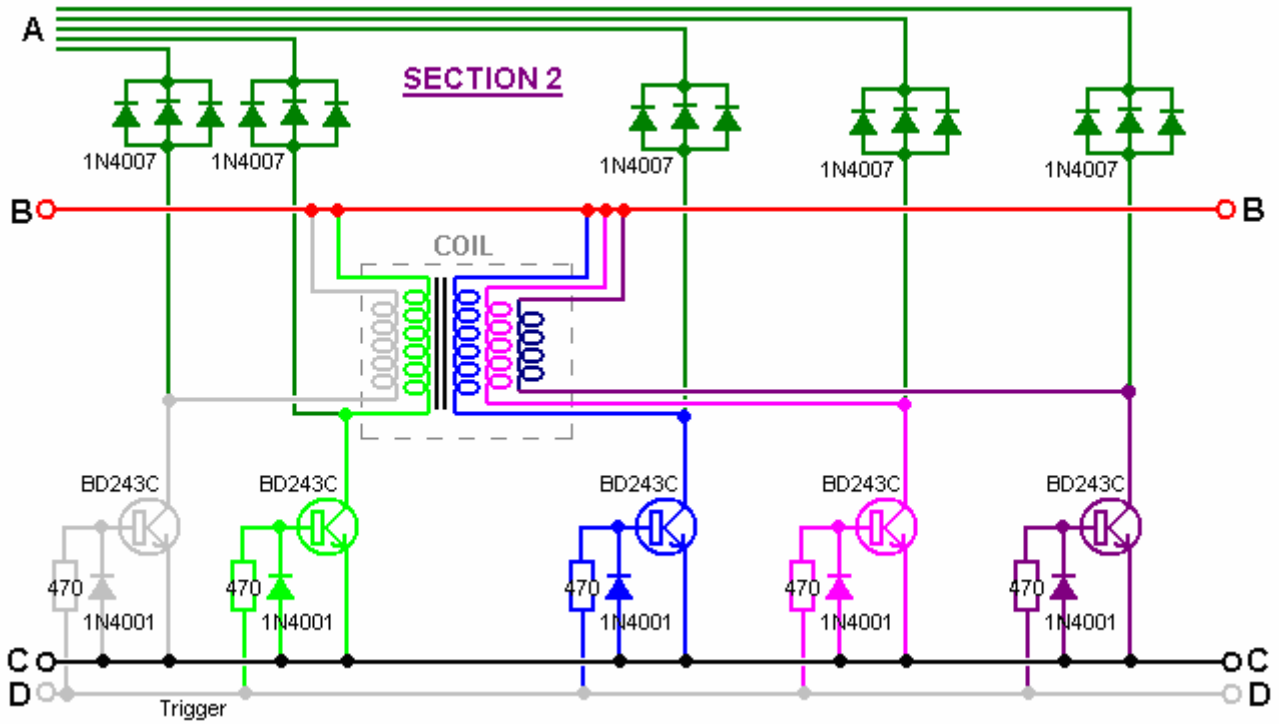
**THE STATOR HAS THREE ADJUSTABLE POSITION COIL CORES MOUNTED AROUND IT :**



THIS IS A JOHN BEDINI STYLE OF OPERATION AS EACH COIL CORE HAS FIVE SEPARATE COILS WOUND ON IT :

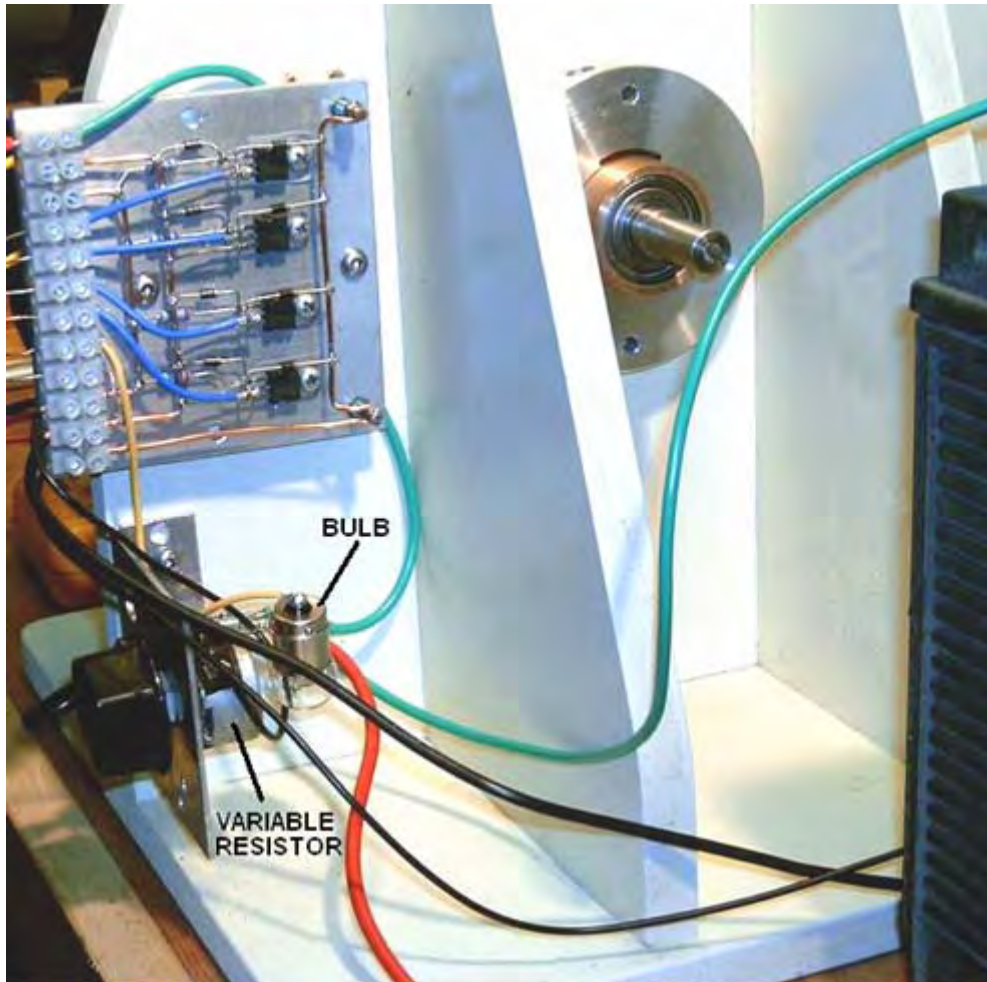


ONE OF THE COILS ON THE FIRST CORE IS USED TO PROVIDE A SYNCHRONISATION PULSE WHEN A MAGNET PASSES BY. THAT CAUSES ALL OF THE OTHER 14 COILS TO ENERGISE STRONGLY WHICH BOTH DRIVES THE ROTOR AROUND RAPIDLY AND PRODUCES 14 SEPARATE BACK-EMF VOLTAGE SPIKES, SO EACH ROTATION OF THE ROTOR GENERATES 84 SEPARATE VOLTAGE SPIKES FOR CHARGING.



**HEAVY WIRES ARE USED TO CARRY THE CURRENT AND EVERY COIL SHOULD HAVE ITS OWN DEDICATED WIRE TO FEED CURRENT TO THE BATTERY WHICH IT IS CHARGING AND THREE DIODES ARE USED IN PARALLEL TO FACILITATE THE CHARGING PROCESS :**



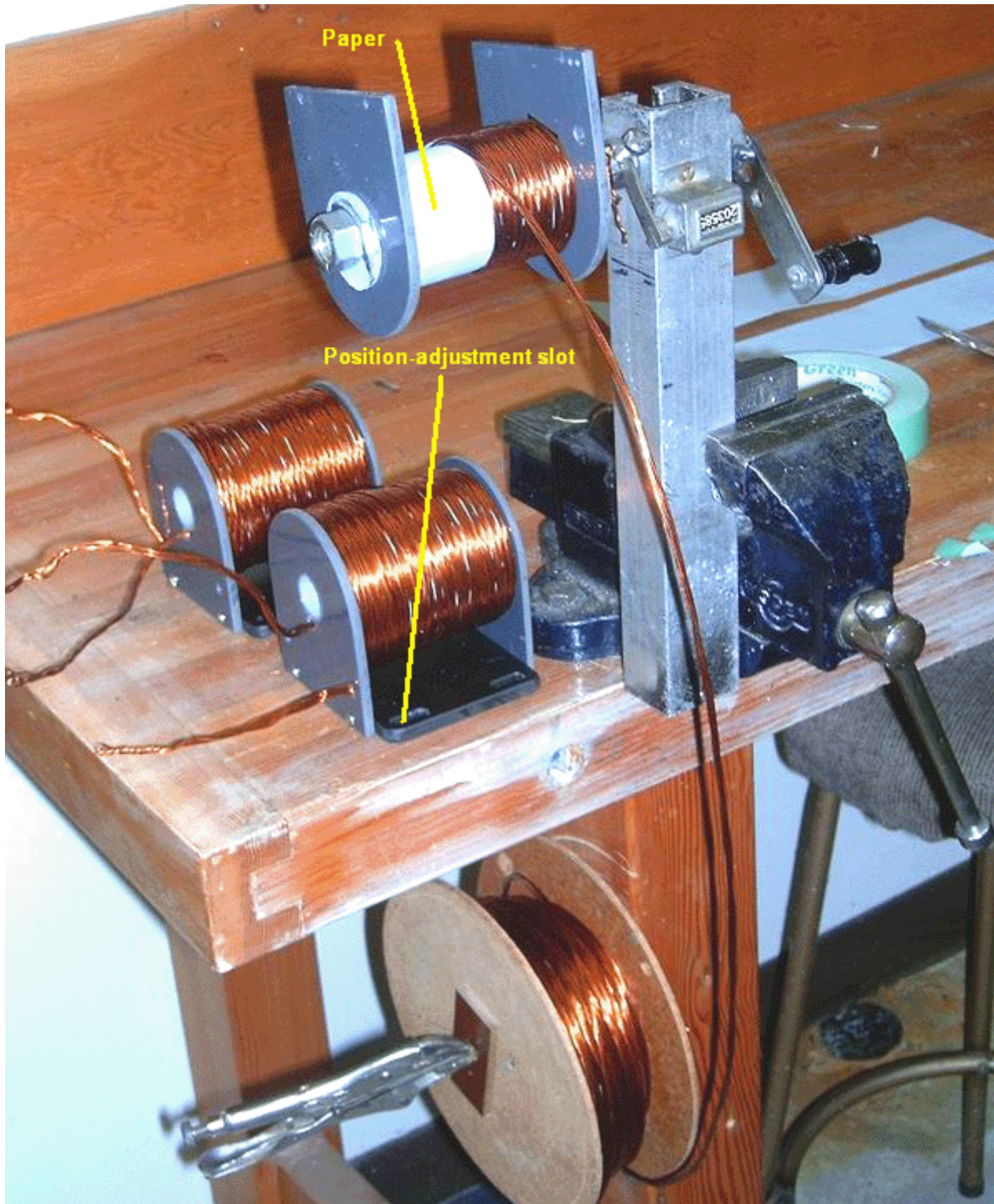


**CUTTING EXACT LENGTH WIRES TO MAKE THE COIL CORES :**





**THE WIRES ARE TWISTED TOGETHER BEFORE BEING WOUND AS A 5-STRAND COIL :**

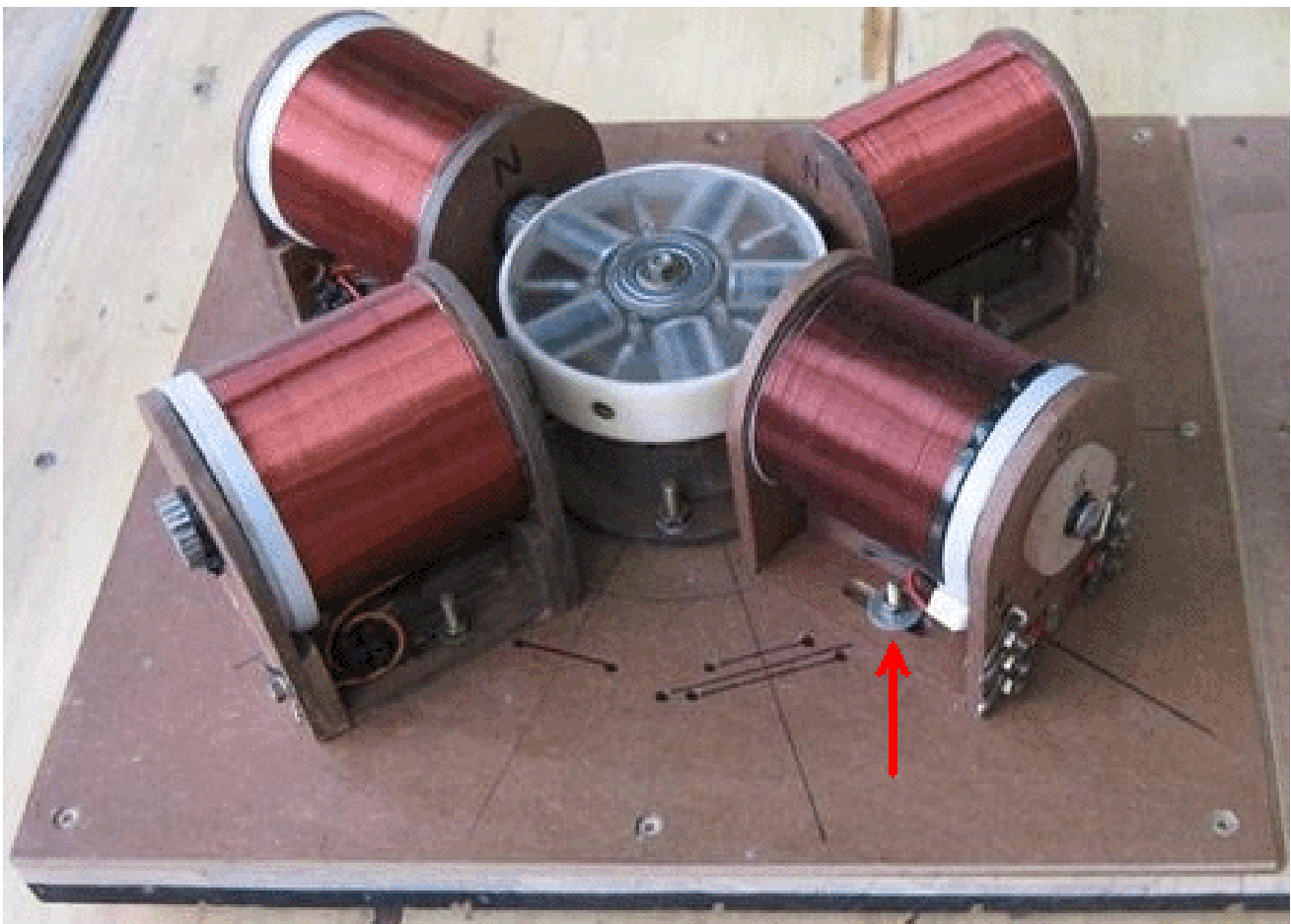


**THIS IS A VERY NICE QUALITY OF CONSTRUCTION FROM RON WHO DESERVES OUR THANKS FOR SHARING HIS WORK FREELY.**

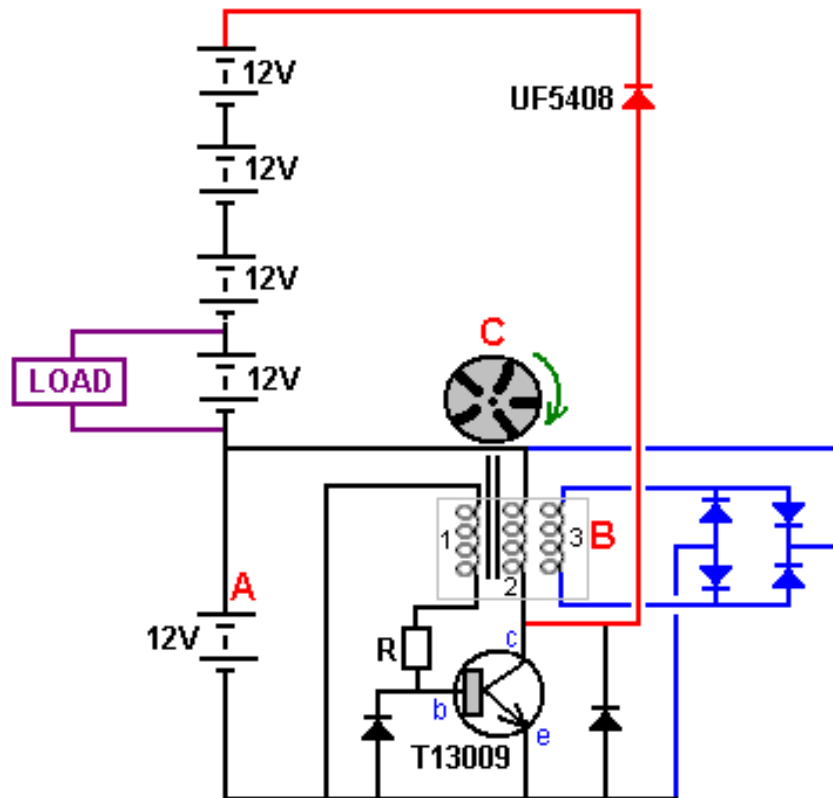
A SIMILAR STYLE OF CONSTRUCTION IS USED BY A SOUTH AFRICAN DEVELOPER WHO WISHES TO REMAIN ANONYMOUS. HE BUILT A SIMILAR PULSED ROTOR AND FOUND THAT HE COULD DRAW 40 WATTS CONTINUOUSLY FROM IT. HE LET IT RUN FOR THREE WEEKS (500 HOURS) BEFORE MODIFYING IT. HIS INITIAL CIRCUIT USED OLD DISCARDED BATTERIES RECOVERED AND PULSE-CHARGED :



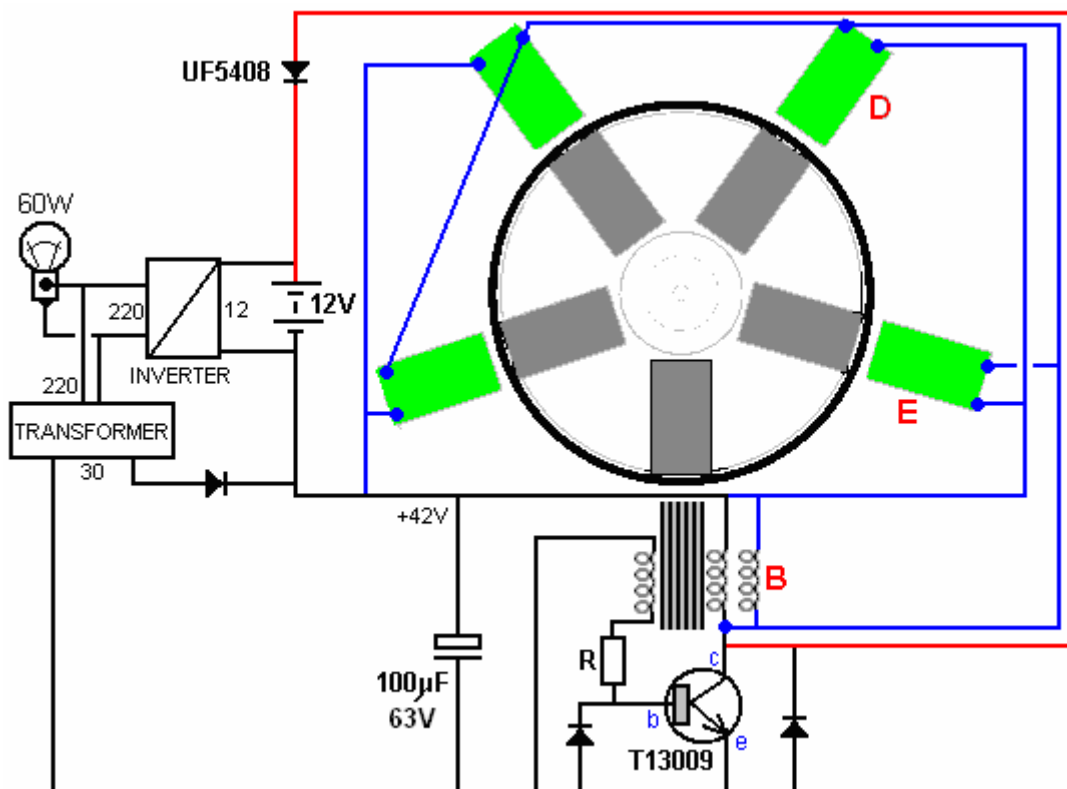
HIS FIRST DEVICE HAD FIVE ROTOR MAGNETS AND FOUR MULTI-COIL SETS AND IT LOOKED LIKE THIS :



THE DEVICE CHARGES BATTERIES WHILE PROVIDING ITS CONTINUOUS OUTPUT. THE INITIAL CIRCUIT WAS THIS :

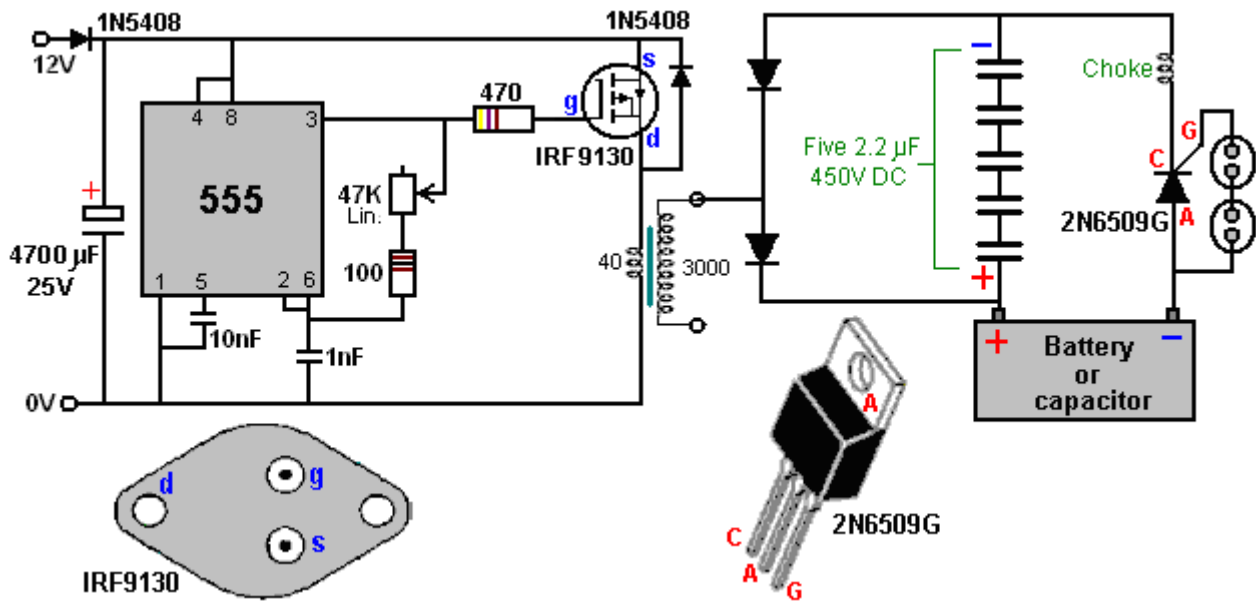


THE DIODES SHOWN IN BLUE, KEEP THE DRIVE BATTERY "A" FULLY CHARGED AND THE OTHER BATTERIES ALSO GET CHARGED. THE 'LOAD' IS A 12-VOLT INVERTER PROVIDING 220-VOLT AC MAINS OUTPUT. AN OUTPUT OF 40 WATTS MAY NOT SOUND LIKE MUCH BUT I CAN GET EXCELLENT 1000 LUX LIGHTING FROM JUST 1.5 WATTS. MODIFICATION AND DEVELOPMENT OF THE CIRCUIT CONTINUES, ONE OF THE MODIFICATIONS IS SHOWN HERE WHERE AN EXTRA COIL HAS BEEN ADDED AND THE CIRCUIT RUNS ON 42-VOLTS FROM A MAINS SUPPLY WHICH THE CIRCUIT DRIVES ITSELF, AND THERE IS NOW ONLY ONE BATTERY :





**HOWERD HALAY OF THE UK HAS A VERY ADVANCED KNOWLEDGE OF FREE ENERGY AND A CONSIDERABLE UNDERSTANDING OF THINGS WHICH MOST PEOPLE DO NOT KNOW. HERE IS A ONE-WIRE BATTERY CHARGER :**



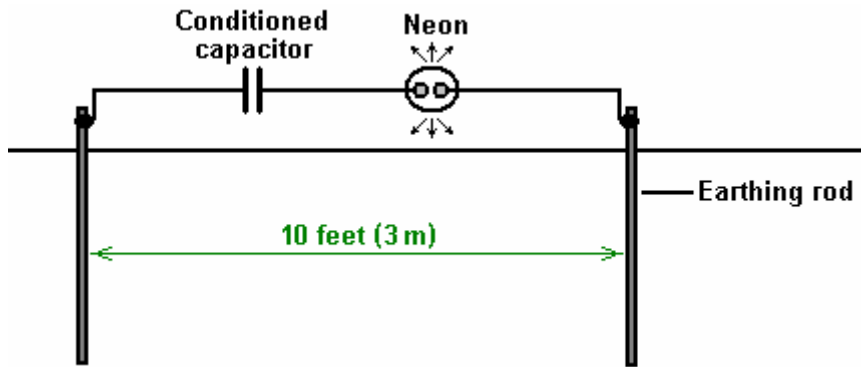
THIS CIRCUIT HAS BEEN INDEPENDENTLY REPLICATED AND CONFIRMED. THE 555 TIMER CIRCUIT PRODUCES A HIGH FREQUENCY TRAIN OF HIGH VOLTAGE PULSES THROUGH THE 40:3000 RATIO TRANSFORMER. THE 2000V CHAIN OF CAPACITORS IS USED TO RAISE THE SPEED OF CHARGE OF THE COMPOSITE CAPACITOR IN ITS RISE TO 180V OR SO (THE TWO 90V NEONS TRIGGER THE Silicon Controlled Rectifier 2N6509G AT ABOUT 180V). WHEN IT RUNS, THIS CIRCUIT CONDITIONS THE FIVE 450V CAPACITORS.

HOWERD STRESSES THE DIFFERENCE BETWEEN 'CONDITIONED' BATTERIES AND CAPACITORS AS OPPOSED TO ORDINARY VERSIONS. TO CONDITION A BATTERY IT NEEDS TO BE CHARGED WITH 'COLD' ELECTRICITY AND DISCHARGED AGAIN MANY TIMES. 'COLD' ELECTRICITY IS EITHER AC ELECTRICITY AT HIGH FREQUENCY (20+ kv) OR DC AT HIGH VOLTAGE. COLD ELECTRICITY FLOWS OUTSIDE THE WIRES AND SO OHM'S LAW DOES NOT APPLY BUT INSTEAD  $CURRENT = VOLTAGE \times RESISTANCE \times A \text{ CONSTANT}$  WHICH NEEDS TO BE DETERMINED BY EXPERIMENTATION. IT IS ALSO POSSIBLE TO GET COLD ELECTRICITY FROM PULSED DC OF OVER 80 VOLTS, AND WITH THAT METHOD, THE SHARPER AND FASTER THE PULSES THE BETTER.

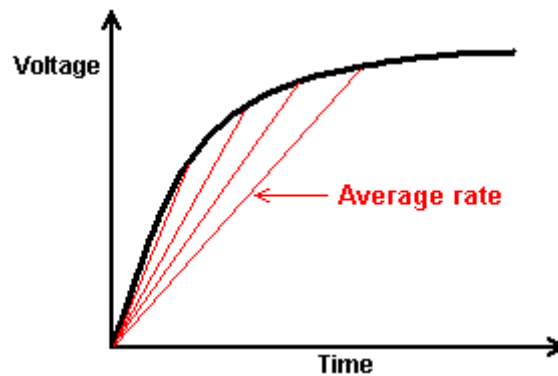
WHEN YOU FIRST PULSE AN AC OR DC CAPACITOR, IT BEHAVES NORMALLY. AFTER ABOUT 12 HOURS OF CONTINUOUS PULSING, THE CAPACITOR CHANGES AND CHARGES MUCH FASTER THAN BEFORE AND WHEN THE POWER SOURCE IS SWITCHED OFF IT CONTINUES CHARGING !! THAT CAN HAPPEN FOR UP TO THREE MINUTES.

**BE VERY CAREFUL WITH THIS BATTERY-CHARGING CIRCUIT AS IT CAN KILL YOU. THIS DESCRIPTION MUST NOT UNDER ANY CIRCUMSTANCES BE CONSIDERED TO BE A RECOMMENDATION THAT YOU SHOULD ACTUALLY BUILD THIS CIRCUIT AS THIS PRESENTATION IS FOR INFORMATION PURPOSES ONLY.**

HOWERD HAS TESTED A CONDITIONED CAPACITOR CONNECTED BETWEEN TWO EARTH RODS TEN FEET (3 METRES) APART AND GAVE UP WATCHING THE LIT NEON AFTER HALF AN HOUR :



THE QUESTION HAS BEEN ASKED “WHY USE FIVE CAPACITORS IN SERIES WHEN ANY ONE OF THEM CAN EASILY HANDLE THE VOLTAGE BEING USED?” THE ANSWER IS THE WAY IN WHICH A CAPACITOR CHARGES UP, WHICH IS LIKE THIS :



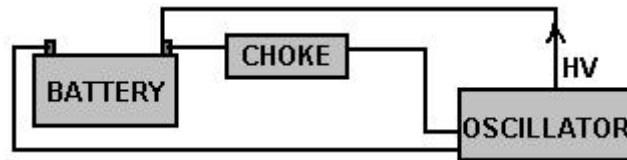
THE RED LINES SHOW THE AVERAGE RATE OF CHARGE AND THE STEEPER THE RED LINE, THE FASTER THE RATE OF CHARGE. HOWARD USES THIS FACT TO HIS ADVANTAGE AS HE ONLY USES THE FIRST 10% OF THE CAPACITOR’S CAPACITY BY CONNECTING SEVERAL IN SERIES TO GET A VERY FAST RATE OF CHARGE BEFORE THE SCR FIRES AND DISCHARGES THE CAPACITORS INTO THE BATTERY.



A CONDITIONED CAPACITOR LOSES ITS CONDITIONING IF LEFT UNUSED FOR SOME TIME (3 WEEKS IN HOWARD’S CASE). THIS IS INTERESTING AS I USED THIS DC-TO-DC CONVERTER :



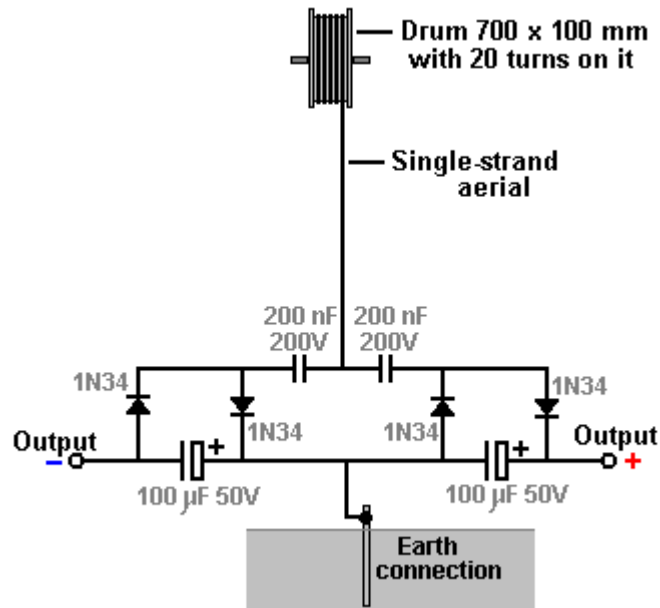
**AS THE OSCILLATOR IN THIS BATTERY SELF-CHARGING CIRCUIT :**



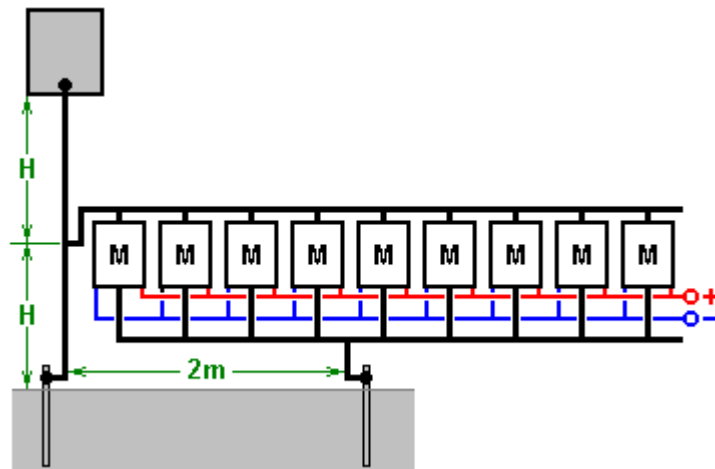
**IT WORKED EXTREMELY WELL, CHARGING THE BATTERY VERY FAST. I DISCONNECTED THE BATTERY, MEASURED THE VOLTAGE AND THEN LET THE BATTERY SIT FOR AN HOUR SO THAT THE CHEMICAL PROCESS INSIDE THE BATTERY COULD FINISH AND I COULD GET A RELIABLE READING OF THE VOLTAGE, WHICH IS NORMALLY LOWER. HOWEVER, I WAS AMAZED TO SEE THAT THE VOLTAGE HAD RISEN FURTHER INSTEAD OF DROPPING. I DIDN'T FOLLOW UP ON IT AS I WAS BUSY DEVELOPING SELF-POWERED LIGHTING.**

**WHEN I GOT BACK TO EXPERIMENT WITH BATTERY SELF-CHARGING, I NEVER COULD REPLICATE THAT STYLE OF CHARGING BUT IT OCCURS TO ME IN THE LIGHT OF WHAT HOWERD SAID, THAT THE CAPACITORS ON THE CONVERTER BOARD WHICH HAD BEEN HEAVILY USED IN EARLIER TESTING, HAD PROBABLY BEEN CONDITIONED AND HAD SUBSEQUENTLY LOST THAT CONDITIONING IN THE INTERVENING PERIOD.**

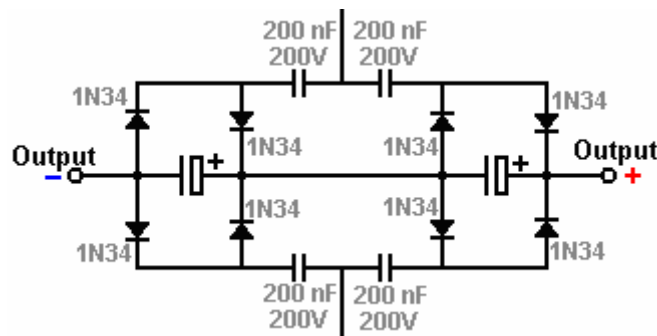
IT IS PERFECTLY POSSIBLE TO DRAW ENERGY FROM AN AERIAL / EARTH COMBINATION. YOU DON'T WANT TO HAVE A TUNED CIRCUIT LIKE A RADIO RECEIVER AS THAT RESTRICTS THE POWER TO LESS THAN THAT OF A RADIO STATION. INSTEAD, YOU WANT A WIDEBAND RECEPTION WHICH PULLS IN POWER FROM THE SUN-CHARGED IONOSPHERE AND FROM THE 200 LIGHTNING STRIKES PER SECOND AROUND THE WORLD. THERE ARE MANY EXCELLENT DESIGNS FROM DEVELOPERS SUCH AS [JES ASCANIUS](#), [ALEXKOR](#) AND [DRAGAN KLJAJIC](#). A BASIC RECEPTION MODULE CAN BE :



A SHINY, INSULATED METAL PLATE ACTS AS A GOOD RECEIVER ANTENNA AND THE RECEPTION MODULES "M" CAN BE ADDED LIKE THIS :



THE BASIC RECEPTION MODULE CAN BE IMPROVED LIKE THIS :



THIS ARRANGEMENT DOUBLES THE OUTPUT FOR EACH MODULE. DRAGAN PUT 100 OF THE ORIGINAL MODULES TOGETHER ON TWO BOARDS AND GOT 100 WATTS OUTPUT FROM THEM :

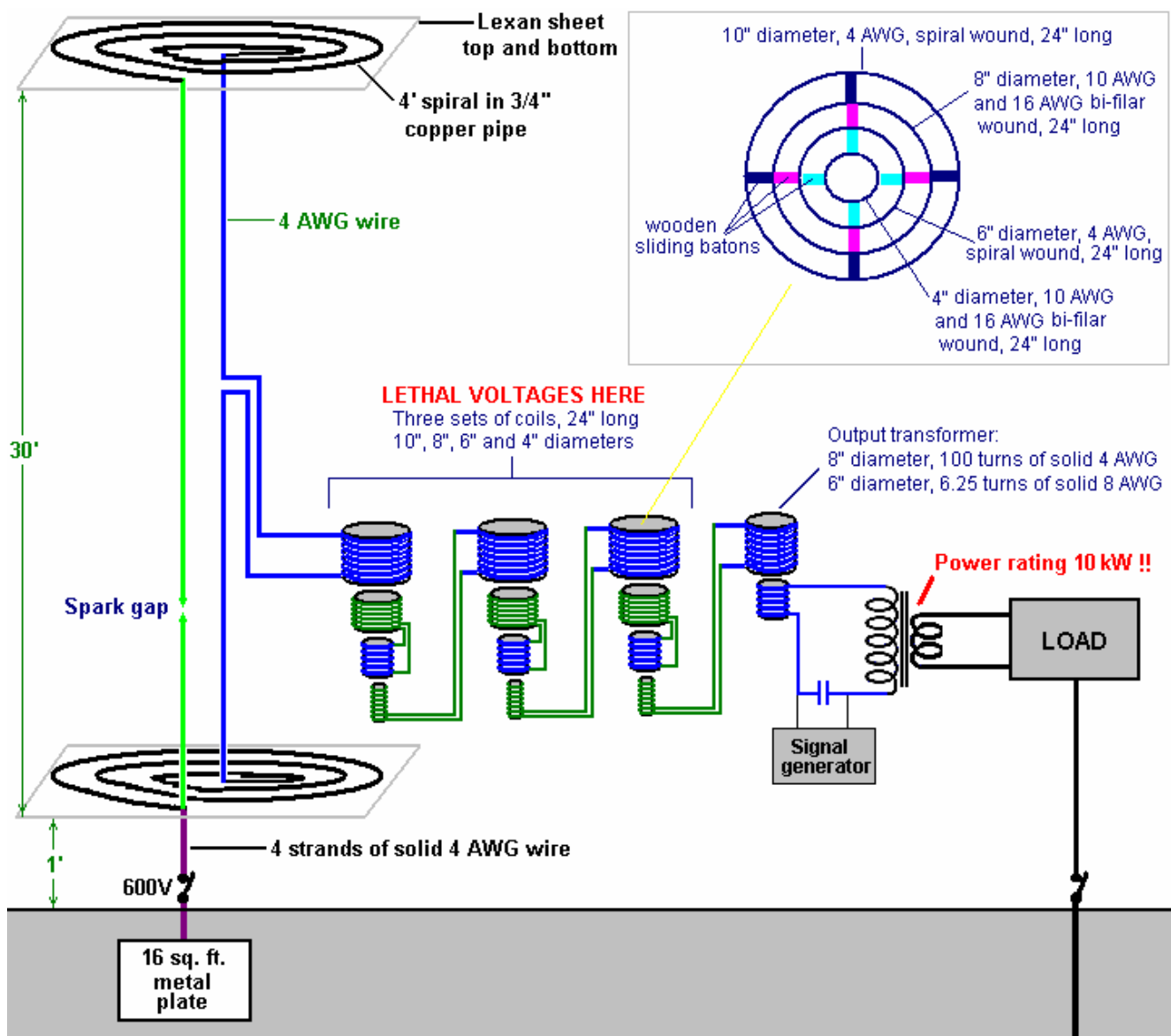


HOWEVER, **LAWRENCE RAYBURN** OF CANADA DEVELOPED A MUCH MORE POWERFUL AERIAL SYSTEM WHICH HE CALLS THE "TREC". IT GATHERS 10 KILOWATTS OF POWER AND WITH THAT LEVEL OF POWER FLOWING IN THE CIRCUIT, IT IS POTENTIALLY DANGEROUS FOR PEOPLE WHO ARE NOT FAMILIAR WITH WORKING WITH HIGH-POWER HIGH-VOLTAGE CIRCUITS.

THIS AERIAL SYSTEM HAS TWO FOUR-FOOT (1220 mm) DIAMETER ARCHMEDIAN SPIRALS MADE FROM 0.75 INCH DIAMETER SOFT COPPER PIPE. EACH SPIRAL IS SANDWICHED BETWEEN TWO SHEETS OF "LEXAN" PLASTIC AND THEY ARE MOUNTED THIRTY FEET APART VERTICALLY.

THE OBJECTIVE IS TO CREATE A TUNED PATH TO THE IONOSPHERE AND SO DRAW DOWN SOME OF THE MASSIVE AMOUNT OF EXCESS POWER THERE. THERE IS A SPARK GAP AND MULTIPLE TUNING COILS AND VOLTAGES OF 600 VOLTS GET GENERATED IN THE CIRCUIT BEFORE THE OUTPUT IS ADJUSTED TO WHAT IS CONVENIENT.

A SUBSTANTIAL EARTHING PLATE OF AT LEAST SIXTEEN SQUARE FEET IS NEEDED AND WIRE WHICH IS ABLE TO CARRY SERIOUS LOADS HAS TO BE USED. A SIGNAL GENERATOR IS USED TO MODULATE THE POWER AND GIVE THE DESIRED MAINS FREQUENCY. THE CIRCUIT IS LIKE THIS :



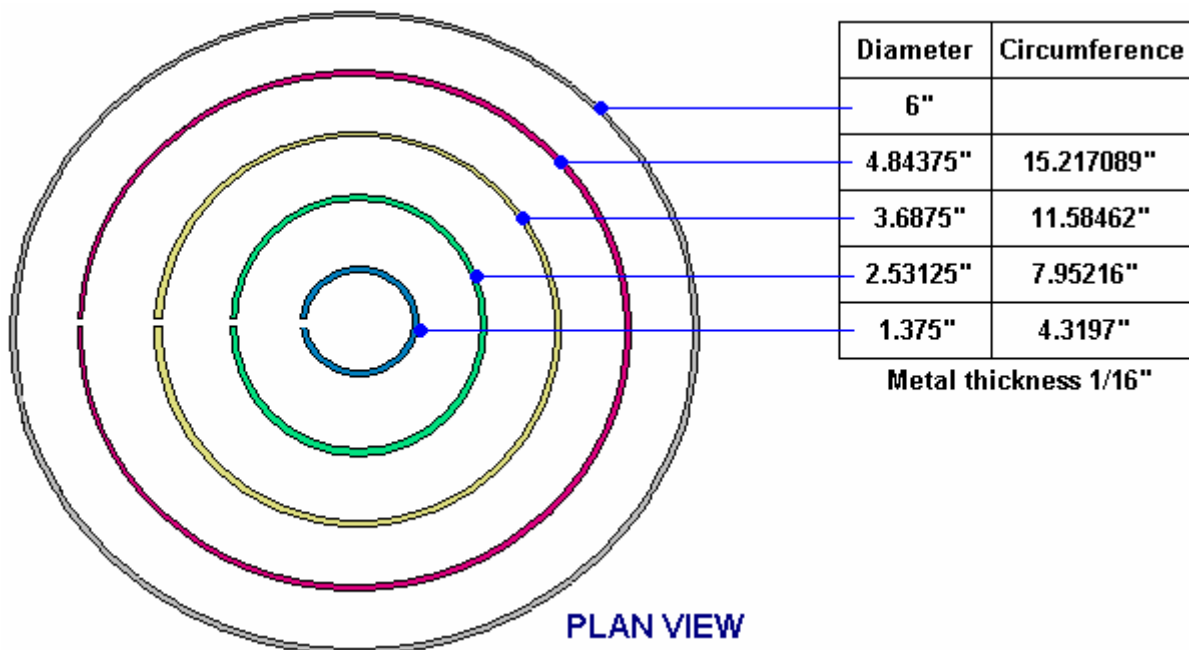
AERIAL SYSTEMS ARE PASSIVE, GENERALLY NEEDING NO FORM OF USER-SUPPLIED INPUT POWER. THE SAME APPLIES TO A RANGE OF ORGONE DEVICES SUCH AS THE FAMOUS "JOE CELL" NAMED AFTER **JOE NOBEL** OF AUSTRALIA WHO, WITH **GRAHAM COE** AND **PETER STEVENS** POPULARISED THE DEVICE IN 1992. JOE NOBEL DID NOT INVENT THE DEVICE AS HE WAS WORKING FROM AN EARLIER PATENT. ORGONE DEVICES ARE STRONGLY AFFECTED BY PEOPLE NEAR THEM. A JOE CELL CAN RUN AN ENGINE WITHOUT THE NEED FOR FUEL AS IT CONCENTRATES OUR SURROUNDING ENERGY FIELD AND FEEDS IT INTO THE ENGINE. BILL WILLIAMS OF AMERICA HAS RUN HIS FORD PICK-UP TRUCK FOR MANY MILES WITHOUT NEEDING ANY FORM OF 'FUEL' :

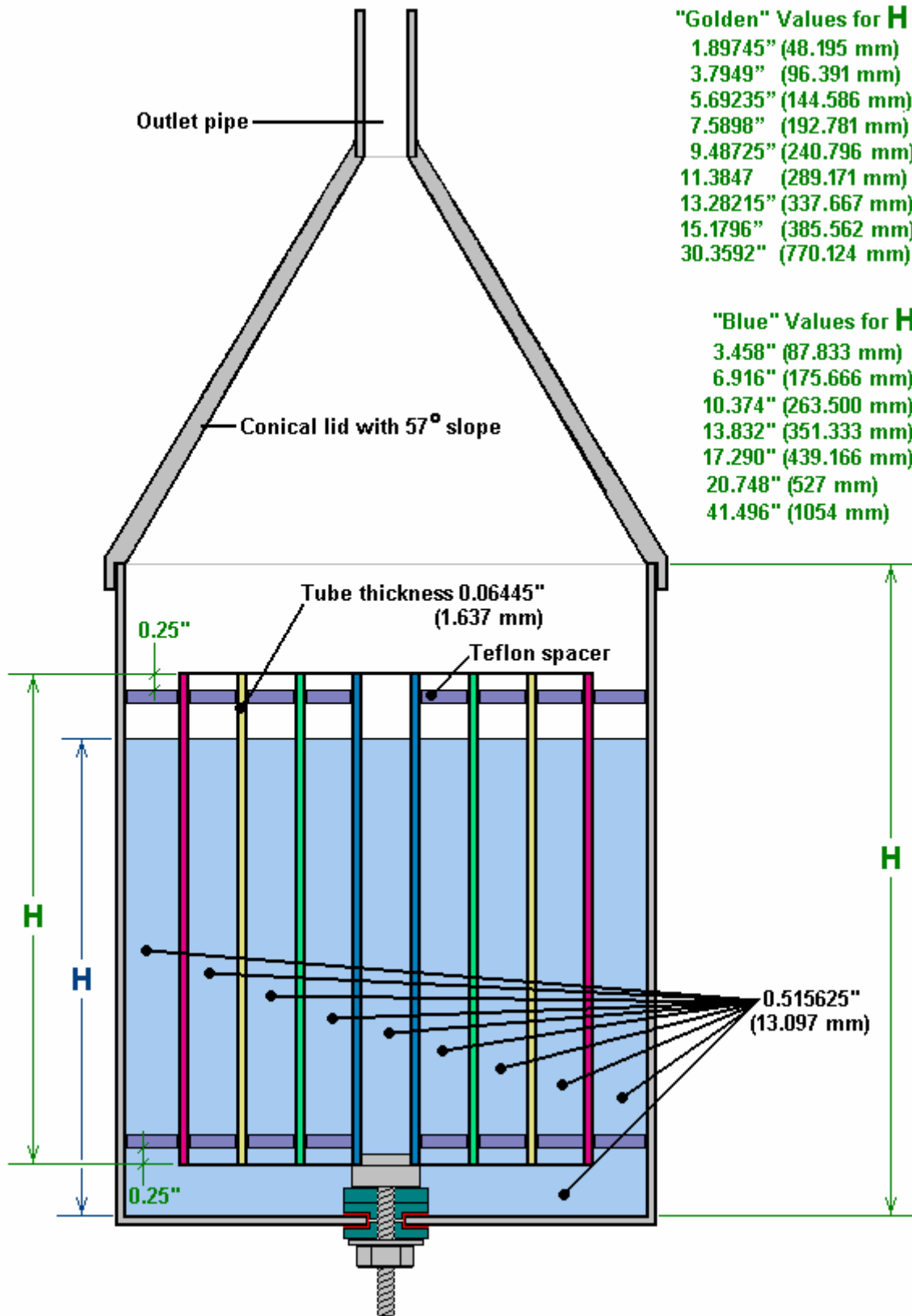


JOE NOBEL WAS EXPERIMENTING AND USING STAINLESS STEEL COMPONENTS AVAILABLE AT A LOCAL FACTORY. TODAY, IF YOU WANT TO BUILD A JOE CELL, THEN PLEASE USE THE SPECIFIC DIMENSIONS SHOWN BELOW.

THE JOE CELL USES WATER (PROBABLY THE MOST COMPLEX SUBSTANCE ON THE PLANET) AND WITH JOE'S INCORRECT DIMENSIONS IT TAKES A GREAT DEAL OF EFFORT TO GET THE WATER TO THE CORRECT STATE. WITH THE CORRECT DIMENSIONS, TAP WATER GOES IMMEDIATELY TO THE CORRECT STATE.

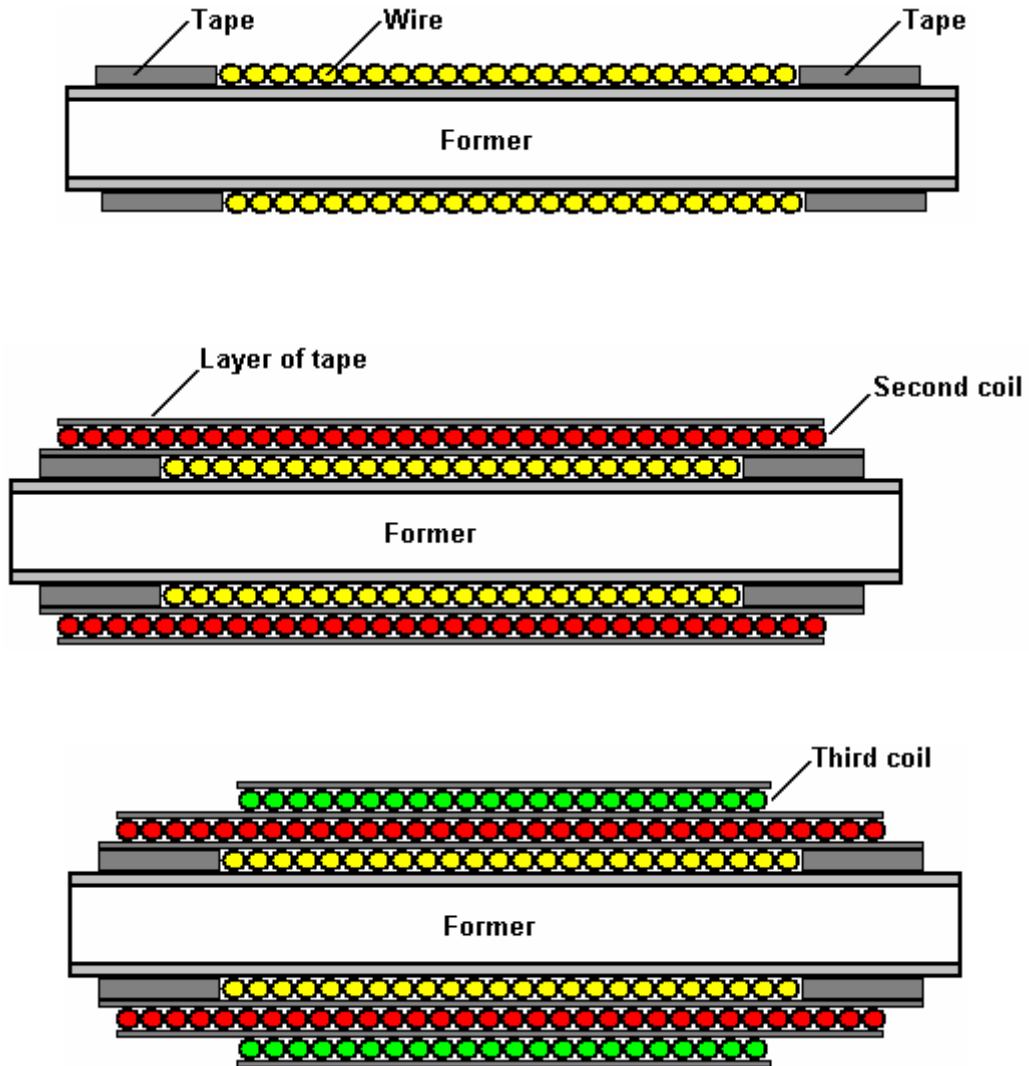
THE CONTAINER MATERIAL IS ALWAYS STAINLESS STEEL AND THE ENGINE OF ANY VEHICLE TO BE USED WITH IT CAN TAKE A WEEK TO GET ALIGNED TO THE ENERGY FLOW. SUITABLE DIMENSIONS ARE :





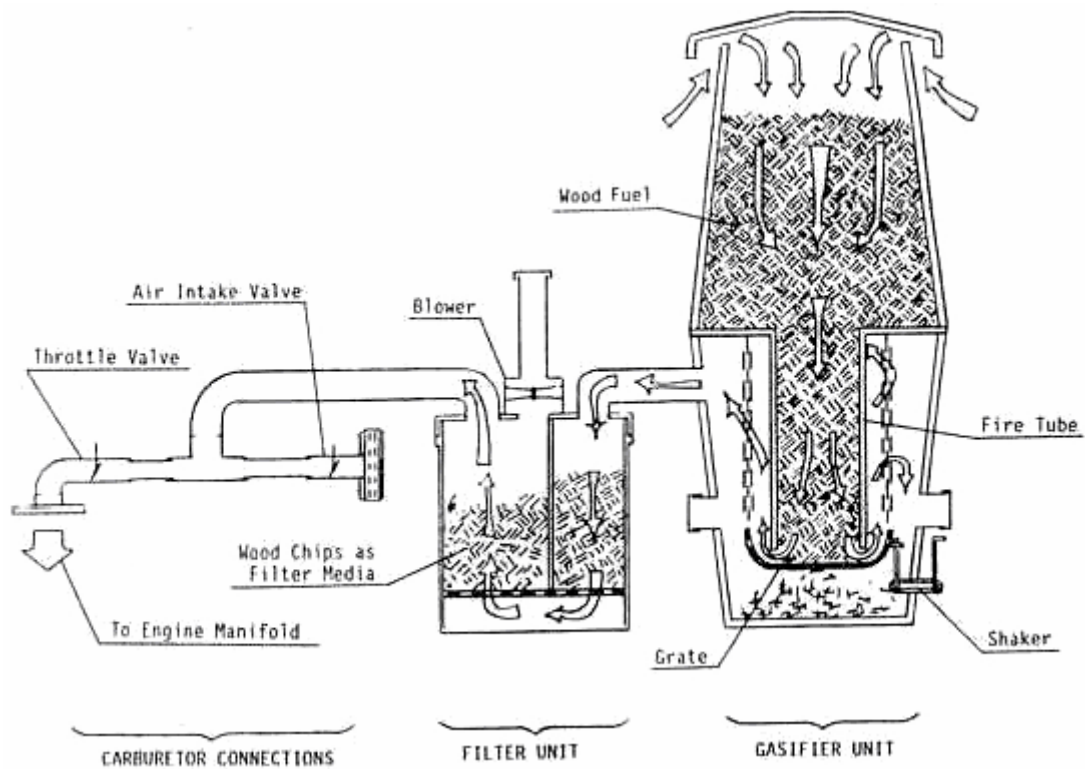


BASED ON JOE CELL TECHNOLOGY, THERE IS A SIMPLE DEVICE WHICH IS THREE CONCENTRICALLY WOUND TORSION FIELD COILS PLACED ON A NON-FERROUS PIPE :



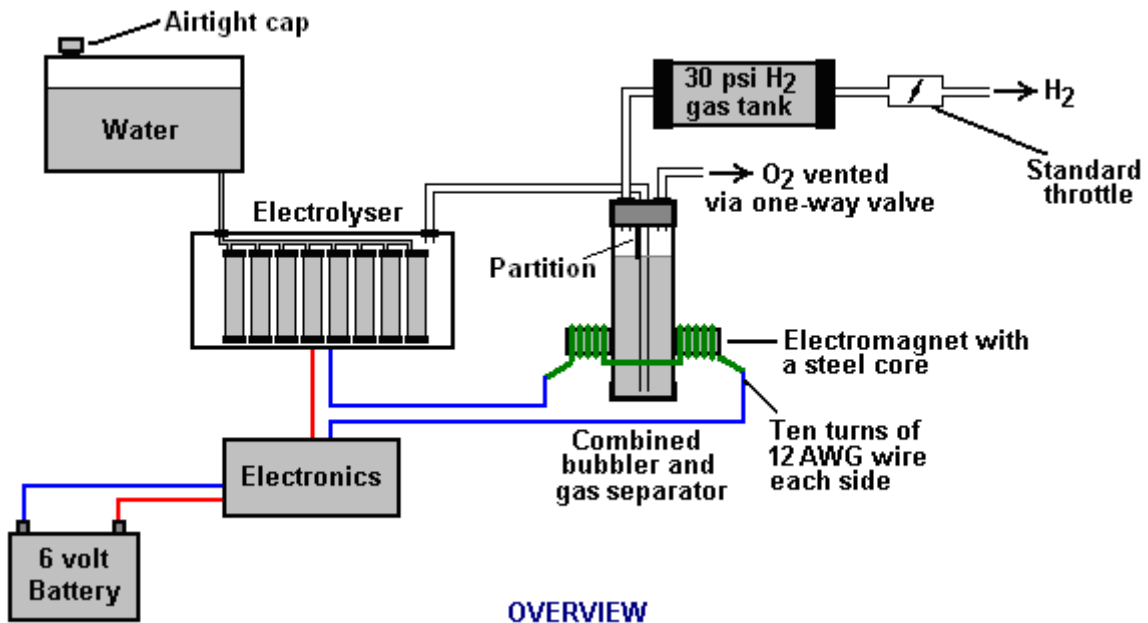
THIS COIL SET IS CONNECTED BETWEEN THE ENGINE CHASSIS AND A WIRE WHICH GOES DOWN INTO THE OIL. DETAILS ARE IN CHAPTER 9 OF THE EBOOK. THE CONTRIBUTOR OF THIS INFORMATION WAS GETTING A 20% IMPROVEMENT IN HIS CAR'S MPG PERFORMANCE BUT IT IS QUITE POSSIBLE THAT THIS COIL ARRANGEMENT CAN RUN A CAR WITHOUT ANY FUEL BEING NEEDED. DEVELOPMENT IS CONTINUING.

IT IS PERFECTLY POSSIBLE TO RUN A VEHICLE ON SOLID FUEL SUCH AS WOOD CHIPS OR COKE. THIS WAS DONE EXTENSIVELY DURING WORLD WAR TWO WHEN PETROL WAS IN SHORT SUPPLY. THIS CAN BE DONE BY BURNING THE SOLID FUEL IN INSUFFICIENT AIR, PRODUCING HYDROGEN, CARBON MONOXIDE AND METHANE ALL OF WHICH CAN BE BURNT IN AN INTERNAL COMBUSTION ENGINE :

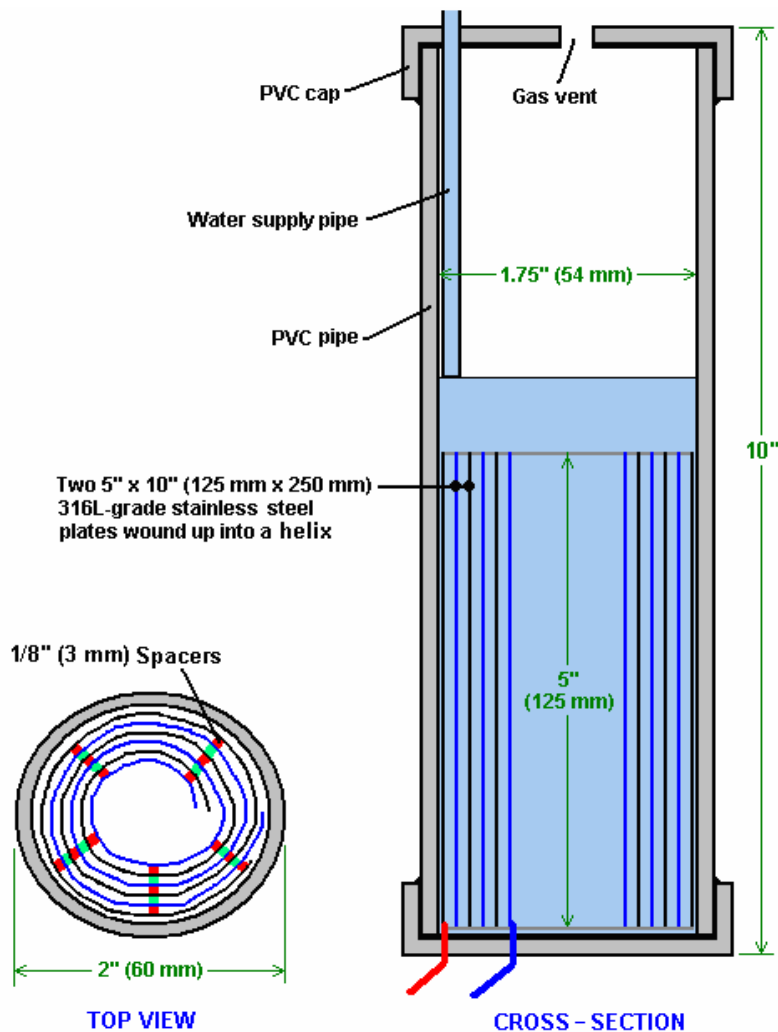


HOWEVER, THIS IS A POTENTIALLY DANGEROUS ARRANGEMENT WHEN FUELLING IS NEEDED, DUE TO THE CARBON MONOXIDE BEING PRODUCED (AS CARBON MONOXIDE BINDS WITH HAEMAGLOBIN) SO A MORE CONVENIENT SIMPLE ALTERNATIVE TO PETROL OR DIESEL IS WANTED.

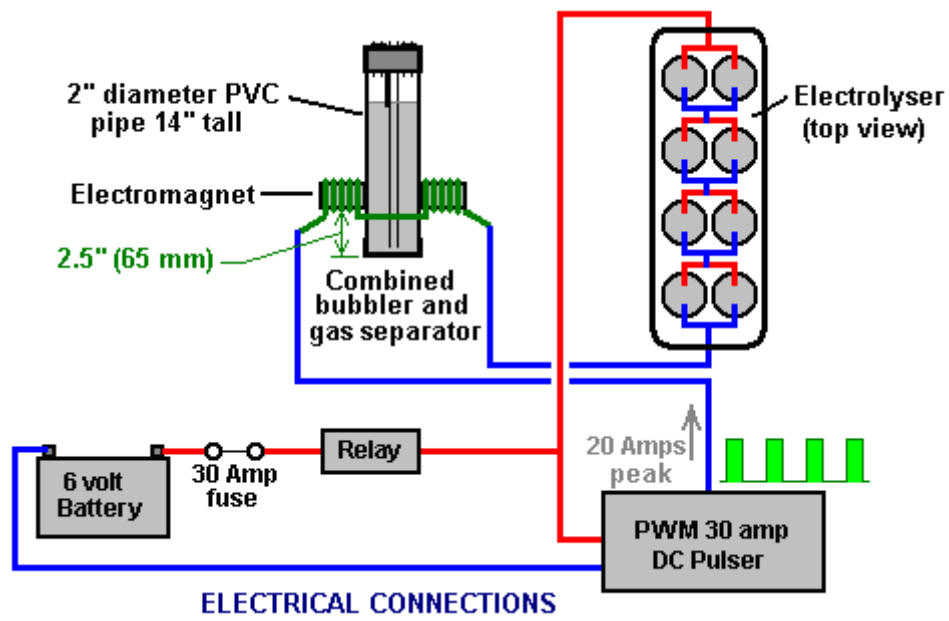
**ZACH WEST** IN AMERICA HAS RUN A 250 cc MOTORCYCLE WITHOUT USING PETROL. HE PERFORMS ELECTROLYSIS OF WATER USING HIS HOME-BUILT ELECTROLYSER. HE THEN BLEEDS OFF MOST OF THE OXYGEN, MAKING THE GAS FAR LESS VOLATILE AND HE STORES SOME IN A TANK READY FOR INCREASES IN LOAD SUCH AS ACCELERATING AWAY FROM TRAFFIC LIGHTS. HIS SYSTEM IS LIKE THIS :



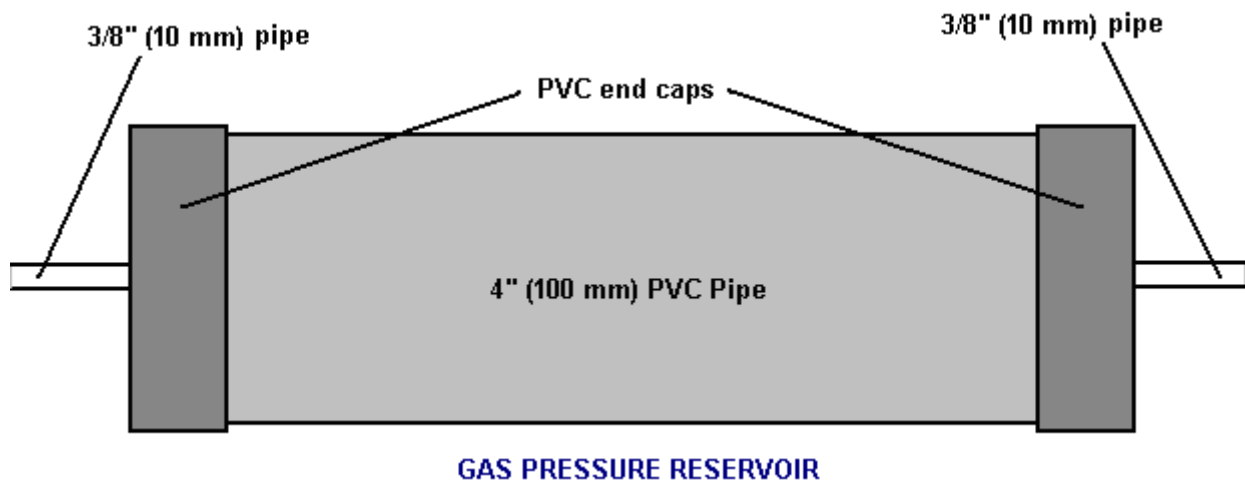
ZACH'S ELECTROLYSIS IS CARRIED OUT IN A SERIES OF THESE INDIVIDUAL UNITS :

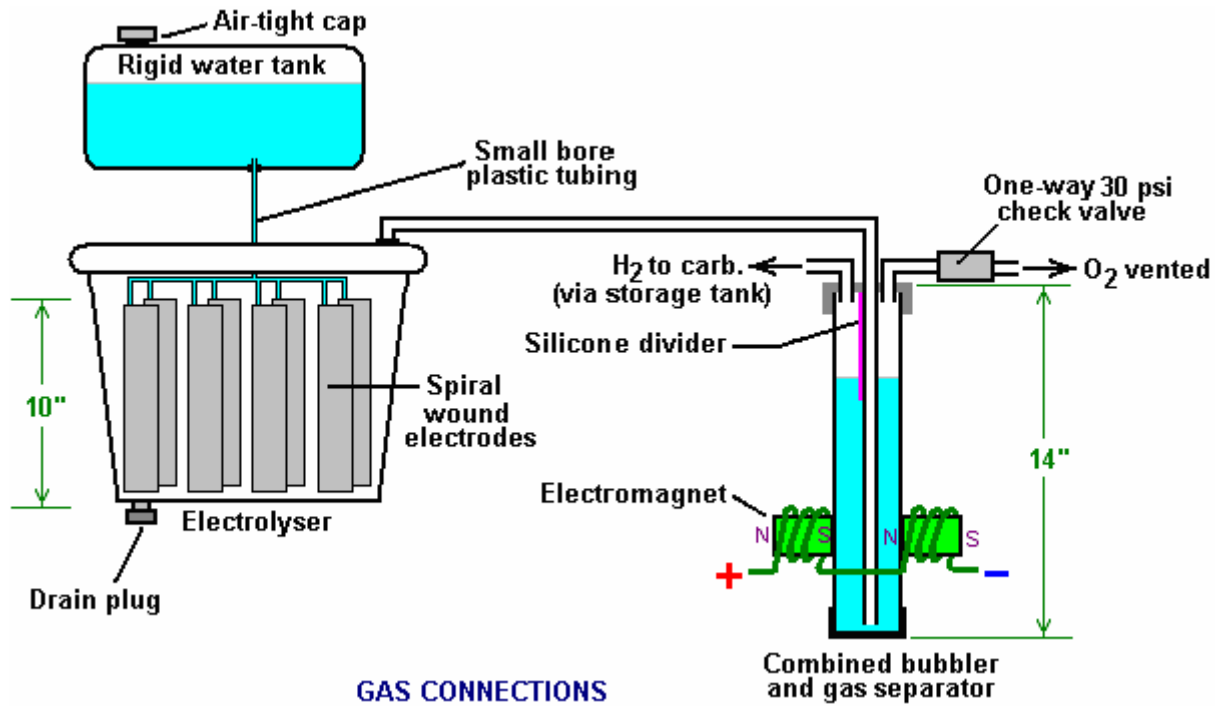


THESE UNITS ARE CONNECTED IN PAIRS AND FED WITH PULSED DC :



AND THE GAS RESERVOIR IS CONSTRUCTED LIKE THIS :





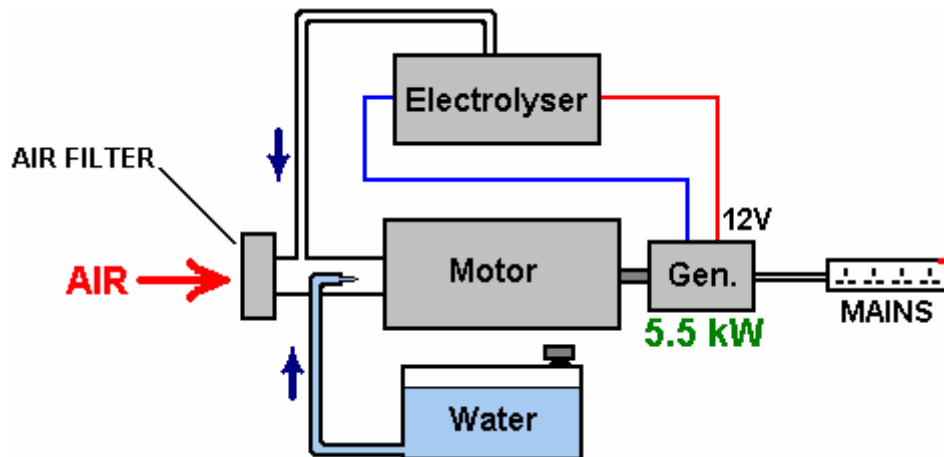
IT IS PROBABLE THAT THIS SYSTEM WHICH CAN POWER A MOTORCYCLE, IS NOT SELF-POWERED AS MOTORCYCLE ELECTRIC SYSTEMS ARE GENERALLY VERY LOW POWERED. HOWEVER, IF AN ADDITIONAL BATTERY IS CARRIED, THE SYSTEM CAN BE KEPT GOING BY CHARGING THE BATTERIES USING A SOLAR PANEL, MAKING THE MOTORCYCLE EFFECTIVELY A SOLAR POWERED VEHICLE AND ESSENTIALLY, FUEL-LESS IN OPERATION.

IT IS ALSO QUITE POSSIBLE TO SELF-RUN PORTABLE GENERATORS WITH WATER APPEARING TO BE THE ONLY FUEL. THIS CAN BE DONE IN TWO DIFFERENT WAYS WHEN YOU POWER AN ELECTROLYSER WITH PART OF THE ELECTRICAL OUTPUT FROM THE GENERATOR.

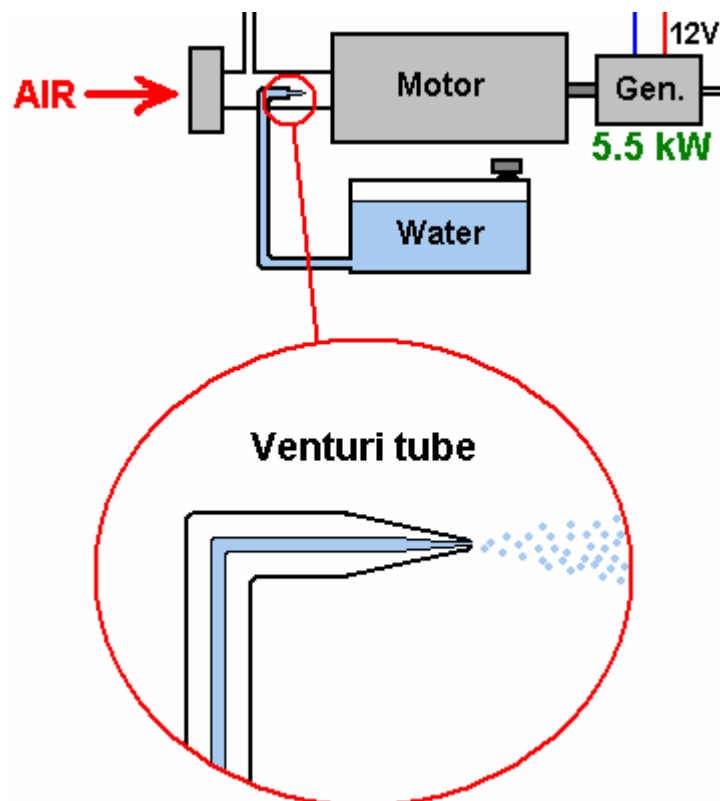
1. YOU CAN DELAY THE SPARK TIMING TO ALLOW FOR THE FACT THAT HHO IGNITES A THOUSAND TIMES FASTER THAN PETROL (AND SO THE SPARK MUST COME LATER). YOU ALSO ADD COLD WATER MIST BECAUSE THAT TURNS INTO FLASH-STEAM INSIDE THE CYLINDER AND MAKES THE GENERATOR OPERATE AS AN INTERNAL COMBUSTION STEAM ENGINE. OR

2. YOU BUBBLE THE HHO THROUGH ACETONE SO THAT THE SPARK TIMING DOES NOT NEED TO BE ALTERED, AND ADD COLD WATER MIST AS BEFORE.

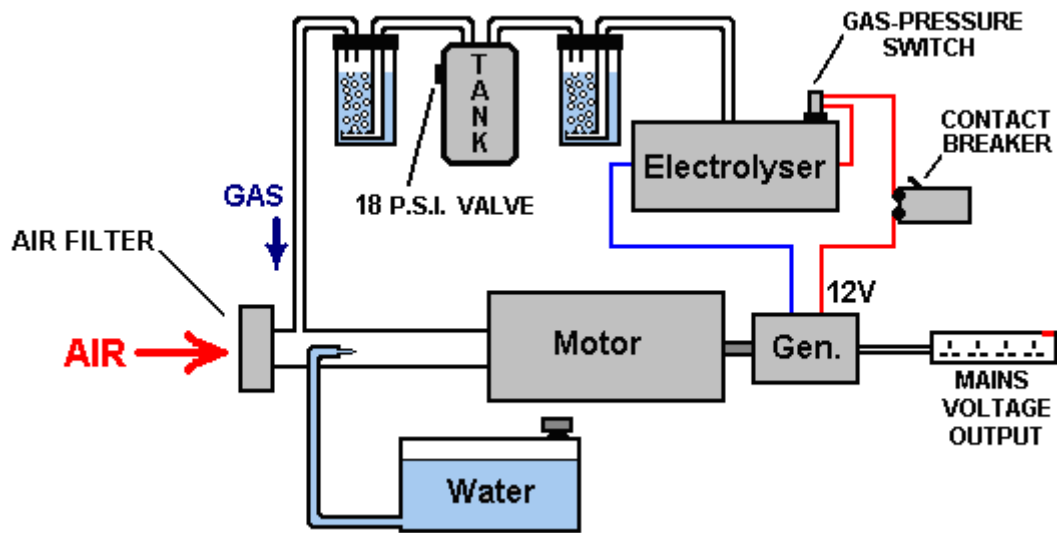
THE OVERALL CONCEPT IS LIKE THIS :



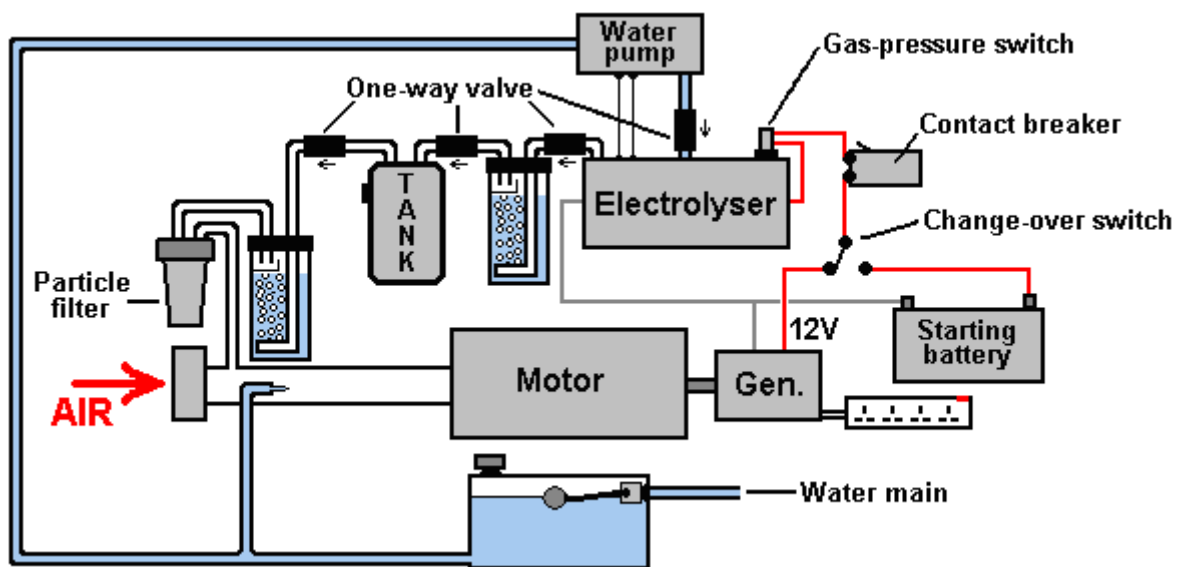
ALTHOUGH THIS LOOKS SIMPLE, IT IS CAPABLE OF SUPPLYING KILOWATTS OF EXCESS ELECTRICITY WHERE THERE IS NO ELECTRICAL GRID. A SIMPLE VENTURI TUBE CAN PRODUCE THE DESIRED COLD WATER MIST :



IN MORE DETAIL, THE SYSTEM LOOKS LIKE THIS :



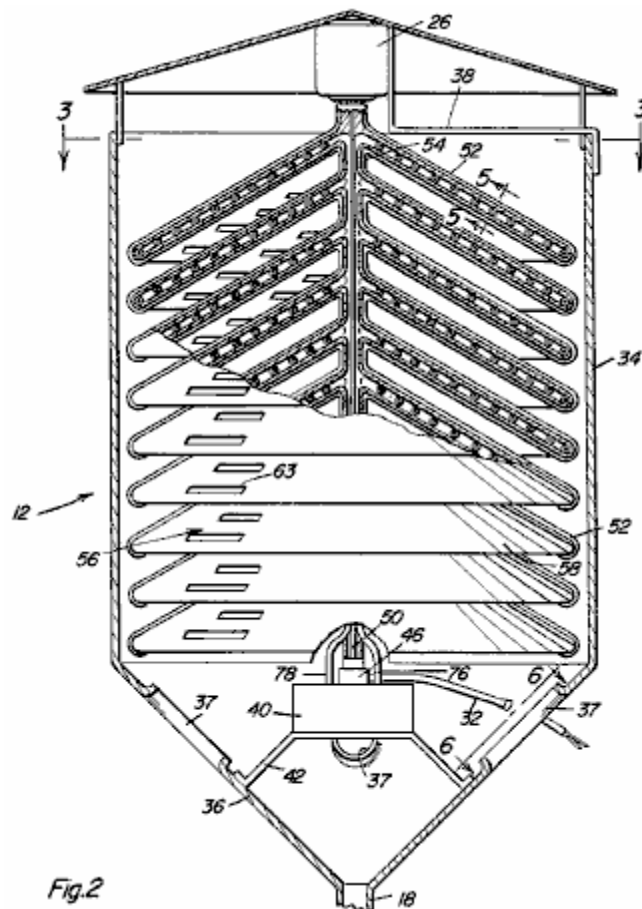
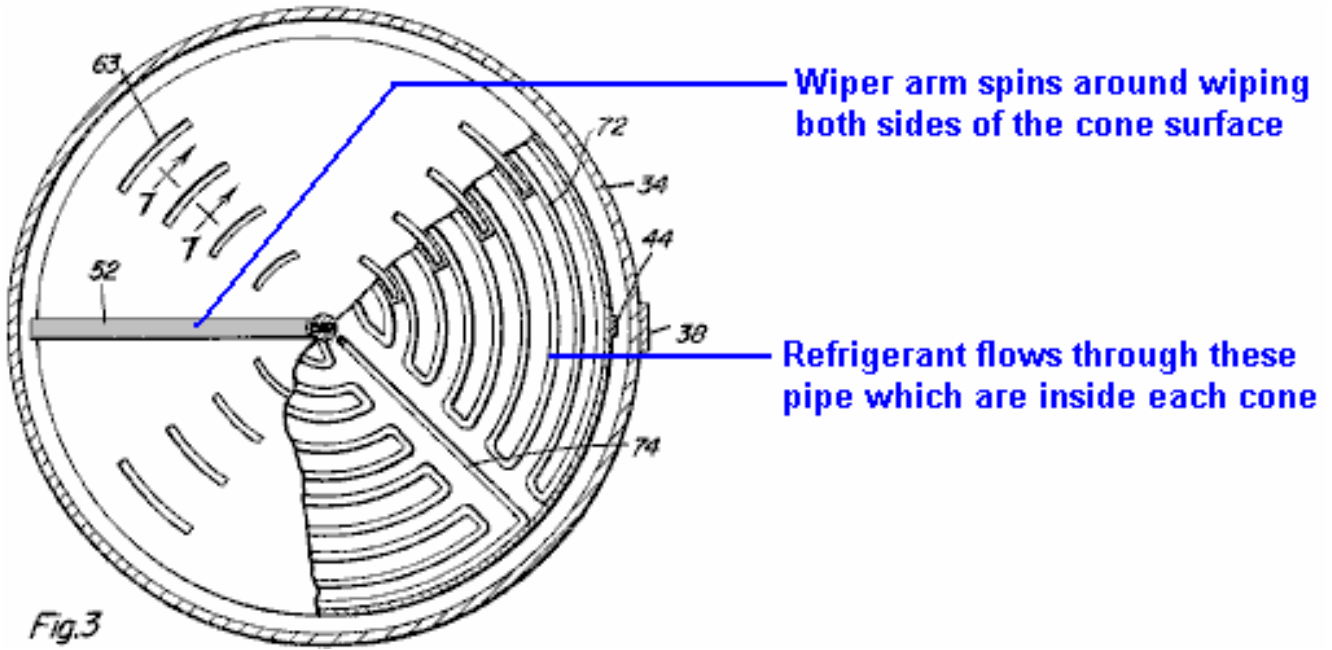
AND IF IT IS A STATIONARY SYSTEM, THEN IT WILL END UP LIKE THIS :



THE EBOOK HAS DETAILED INFORMATION ON THIS WITH [SELWYN HARRIS](#) OF AUSTRALIA SHOWING HOW TO ALTER THE TIMING OF A GENERATOR AND [DAVID QUIREY](#) OF NEW ZEALAND SHOWING HIS UNMODIFIED GENERATOR RUNNING ON WATER.

AN IMPORTANT NON-FREE ENERGY DEVICE IS THE **ELMER GRIMES** 1961 PATENTED DESIGN FOR LARGE SCALE EXTRACTION OF WATER FROM AIR (US 2,996,897). THIS IS SO EFFECTIVE THAT IT CAN BE USED IN DESERTS AND ONE HAS SUPPLIED A WHOLE RANCH IN TEXAS IN A DRY YEAR.

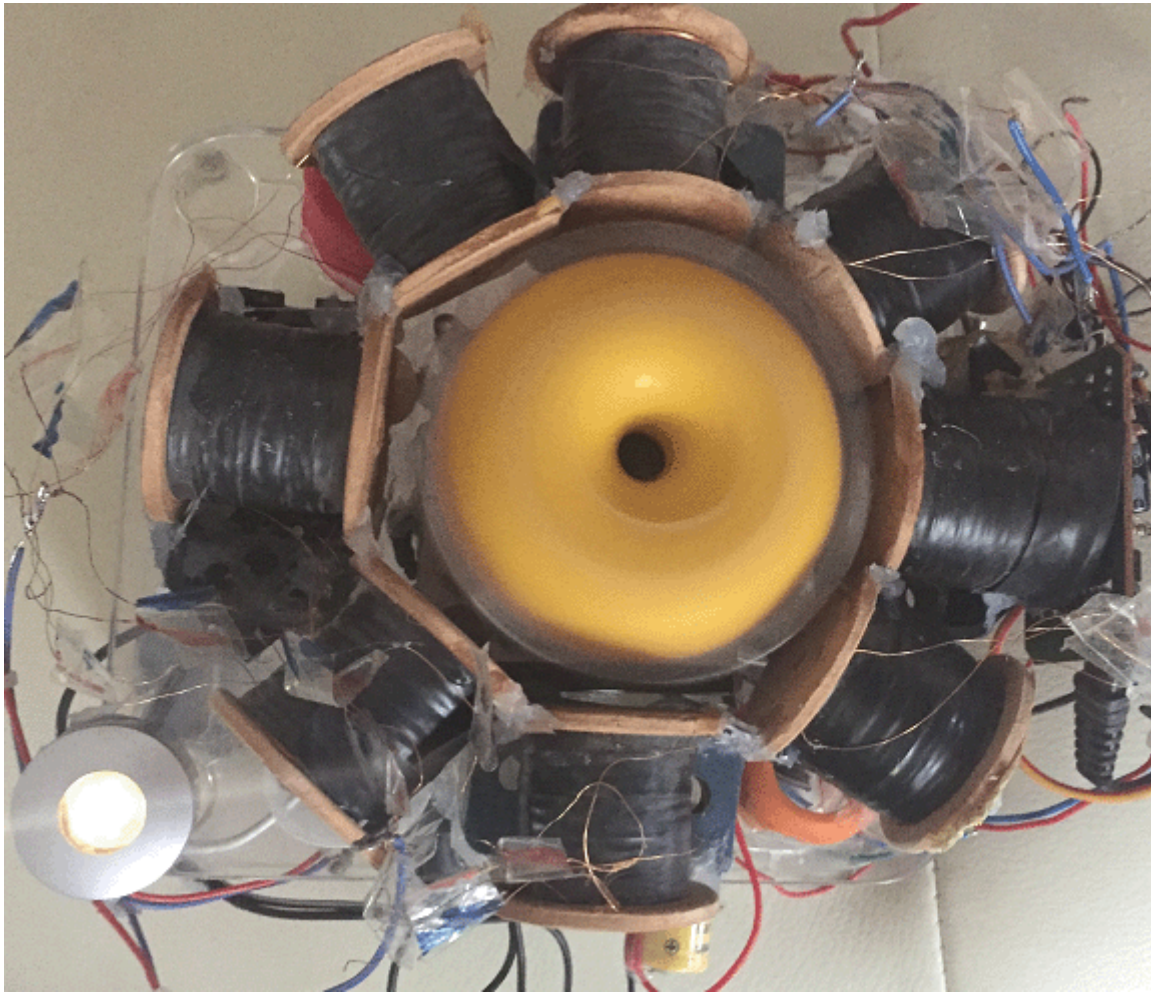
ESSENTIALLY, IT IS A REFRIGERATOR WHICH CHILLS A METAL CONE WHICH HAS A CAR STYLE WINDSCREEN WIPER TO KEEP PUSHING THE CONDENSED WATER OFF THE CONE. FOR EFFICIENCY, SEVERAL CONES ARE STACKED IN A VERTICAL POSITION. SEEN FROM THE TOP IT LOOKS LIKE THIS :



THIS WATER-MAKING SYSTEM COULD BE POWERED BY ONE OF THE FREE-ENERGY DEVICES, SAY, THE CHAS CAMPBELL GENERATOR.



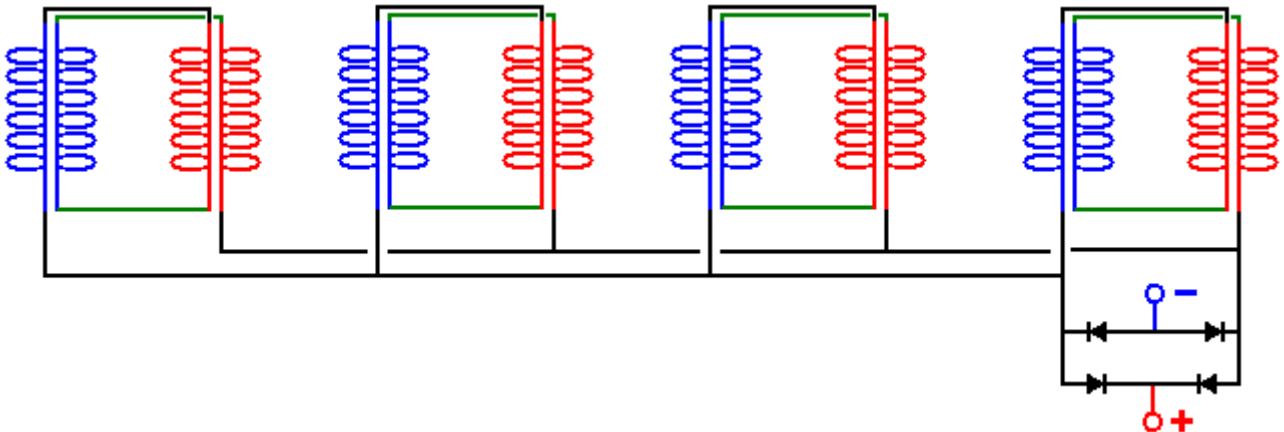
**THE DENIS SABOURIN GENERATOR :**



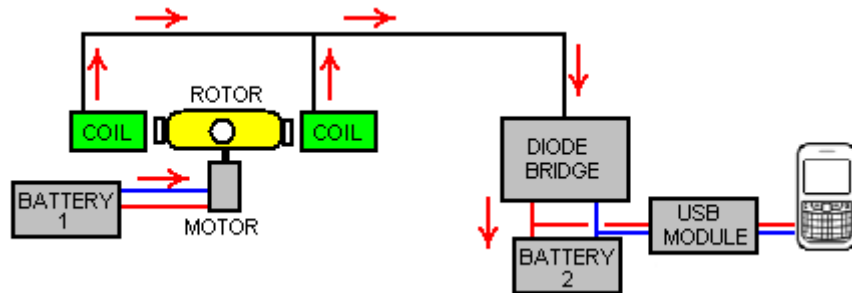
**THIS IS AN ULTRA-SIMPLE SELF-POWERED GENERATOR WHICH CAN CHARGE A CELL PHONE BATTERY. THE PLASTIC FLOAT FROM A COMMERCIAL FISHING NET IS USED AS THE ROTOR AND IT HAS FOUR N-52 GRADE NEODYMIUM 20 mm DIAMETER MAGNETS GLUED TO IT :**



THE FLOAT IS GLUED TO A TINY MOTOR WHICH IS UNDER-RUN IN ORDER TO CUT THE DRIVE CURRENT TO A MINIMUM, AND THE MOTOR/FLOAT ASSEMBLY IS SURROUNDED BY EIGHT COILS, EACH OF WHICH HAVE BEEN WOUND WITH TWO STRANDS OF 50 GRAMS OF 0.19 mm DIAMETER ENAMELLED COPPER WIRE AS SHOWN ABOVE. THE COILS ARE CONNECTED IN PAIRS IN A MOST PECULIAR WAY :



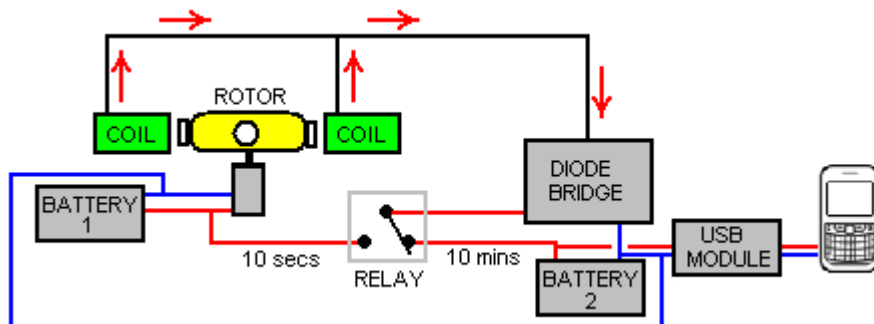
EVEN WITH THE ROTOR ONLY SPINNING AT 60 RPM, THESE COILS HAVE A SUBSTANTIAL OUTPUT.



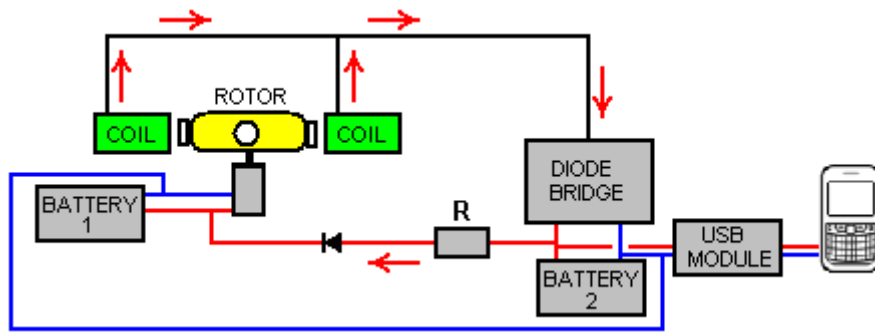
THIS IS USED TO CHARGE A 3-VOLT LITHIUM BATTERY WHICH POWERS A COMMERCIAL MODULE WHICH PRODUCES A USB OUTPUT. THAT OUTPUT SUITS THE MOBILE PHONE WITH ITS BATTERY PROTECTION CIRCUITRY AGAINST OVER CHARGING.

THE PROBLEM HERE IS THAT THE 3-VOLT LITHIUM BATTERY WHICH RUNS THE ROTOR DRIVING MOTOR IS DISCHARGING STEADILY, ALTHOUGH THAT BATTERY CAN SUSTAIN THE DRIVE MOTOR FOR A VERY LONG TIME.

MR. SABOURIN DEALT WITH THAT PROBLEM BY DIVERTING THE CHARGING CURRENT TO THE BATTERY AND FEEDING IT TO BATTERY 1 ABOVE FOR 10 SECONDS EVERY TEN MINUTES :



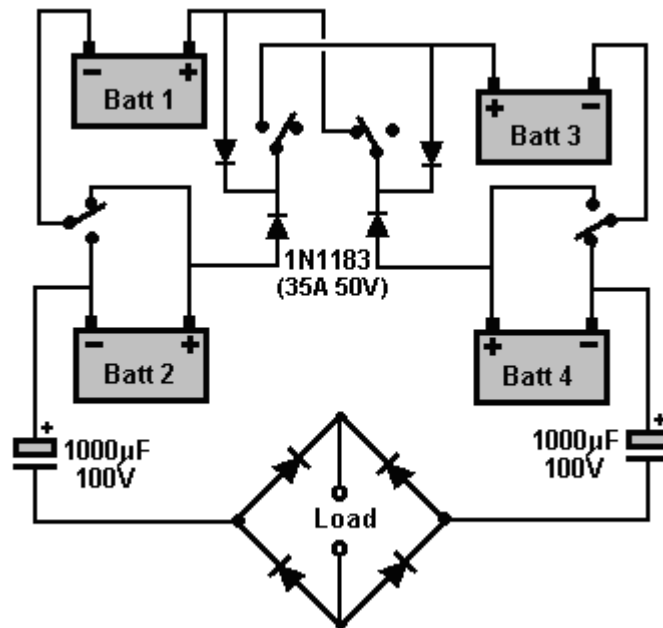
HOWEVER, THAT REQUIRES A SWITCHING BOX FOR WHAT IS A VERY SIMPLE TASK, AND SO HE CHANGED THE ARRANGEMENT TO FEED A SMALL AMOUNT OF THE CHARGING CURRENT CONTINUOUSLY TO THE DRIVE BATTERY, ELIMINATING THE SWITCHING BOX :



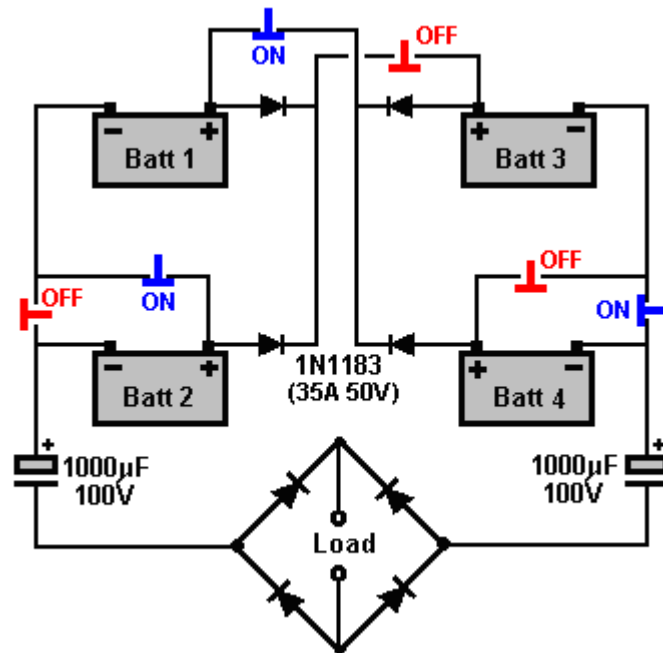
**ENDING UP WITH A VERY SIMPLE ARRANGEMENT WHICH IS SELF-POWERED AND WHICH CAN CHARGE MOBILE PHONE BATTERIES.**

**THE 'TESLA' SWITCH PATENT BY CARLOS BENITEZ :**

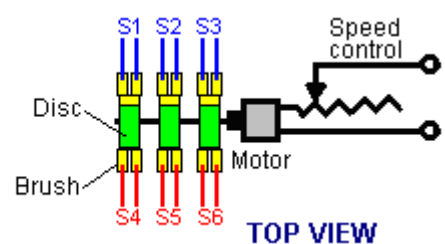
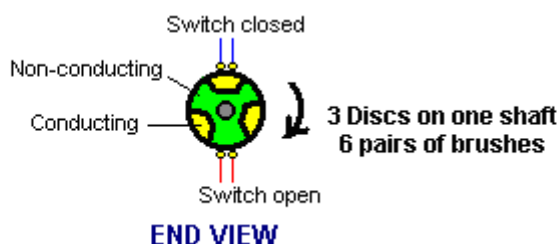
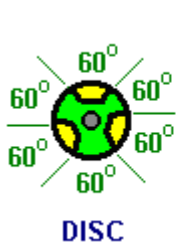
THE TESLA SWITCH WAS MADE FAMOUS BY THE STAFF OF ELECTRODYNE CORP. WHO BUILT AND TESTED IT FOR THREE YEARS (ALTHOUGH ELECTRODYNE CORP. DENIES THAT FACT). THEIR CIRCUIT WAS :



OR WITH MECHANICAL SWITCHING :

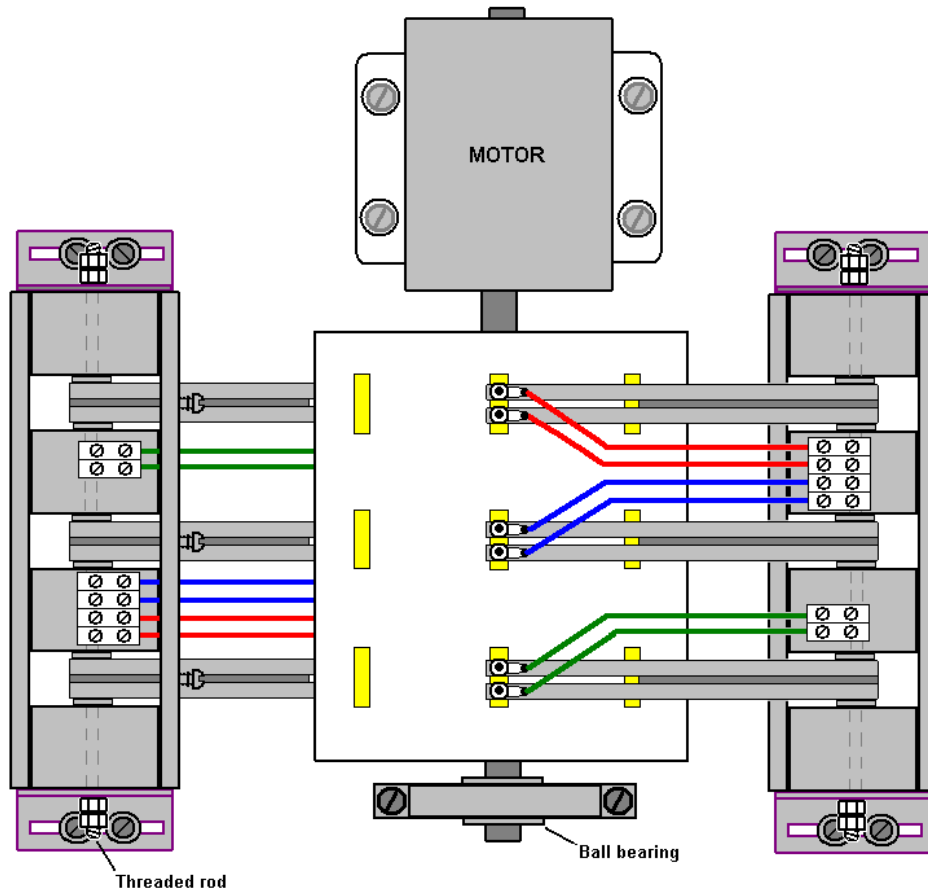


THE SWITCHING BEING ACHIEVED BY A MOTOR DRIVEN ROTARY 6-SWITCH ARRANGEMENT :

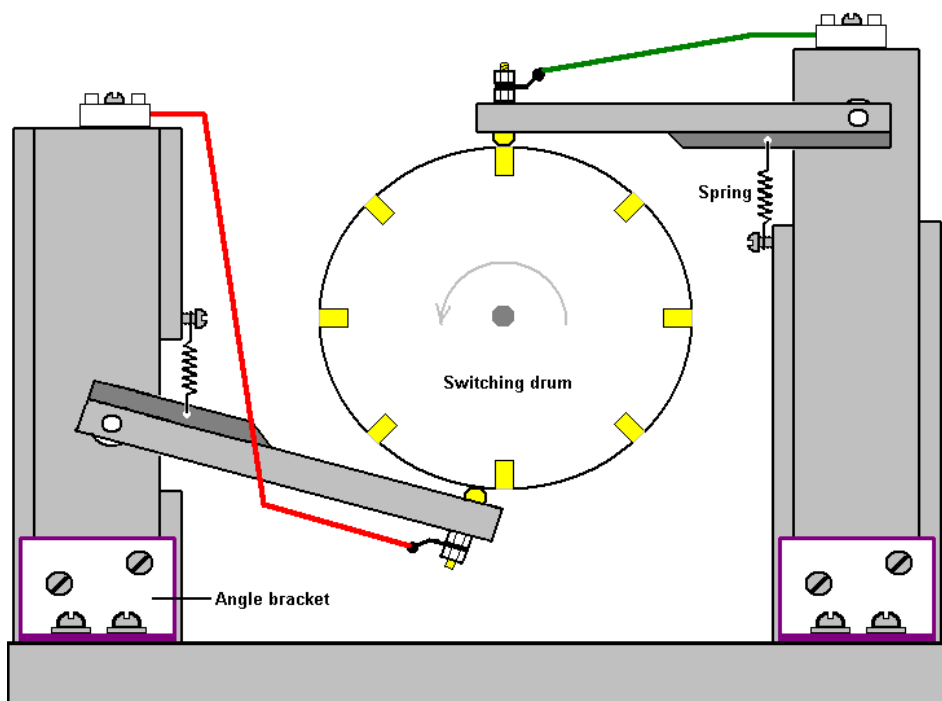


WITH SWITCHING SPEEDS OF 100 TO 800 SWITCHES PER SECOND, THE OUTPUT WAS QUITE REMARKABLE WITH A 30 HORSEPOWER OUTPUT, CAR BATTERIES WHICH CHARGED HAPPILY TO 36-VOLTS EVENTUALLY AND FULLY DISCHARGED BATTERIES WHICH RECHARGED FULLY IN JUST ONE MINUTE.

IF MECHANICAL SWITCHING IS TO BE USED, THEN PERHAPS THIS STYLE OF CONSTRUCTION WOULD SUIT :

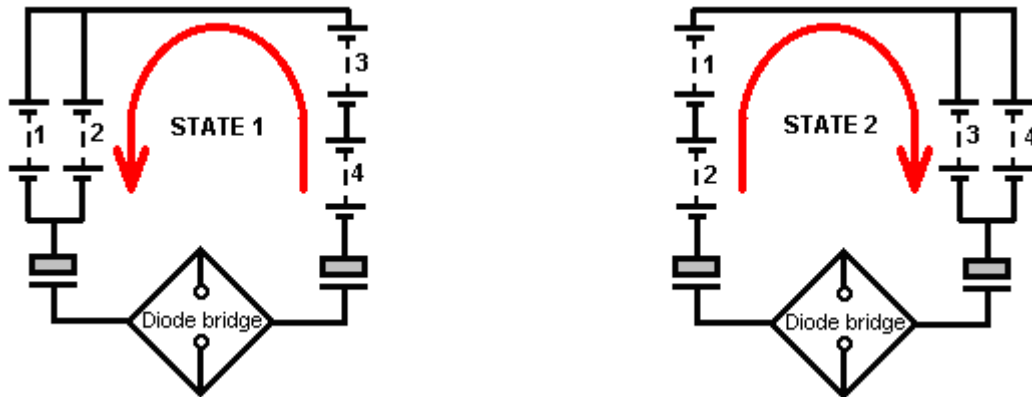


TOP VIEW



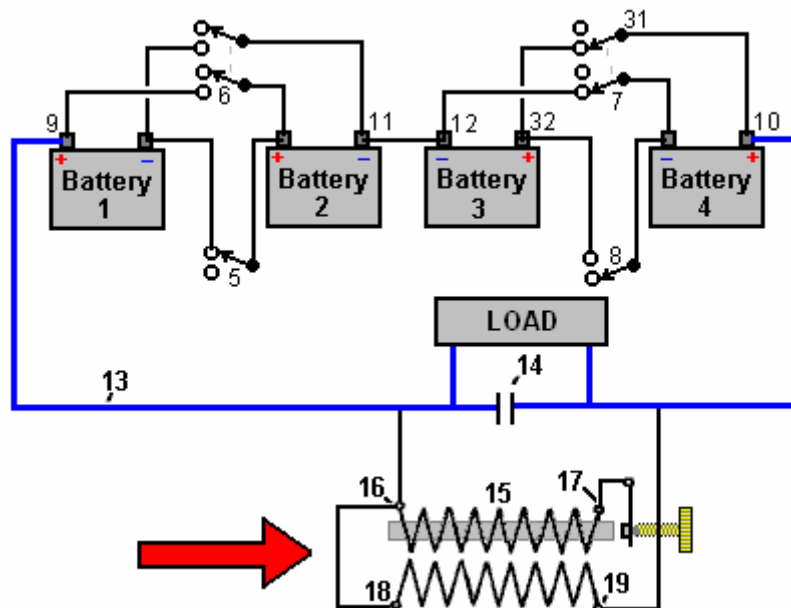
SIDE VIEW

THE SYSTEM OPERATES BY PUTTING THE BATTERIES REPEATEDLY IN SERIES AND THEN IN PARALLEL, SO THAT THE SERIES BATTERIES CHARGE THE PARALLEL BATTERIES :



THE LOAD SHOULD BE AN INDUCTIVE LOAD SUCH AS A MOTOR, AND THE DIODES USED SHOULD BE THE 1N1183 AS THEY BREAK DOWN WHEN REVERSED BIASED, FEEDING A SHARP VOLTAGE PULSE THE THE BATTERIES. THE SWITCHING SPEED NEEDS TO BE FAST FOR THIS CIRCUIT TO OPERATE SELF-POWERED.

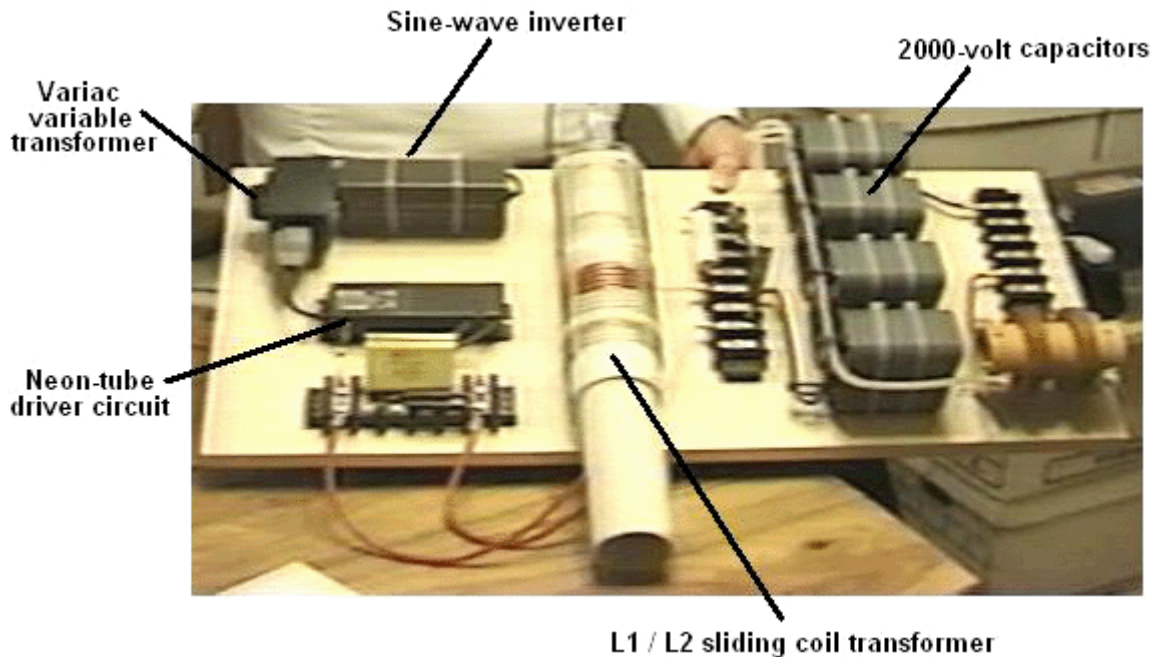
CARLOS BENITEZ'S 1916 CIRCUIT HAS NO DIODES BUT IT DOES HAVE AN INDUCTION COIL GENERATOR IN ADDITION TO THE BATTERY SWITCHING :



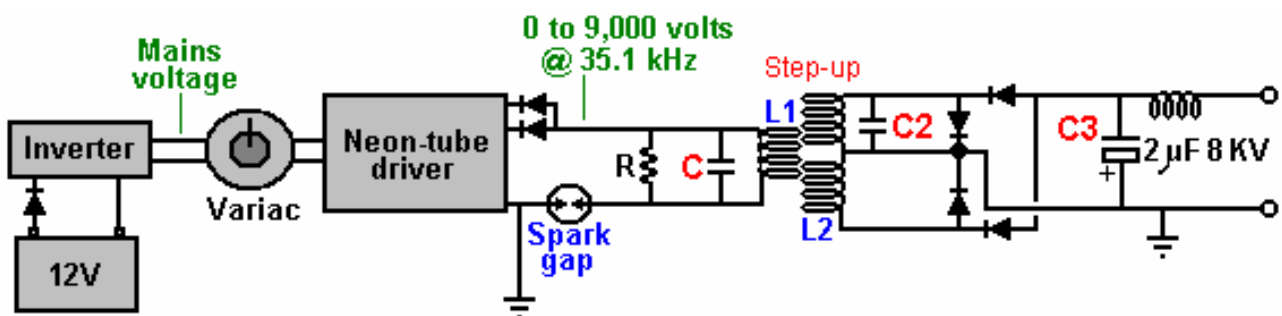
CARLOS ALSO PATENTED A 2-KILOWATT GENERATOR WHICH RUNS OFF A BATTERY AND CHARGES AN IDENTICAL BATTERY WHILE IT DOES SO AND THAT PROVIDES 2 kW OF CONTINUOUS FREE ELECTRICAL SUPPLY.

**DON SMITH** PRODUCED SEVERAL GENERATOR DESIGNS. WHETHER OR NOT THEY OPERATED AS HE CLAIMED IS VERY DOUBTFUL INDEED, ALTHOUGH MUCH OF WHAT HE SAID IS UNDOUBTEDLY TRUE.

DON'S BEST KNOWN DESIGN IS A TABLE-TOP DEVICE WHICH HAS A TESLA COIL AT ITS HEART :



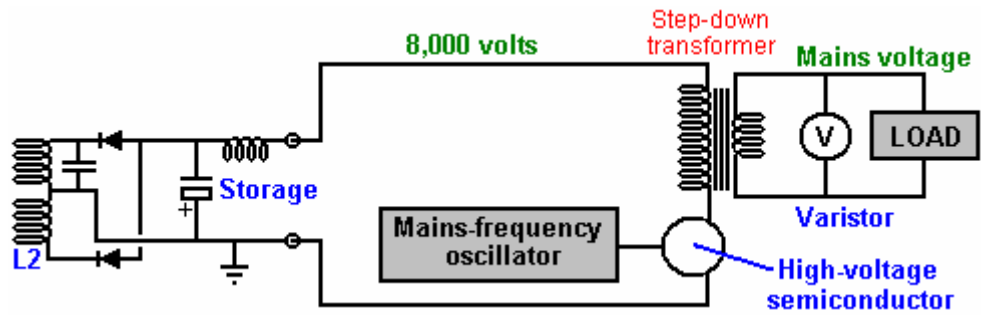
MY UNDERSTANDING OF THE CIRCUIT IS :



THE WORKING HEART OF THE DEVICE IS THE NEON TUBE DRIVER MODULE WHICH IS BOUGHT COMMERCIALY. IT RAISES THE MAINS VOLTAGE AND FREQUENCY TO 35100 Hz AND 9000 VOLTS. OUTPUT POWER DOUBLES IF YOU DOUBLE THE VOLTAGE, SO GOING FROM 220V TO 7040V GIVES AN OUTPUT POWER GAIN OF 32 TIMES. IF YOU DOUBLE THE FREQUENCY YOU DOUBLE THE OUTPUT POWER, SO GOING FROM 50 Hz TO 6400 Hz GIVES A POWER GAIN OF 128 TIMES, SO DOING BOTH GIVES A POWER GAIN OF 4096 TIMES. THIS IS NOT A TOY !!

THE POSITION OF THE L1 COIL RELATIVE TO THE L2 COIL CONTROLS THE RATIO OF VOLTAGE TO CURRENT, SO DON PLACED THE COIL MID WAY ALONG L2, EARTHING L2 AT THAT POINT. THE HARD PART IS TO EXTRACT THE POWER GAIN FROM THE CIRCUIT AS WE ARE TALKING 'COLD' ELECTRICITY AFTER THE STEP-UP TRANSFORMER. THE DIODES COMBINE THE CURRENT COMPONENT AND THE VOLTAGE COMPONENT OF THE OUTPUT. CAPACITOR C3 CONVERTS THE COLD ELECTRICITY INTO HOT ELECTRICITY, BUT THE VOLTAGE IS TOO HIGH FOR CONVENIENT USE AND THE CHALLENGE IS TO GET THE OUTPUT VOLTAGE BACK DOWN TO MAINS VOLTAGE. PERHAPS LIKE THIS :





PLEASE REMEMBER THAT THE STEP-DOWN TRANSFORMER IS CARRYING A GREAT DEAL OF POWER AND SO NEEDS TO BE WOUND WITH SUBSTANTIAL WIRE :

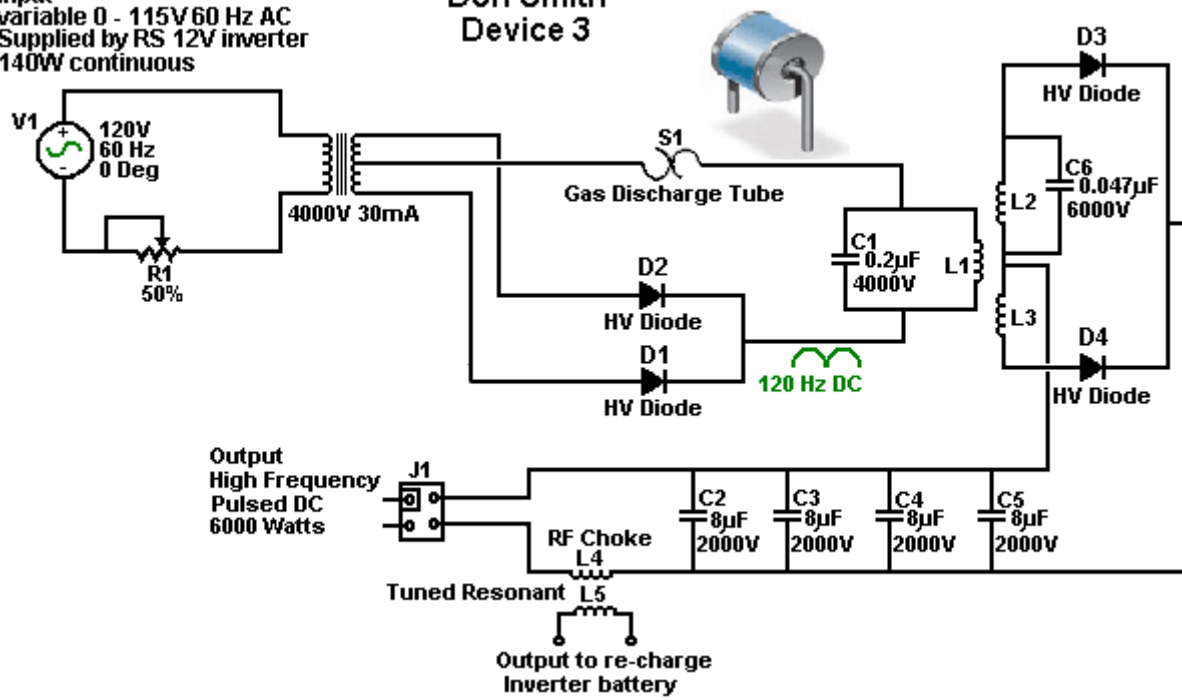


DON SMITH ALSO SHOWS THIS CIRCUIT WHERE THE FREQUENCY IS KEPT THE SAME AS THE MAINS WITH JUST A STEP-UP TRANSFORMER, BUT THEN IS RAISED IN FREQUENCY BY A GAS DISCHARGE TUBE VERSION OF A SPARK GAP :



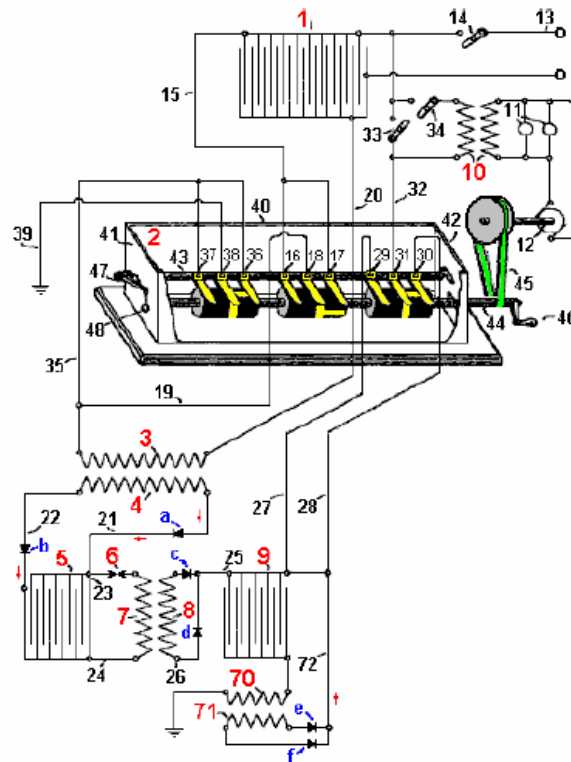
Input  
variable 0 - 115V 60 Hz AC  
Supplied by RS 12V inverter  
140W continuous

### Don Smith Device 3

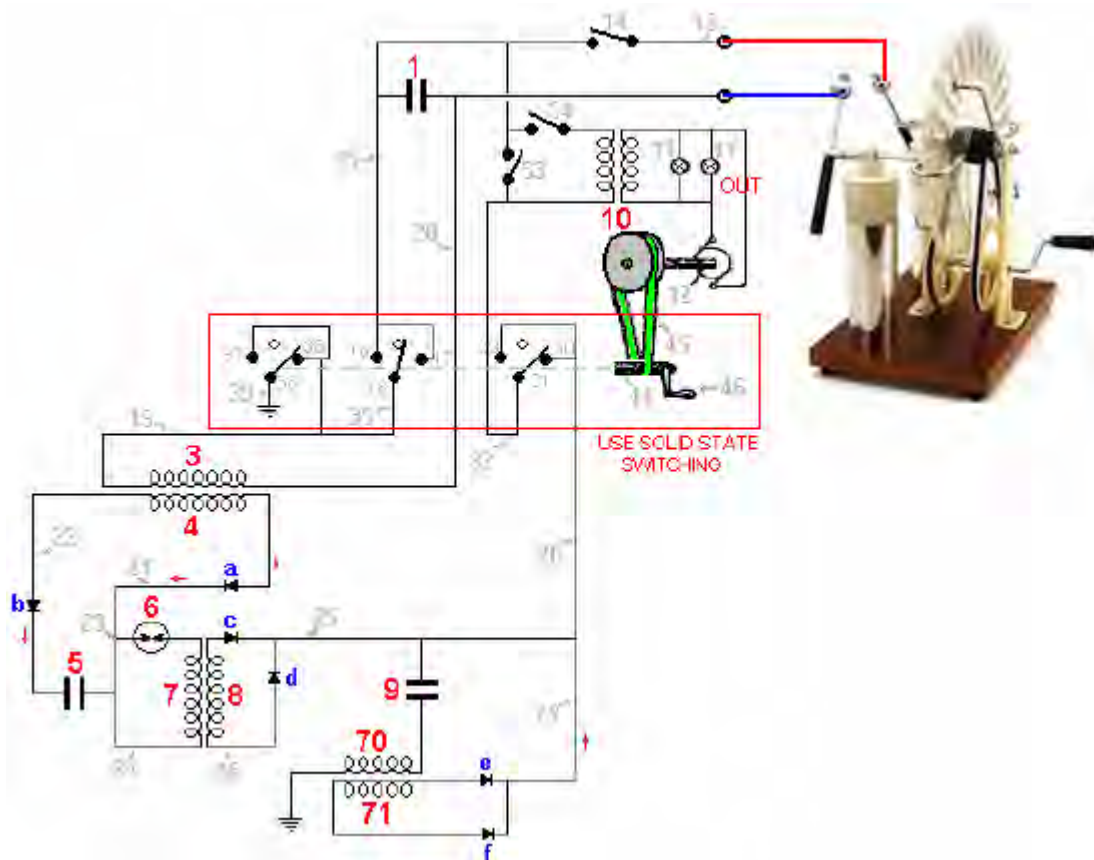


THIS STYLE OF CIRCUITRY IS NOT EASY TO REPLICATE. FOR EXAMPLE, "Mr. Clean" POSTED 40 YOUTUBE VIDEOS OF HIS ATTEMPTS TO GENERATE EXCESS POWER WITH DON SMITH CIRCUITRY AND HIS BEST RESULT WAS 20 WATTS OF EXCESS POWER.

**CARLOS BENITEZ WAS A REMARKABLY ABLE MEXICAN INVENTOR, PUBLISHING PATENTS AROUND THE TIME OF THE FIRST WORLD WAR, WELL BEFORE PRESENT DAY ELECTRONIC COMPONENTS WERE AVAILABLE. ONE OF HIS SELF-POWERED INVENTIONS IS SHOWN HERE :**



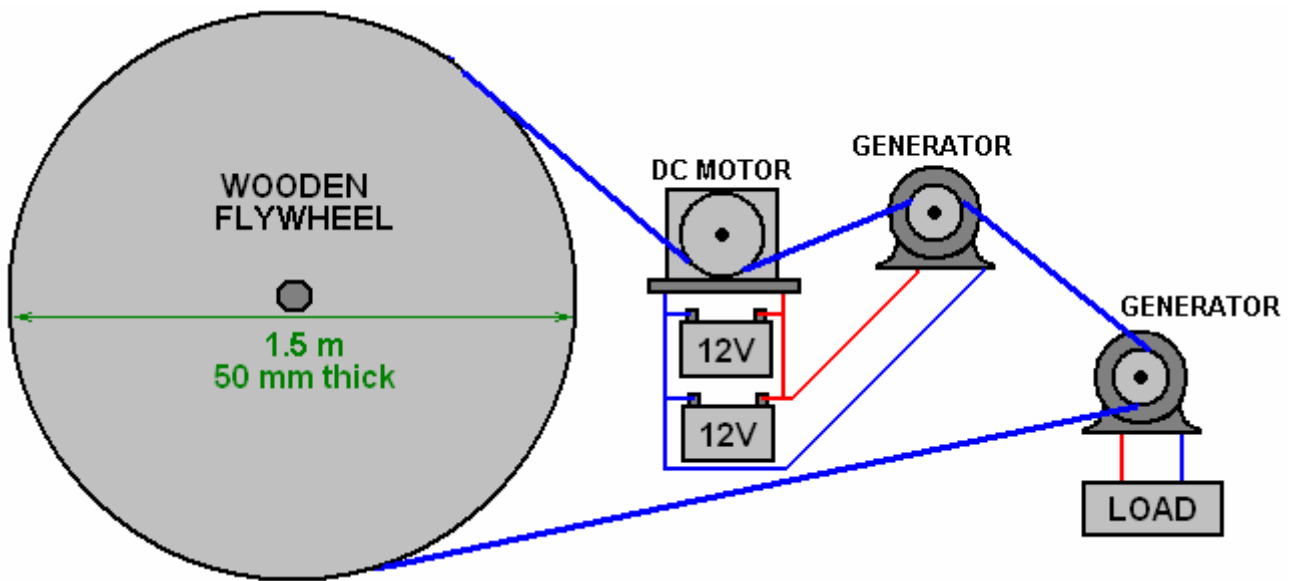
**IN CURRENT DAY SYMBOLS :**



**THE WIMSHURST MACHINE POWER INPUT IS ONLY NEEDED FOR STARTING THE SYSTEM AND IT IS SELF SUSTAINING AFTER STARTING. ADDITIONAL TRANSFORMERS CAN BE INSERTED IN WIRE 32 IN ORDER TO POWER ADDITIONAL EQUIPMENT. MOTOR 12 ROTATES CONTINUOUSLY ROTATING THE SWITCHING SHAFT 44 TO PRODUCE CONTINUOUS SWITCHING.**

HOWEVER, CARLOS BENITEZ ALSO PATENTED ANOTHER DESIGN OF GENERATOR WHICH PRODUCES AN OUTPUT OF 2400 WATTS FOR AN INPUT OF 400 WATTS WHILE CHARGING ANOTHER IDENTICAL BATTERY. THIS IS  $COP=6$  AND IS SHOWN IN HIS PATENT GB121561 OF 24<sup>TH</sup> DECEMBER 1918. HE EVEN WORKS THROUGH EXAMPLE CALCULATIONS IN HIS PATENT, TO SHOW HOW TO DEDUCE THE CORRECT WORKING COMPONENTS. DETAILS ARE IN THE FREE DOWNLOAD EBOOK [www.free-energy-info.com/PJKbook.pdf](http://www.free-energy-info.com/PJKbook.pdf) STARTING AT PAGE 32 OF CHAPTER 5.

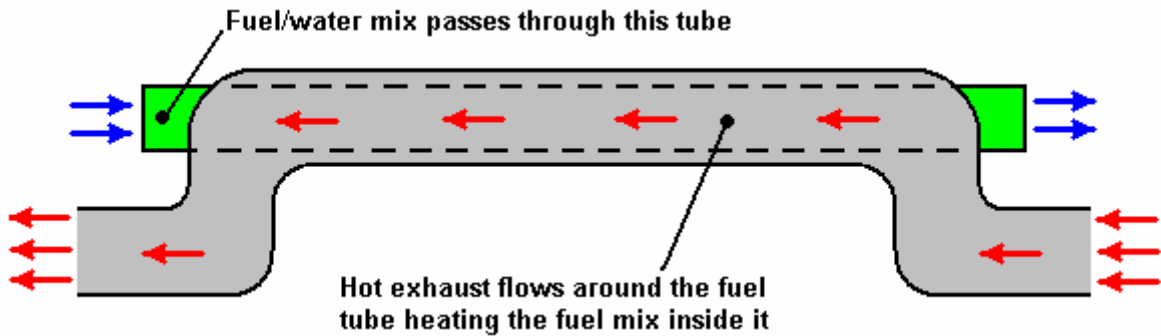
AROUND 1990 Mr WILSON OF TEXAS CASUALLY TRIED TO LINK SOME CAR COMPONENTS WITH AN OLD TABLE AND FOUND THAT WHAT HE HAD WAS VERY USEFUL :



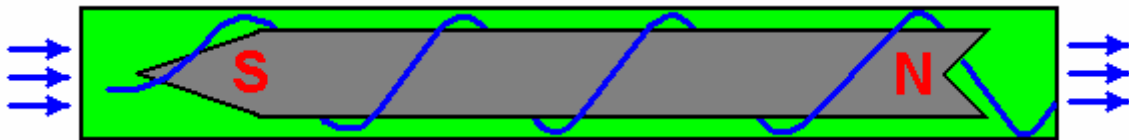
THE TABLE WAS FIVE FEET IN DIAMETER AND TWO INCHES THICK AND SO WILL HAVE WEIGHED AT LEAST 60 KILOGRAMS WHICH IS MORE THAN CHAS CAMPBELL'S VERY EFFECTIVE FIRST FLYWHEEL SYSTEM. Mr WILSON USED A VERY CASUAL AND INEFFECTIVE METHOD OF CONNECTING THE DRIVE BAND TO THE TABLE TOP AS HE JUST TAPPED IN A FEW NAILS AT AN ANGLE TO FORM A ROUGH V-SHAPED CHANNEL. HIS GENERATOR RAN SELF-POWERED FOR THREE DAYS BEFORE THE NAILS FELL OUT.

**VORTEX FUEL REFORMING**

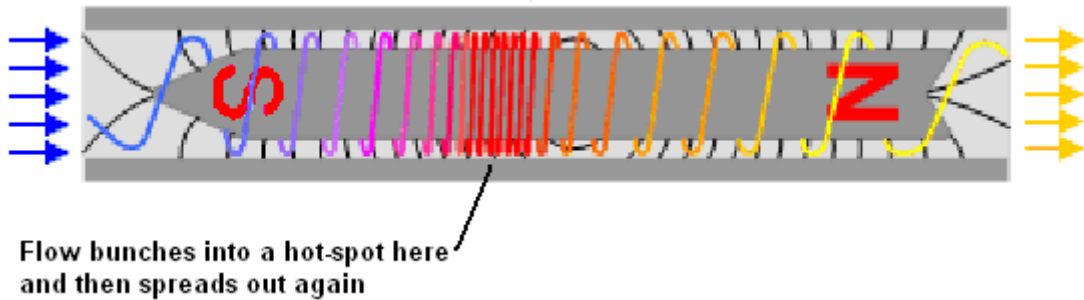
FOR MORE THAN A HUNDRED YEARS, ONE TECHNIQUE USED FOR DEALING WITH THE FUEL REQUIREMENT FOR INTERNAL COMBUSTION ENGINES IS TO USE MAINLY WATER PLUS A PERCENTAGE OF SOME OTHER 'FUEL' WITH SOME WEIRD THINGS BEING USED SUCH AS ORANGE JUICE. THERE ARE VARIOUS WAYS OF ACHIEVING THE REQUIRED RESULT – HERE IS ONE :



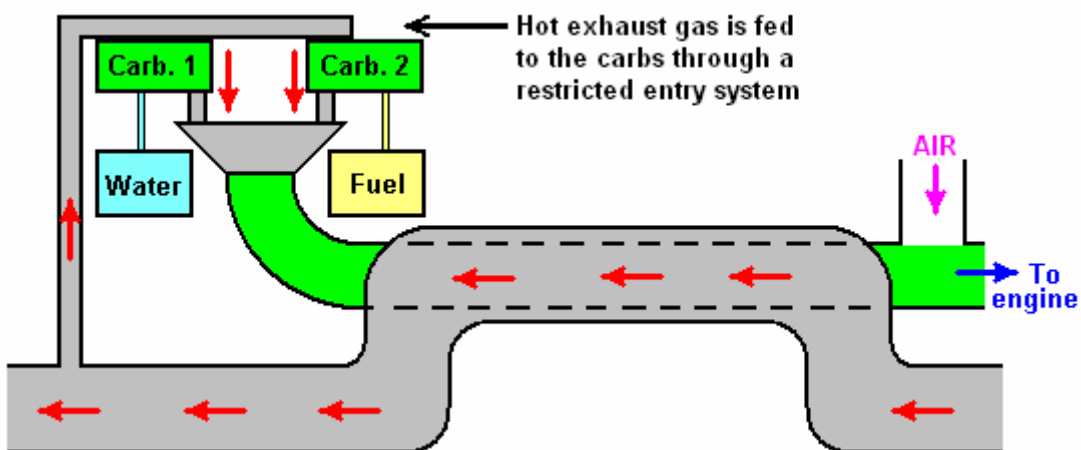
THE EXHAUST PIPE HAS A KINK PUT IN IT AND INSERTED IN THE KINK IS A SOLID MAGNETIC ROD WHICH TAKES UP MOST OF THE CROSS-SECTIONAL AREA OF THE PIPE :



THIS FORCES THE HEATED FUEL GAS TO SPIRAL AROUND THE MAGNETIC ROD, BUT THE SPIRAL FLOW IS NOT EVENLY SPACED :



TRANSMUTATION TAKES PLACE AND NEW ELEMENTS EXIT THE TUBE, ELEMENTS WHICH DID NOT ENTER THE TUBE AS THE TUBE IS FED LIKE THIS :



**TWO MINIATURE CARBURETTORS ARE USED TO CONTROL THE RATE OF INFLOW OF WATER AND FUEL (OLD ENGINE OIL, OLD COOKING OIL, ETC.) INTO THE MAGNETIC ROD PIPE.**

**ONE VERY WELL KNOWN PROPONENT OF THIS TYPE OF TECHNIQUE IS [PAUL PANTONE](#) WHO OPERATES COMMERCIAL INSTRUCTION CLASSES, CALLING HIS EQUIPMENT "GEET".**

**I'M TOLD THAT THIS FUEL SYSTEM HAS BEEN USED EXTENSIVELY BY FARMERS IN FRANCE.**

## THE THREE KILOWATT EARTH BATTERY

WE AUTOMATICALLY THINK OF NEW HIGH-TECH DESIGNS BEING NEEDED FOR ACHIEVING HIGH LEVELS OF USABLE POWER NOT CONNECTED TO THE MAINS SUPPLY GRID, BUT THAT IS NOT ALWAYS THE CASE. HERE IS A DESIGN WHICH IS LOW-TECH BUT YET IS VERY EFFECTIVE, IT COMES FROM FRENCHMAN **MICHAEL EMME** IN HIS 1893 PATENT :

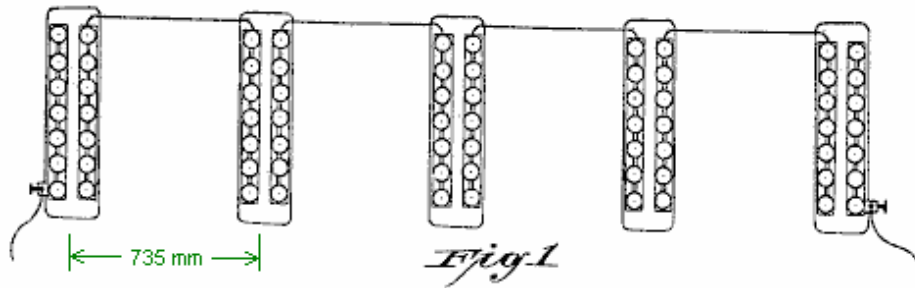


Fig. 1 shows five elements connected in a chain. This view is from above with the rectangles indicating holes in the ground where each hole contains seven separate pairs of electrodes.

EACH ELEMENT IS BURIED IN ITS OWN PREPARED BODY OF EARTH AND PROVIDED THAT THE GAP BETWEEN THE ELEMENTS IS MUCH SMALLER THAN BETWEEN SEPARATE CHAINS OF ELEMENTS ONE PIECE OF GROUND CAN ACCOMMODATE MANY CHAINS WHICH CAN THEN BE CONNECTED IN SERIES FOR GREATER VOLTAGE OR IN PARALLEL FOR GREATER CURRENT.

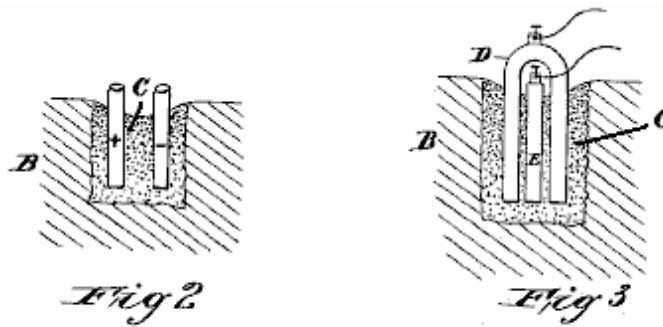


Fig. 2 and Fig. 3 show how individual electrodes are inserted into the prepared soil "C" which is surrounded by untreated ground "B". Electrode "D" is made of iron and "E" is made of carbon.

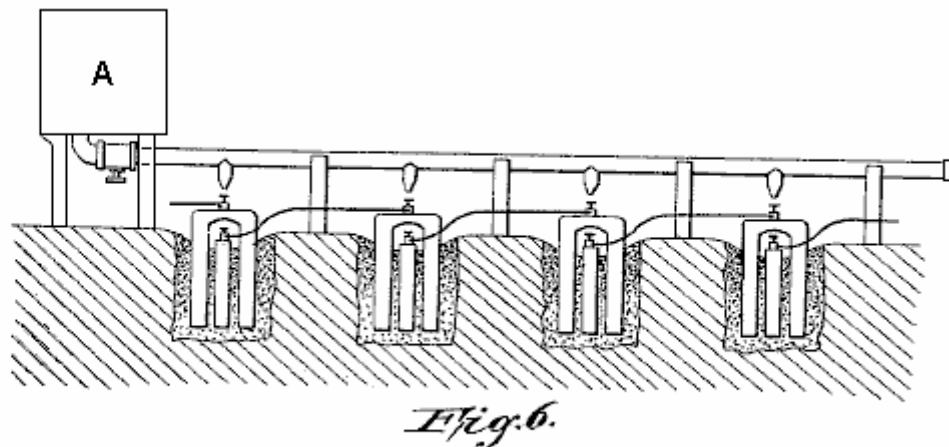


Fig. 6 shows a convenient method for periodically moistening the prepared soil areas.

THE GROUND AROUND THE STEEL AND CARBON ROD ELECTRODES IS SATURATED WITH A SOLUTION WHICH IS RICH IN OXYGEN, CHLORINE, BROMINE, IODINE OR FLUORINE OR WITH A SALT OF AN ALKALI.

**IF THE STEEL ELECTRODES ARE REPLACED WITH MAGNESIUM THE RESULT IS EXCELLENT WITH EACH CELL PRODUCING 2.25 VOLTS.**

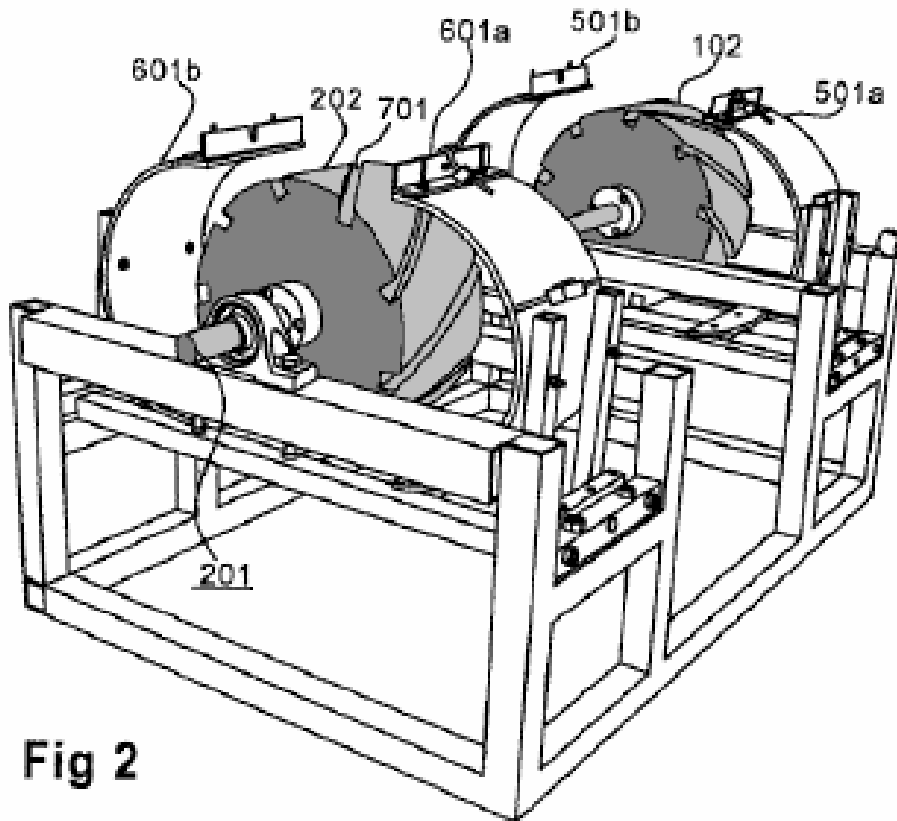
**WITH 12 VOLTS OR 24 VOLTS BEING THE DESIRED TARGET VOLTAGE, A POWERFUL INVERTER CAN OPERATE HEAVY LOAD HOUSEHOLD EQUIPMENT SUCH AS A WASHING MACHINE OR TUMBLE DRYER.**

**THE GROUND AROUND THE ELECTRODES NEEDS TO BE KEPT WET BY OCCASIONAL ADDITIONAL AMOUNTS OF ELECTROLYTE.**

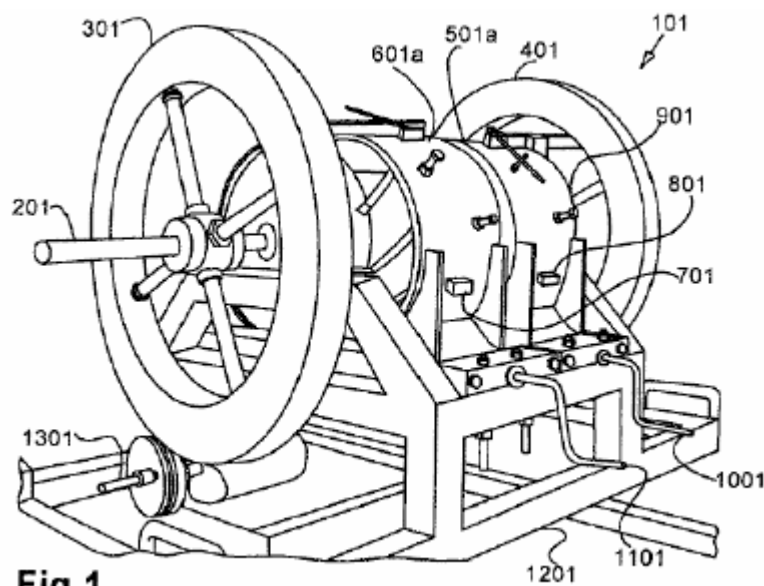


**THE VICTOR DIDUCK PERMANENT MAGNET MOTOR.**

POWERFUL PERMANENT MAGNET MOTORS ARE VERY DIFFICULT TO BUILD AND GET OPERATIONAL. GENERALLY SPEAKING THERE IS NOT ENOUGH INFORMATION TO GET AN IMMEDIATELY WORKING MOTOR, NOT NECESSARILY BECAUSE THE INVENTOR DOES NOT WANT YOU TO BUT GENERALLY BECAUSE ALL MAGNETS ARE DIFFERENT AND CONSTRUCTIONAL MATERIALS MATTER A GREAT DEAL. HOWEVER, THE DIDUCK MOTOR APPEARS TO BE POWERFUL AND HAVE ENOUGH SPECIFIC INFORMATION TO GET YOUR REPLICATION WORKING SATISFACTORILY.



**Fig 2**



**Fig 1**

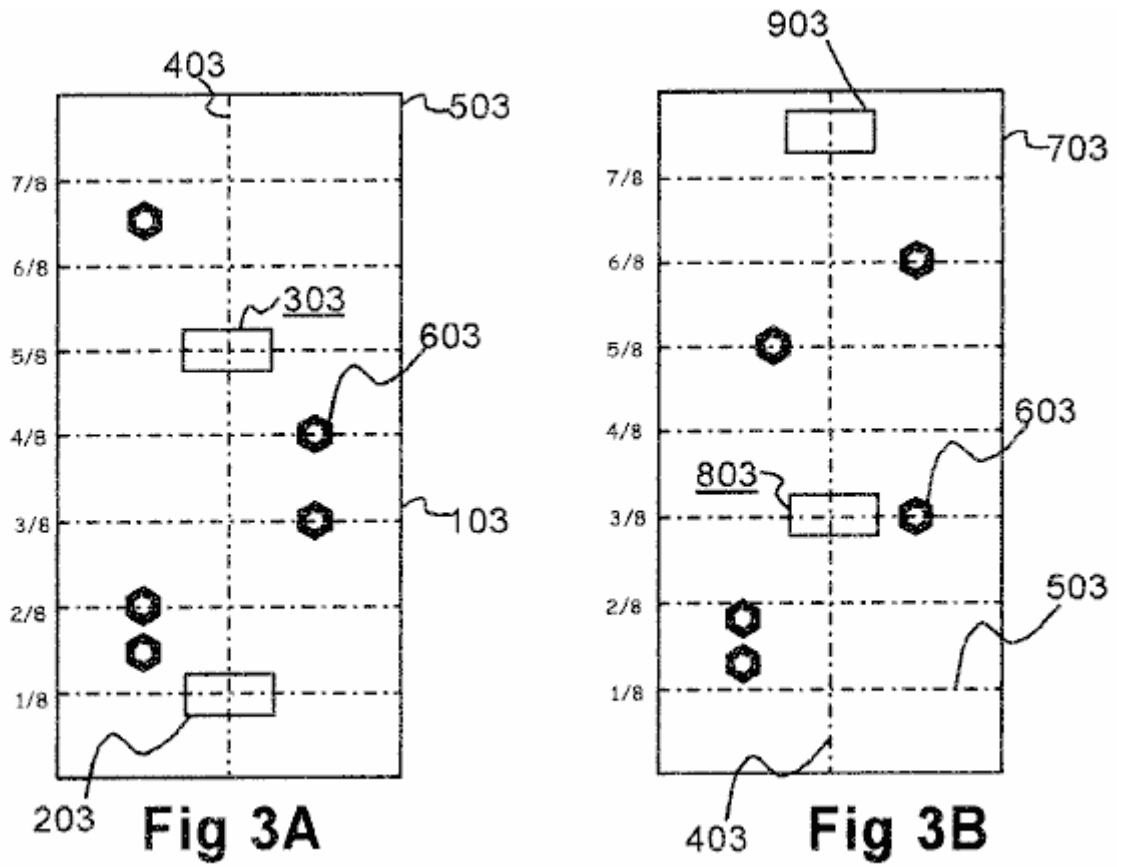
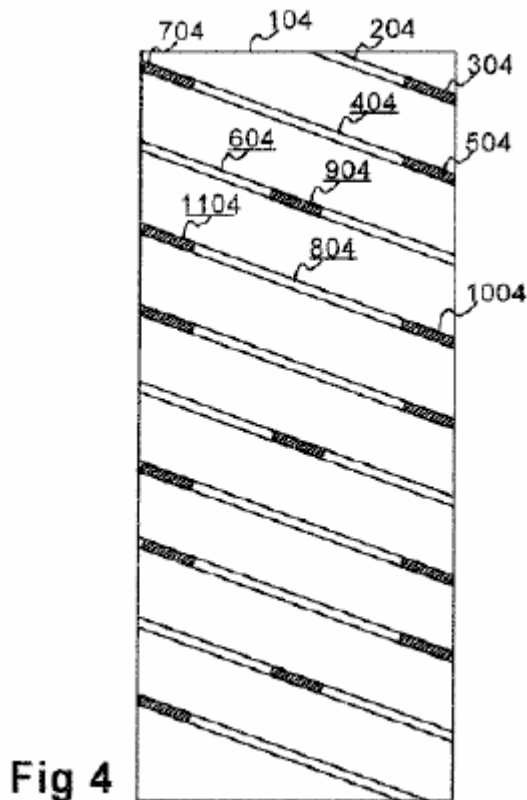
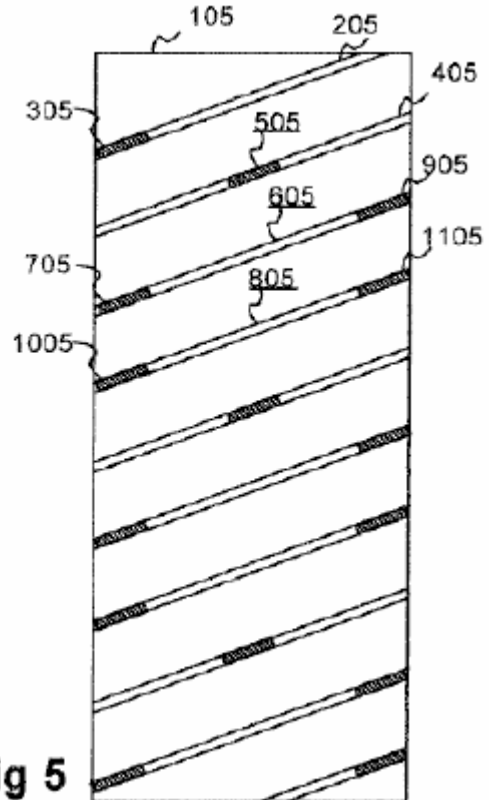


Fig.3 is a diagram of the magnet placement on the cowling.

**A VERY INTERESTING FEATURE IS THE USE OF FERROMAGNETIC BOLTS '603' AND THEIR EXACT POSITIONING TO ELIMINATE MAGNETIC 'DEAD' SPOTS, ALONG WITH THE EXACT MAGNET POSITIONS IN THE ROTOR :**

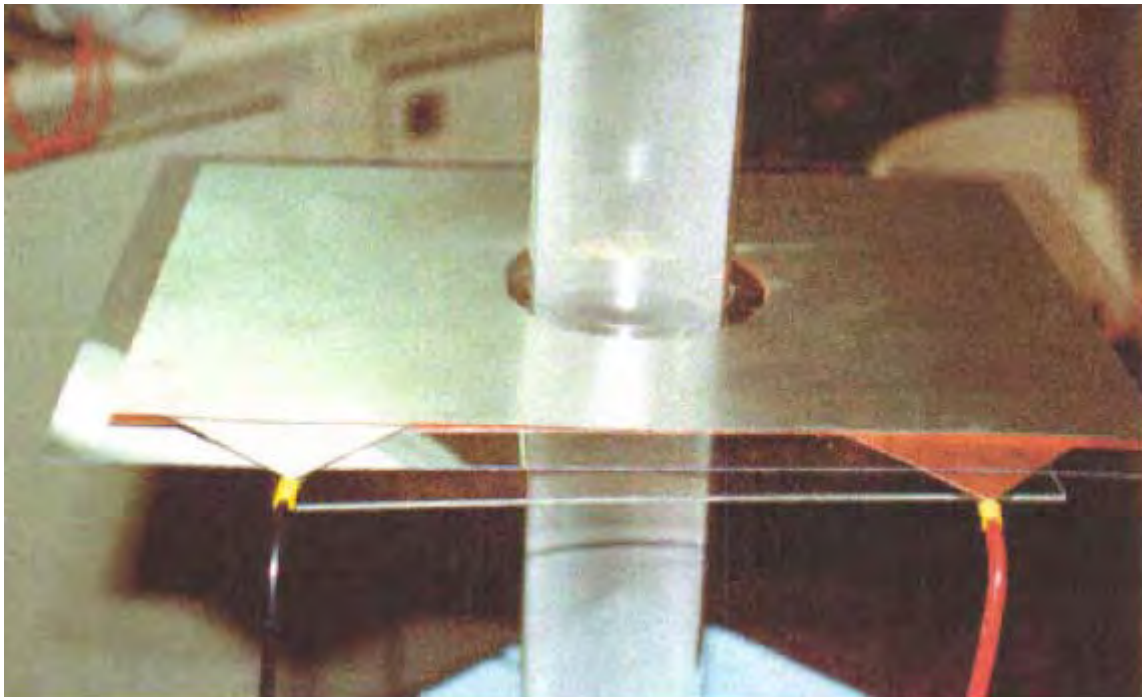
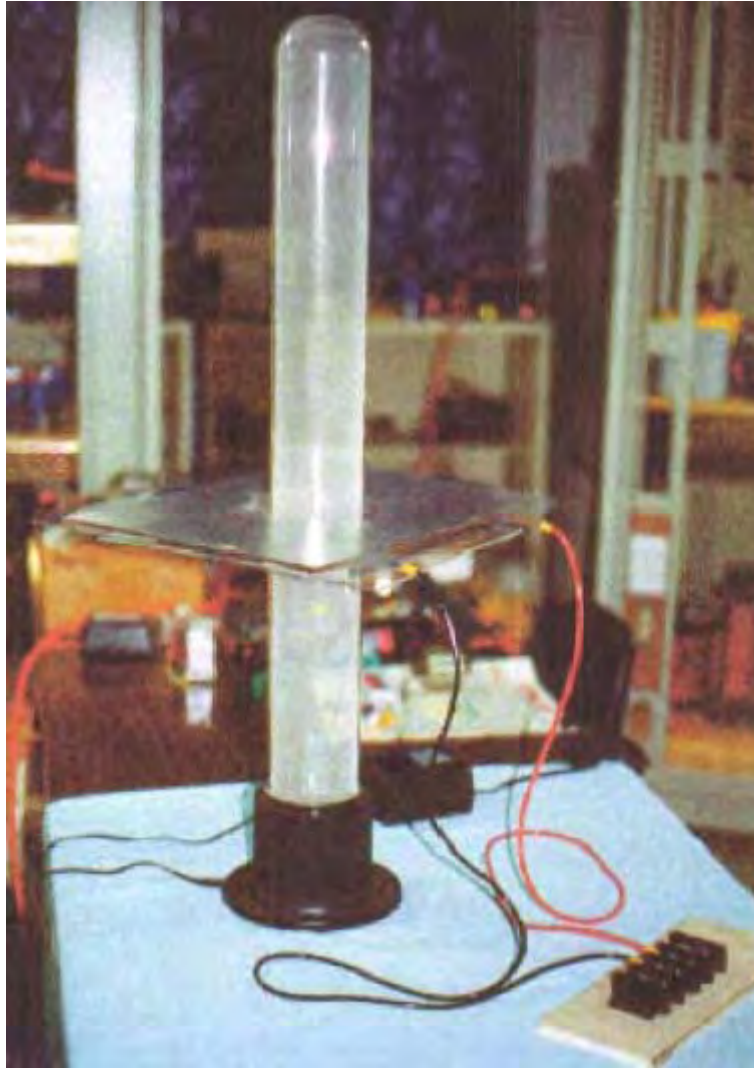


**Fig 4**



**Fig 5**

**DON SMITH'S PLASMA TUBE IS ONE OF HIS MORE CONVINCING INVENTIONS :**



DON WAS ACTUALLY AWARDED A PATENT FOR THIS DESIGN. ESSENTIALLY, IT IS TWO CAPACITOR PLATES WHICH HAVE A PLASMA TUBE INSERTED THROUGH THE MIDDLE OF THEM. THE UPPER PLATE IS ALUMINIUM AND THE LOWER PLATE IS COPPER AND THEY ARE SEPARATED BY A SHEET OF PLASTIC. HIS PATENT SAYS :

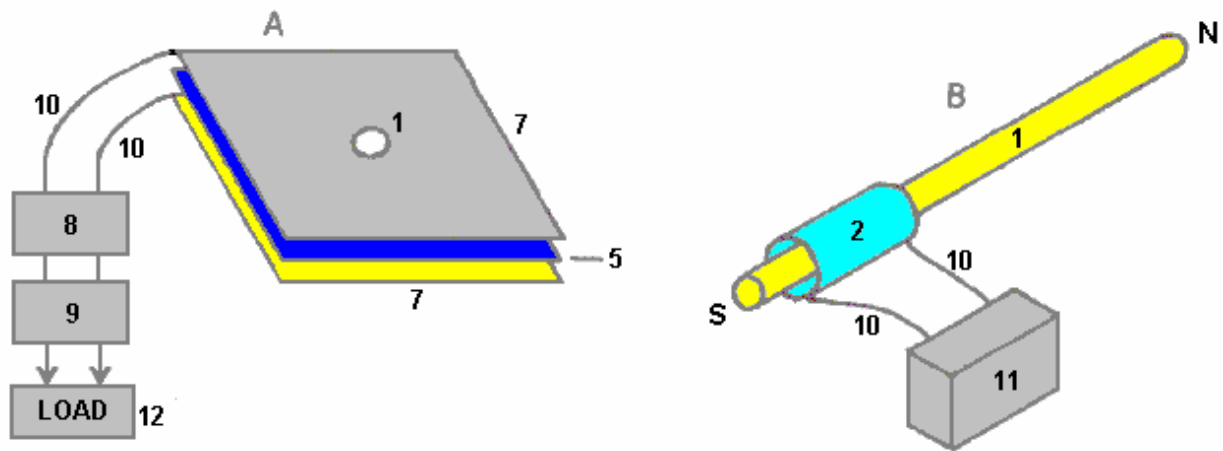


Fig.2 has two parts A and B.

In Fig.2A 1 is the hole in the capacitor plates through which the Dipole is inserted and in Fig.2B it is the Dipole with its North and South poles shown. 2 is the resonant high-voltage induction coil surrounding part of the Dipole 1. The dielectric separator 5, is a thin sheet of plastic placed between the two capacitor plates 7, the upper plate being made of aluminium and the lower plate made of copper. Unit 8 is a deep-cycle battery system powering a DC inverter 9 which produces 120 volts at 60 Hz (the US mains supply voltage and frequency, obviously, a 240 volt 50 Hz inverter could be used here just as easily) which is used to power whatever equipment is to be driven by the device. The reference number 10 just indicates connecting wires. Unit 11 is a high-voltage generating device such as a neon transformer with its oscillating power supply.

THE PRODUCTION MODEL HAS 21 PLATES AND 20 INSULATOR LAYERS:

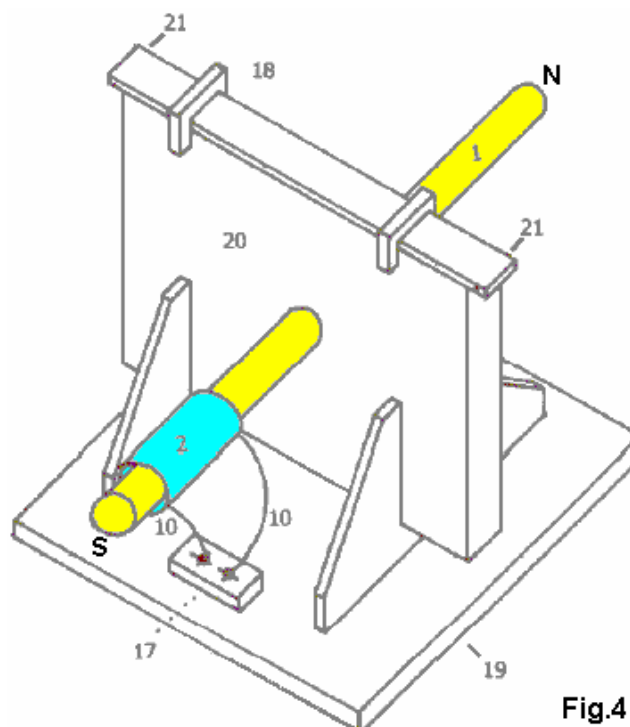
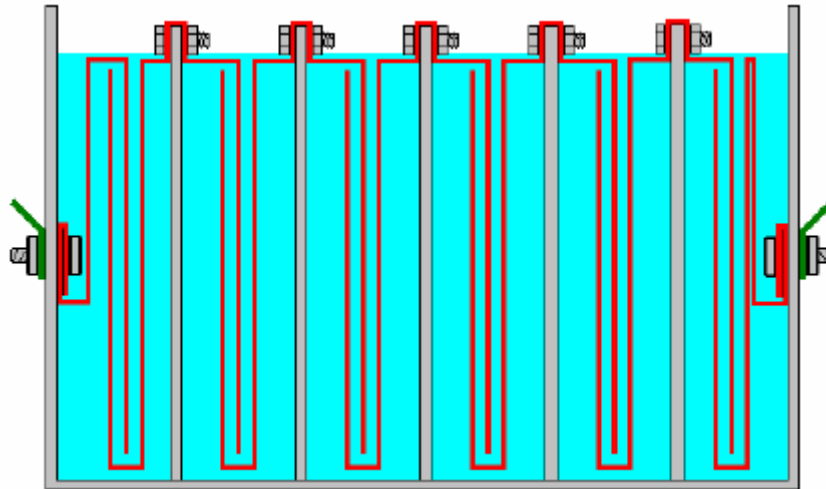
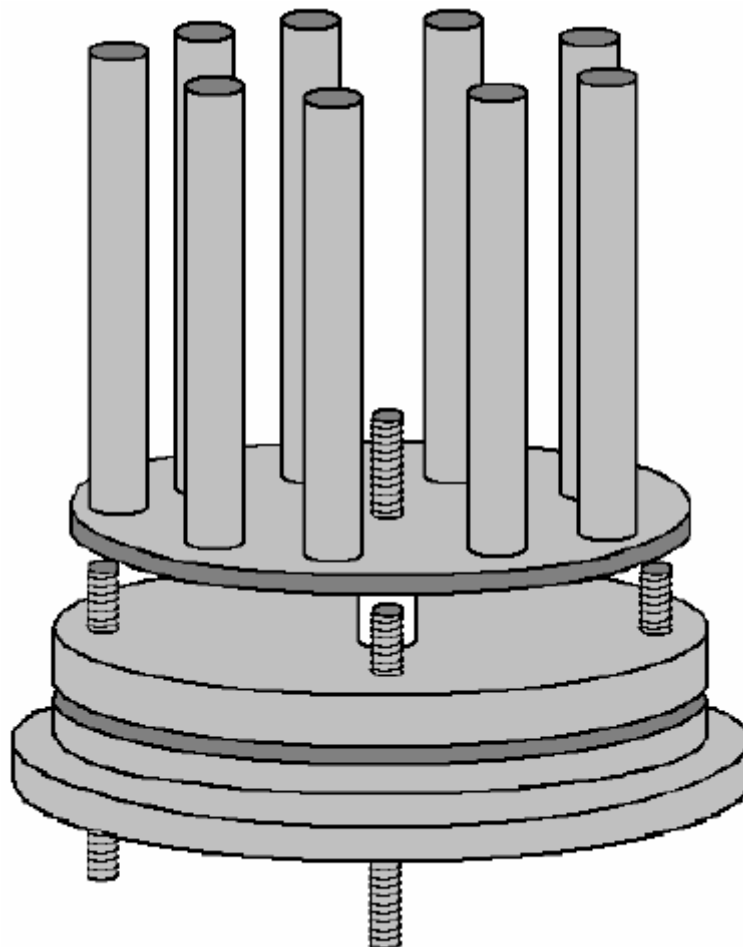


Fig.4

**STAN MEYER'S LOW-CURRENT WATER-SPLITTER HAS BEEN REPLICATED BY DAVE LAWTON OF WALES. WE CAN DO ELECTROLYSIS FAIRLY WELL USING HIGH LEVELS OF CURRENT. FOR THIS WE NEED A 1.24 VOLT VOLTAGE DROP ACROSS EACH BODY OF ELECTROLYTE IN AN ELECTROLYSER WHICH HAS SIX OR SEVEN CELLS IN SERIES FOR 12-VOLT OPERATION :**



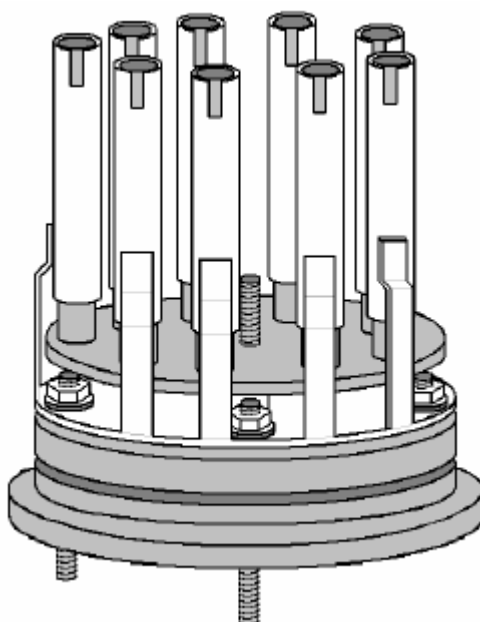
**PROPERLY PREPARED AND OPERATED, A CELL LIKE THIS CAN PRODUCE MORE THAN TWICE THE AMOUNT OF GAS WHICH MICHAEL FARADAY CONSIDERED THE MAXIMUM POSSIBLE. IF DRIVEN WITH A SQUARE-WAVE SIGNAL INSTEAD OF STRAIGHT DC, THE EFFICIENCY CAN RISE TO 12 TIMES THAT OF FARADAY. BUT STAN MEYER PRODUCED A METHOD WHERE WATER COULD BE SPLIT USING ONLY A SMALL CURRENT. FOR THIS, HE USES PAIRS OF METAL TUBES :**



**THE PART OF THE WATER WHICH IS VIBRATED IS JUST THE PART BETWEEN THE INNER AND OUTER PIPES OF THE ELECTRODE PAIRS OF PIPES. DAVE LAWTON'S REPLICATION LOOKS LIKE THIS :**



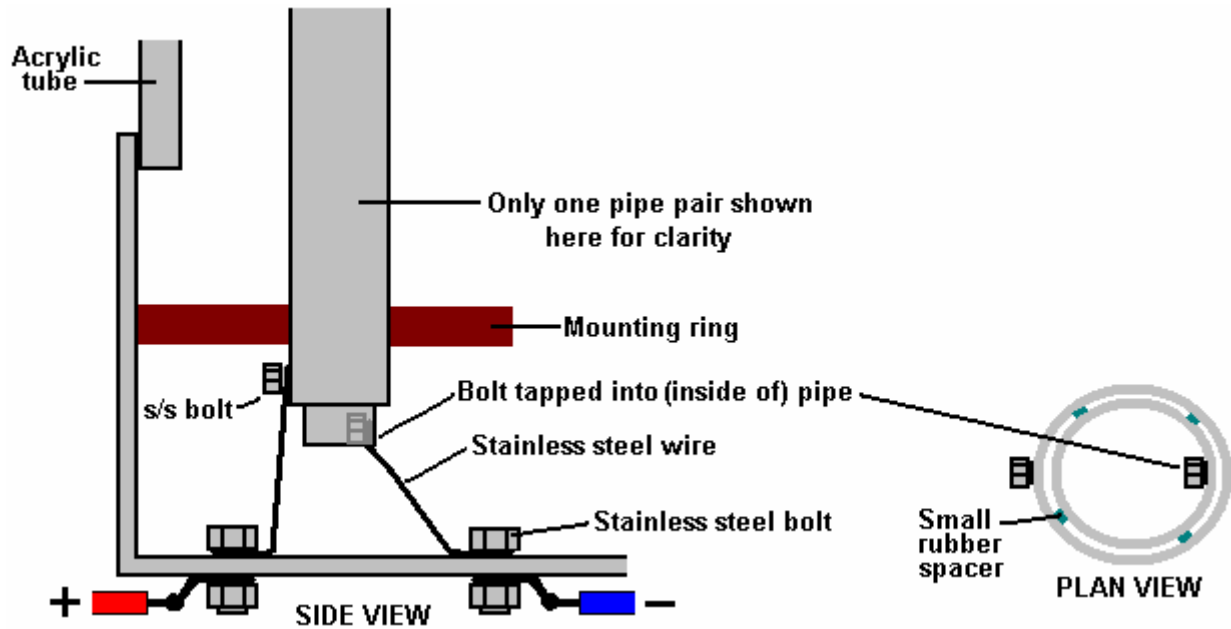
**THIS IS SLIGHTLY DIFFERENT TO STAN'S CONSTRUCTION WHERE EACH OUTER PIPE IS ATTACHED SEPARATELY AND TUNED TO RESONANCE USING THE GERMAN STYLE ORGAN PIPE NOTCH :**



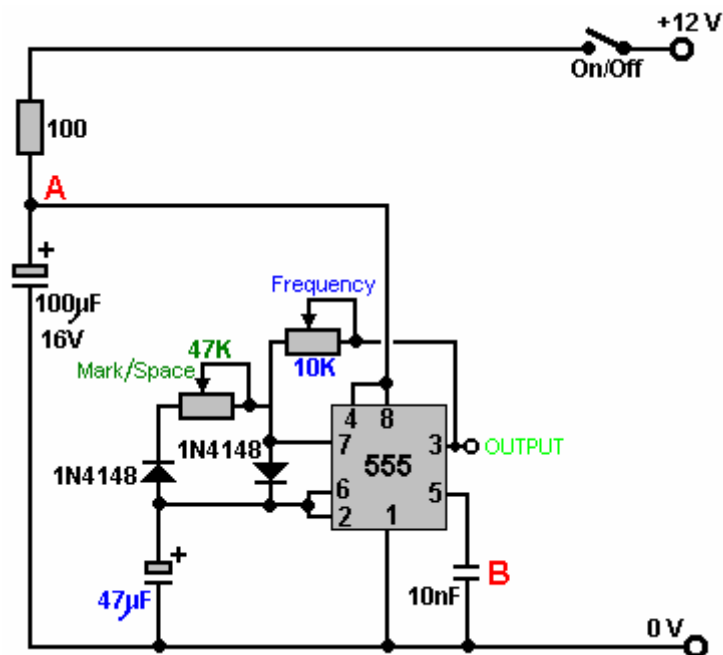
**INSTEAD, DAVE MAKES EACH OUTER PIPE FIT INTO A SINGLE DISC :**



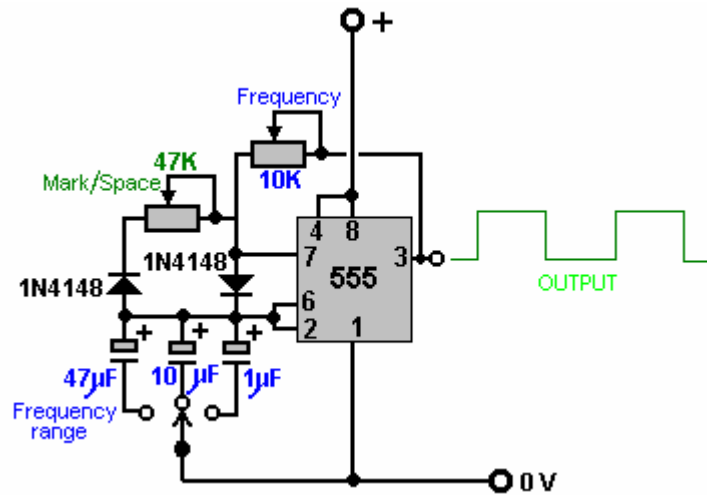




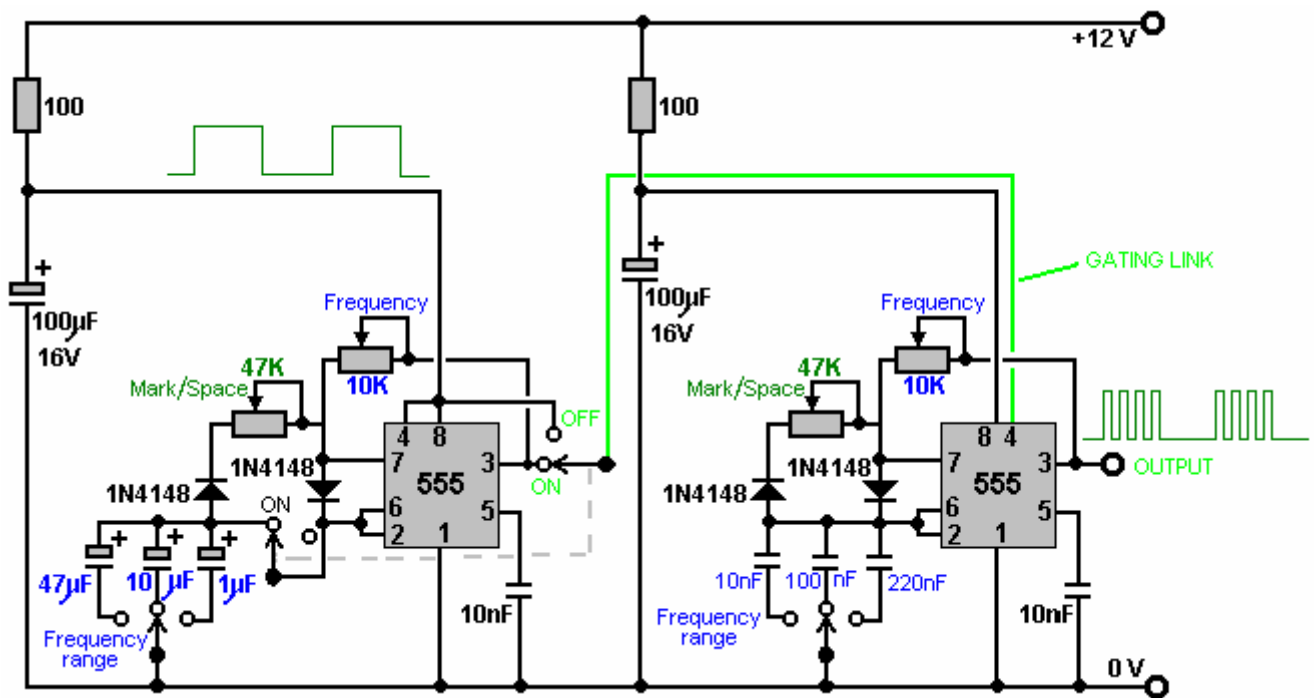
DAVE USES A VERY SIMPLE CIRCUIT TO PULSE THESE ELECTRODES. THE FIRST STAGE GENERATES AN ADJUSTABLE MARK/SPACE RATIO :



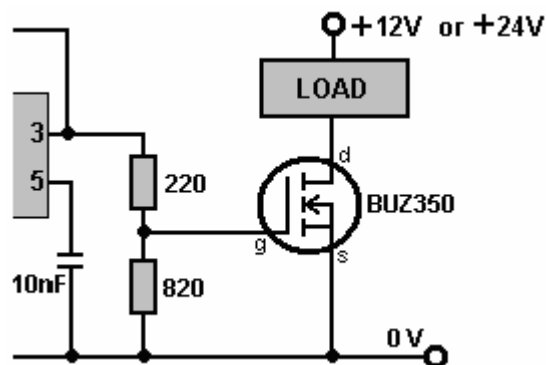
THE NEXT STAGE IS THE MAIN FREQUENCY GENERATOR :



THESE CIRCUITS ARE THEN COMBINED LIKE THIS :

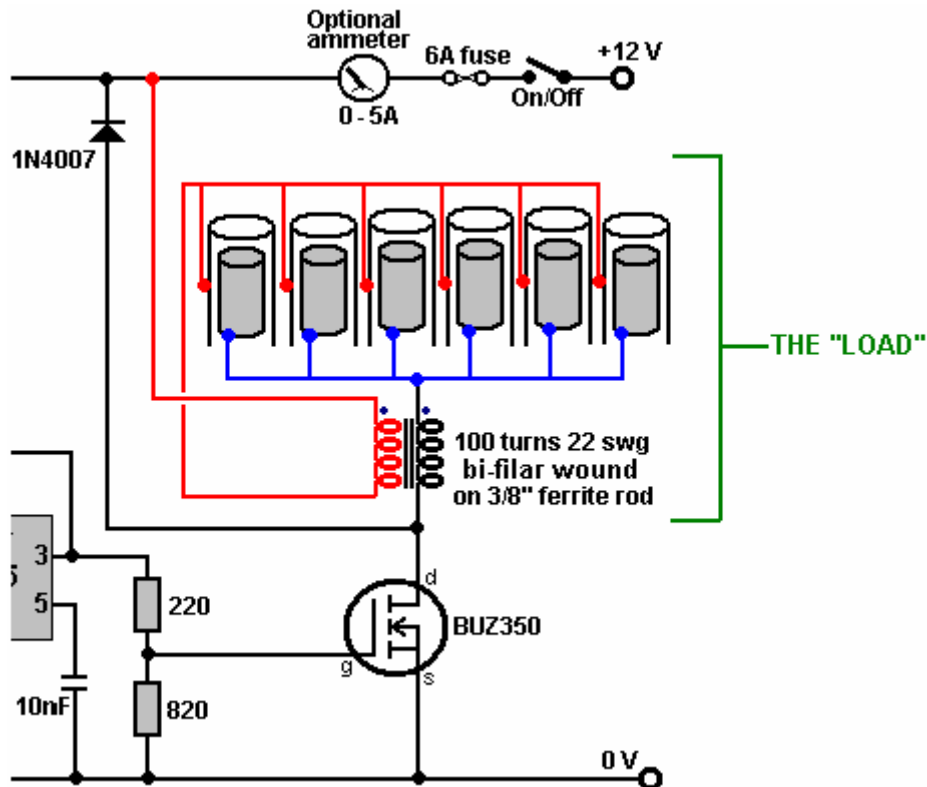


THE FINAL STAGE IS TO PROVIDE A POWERFUL OUTPUT :



AND OF COURSE, THE 'LOAD' IS THE SET OF RESONANTLY TUNED CYLINDER ELECTRODES :



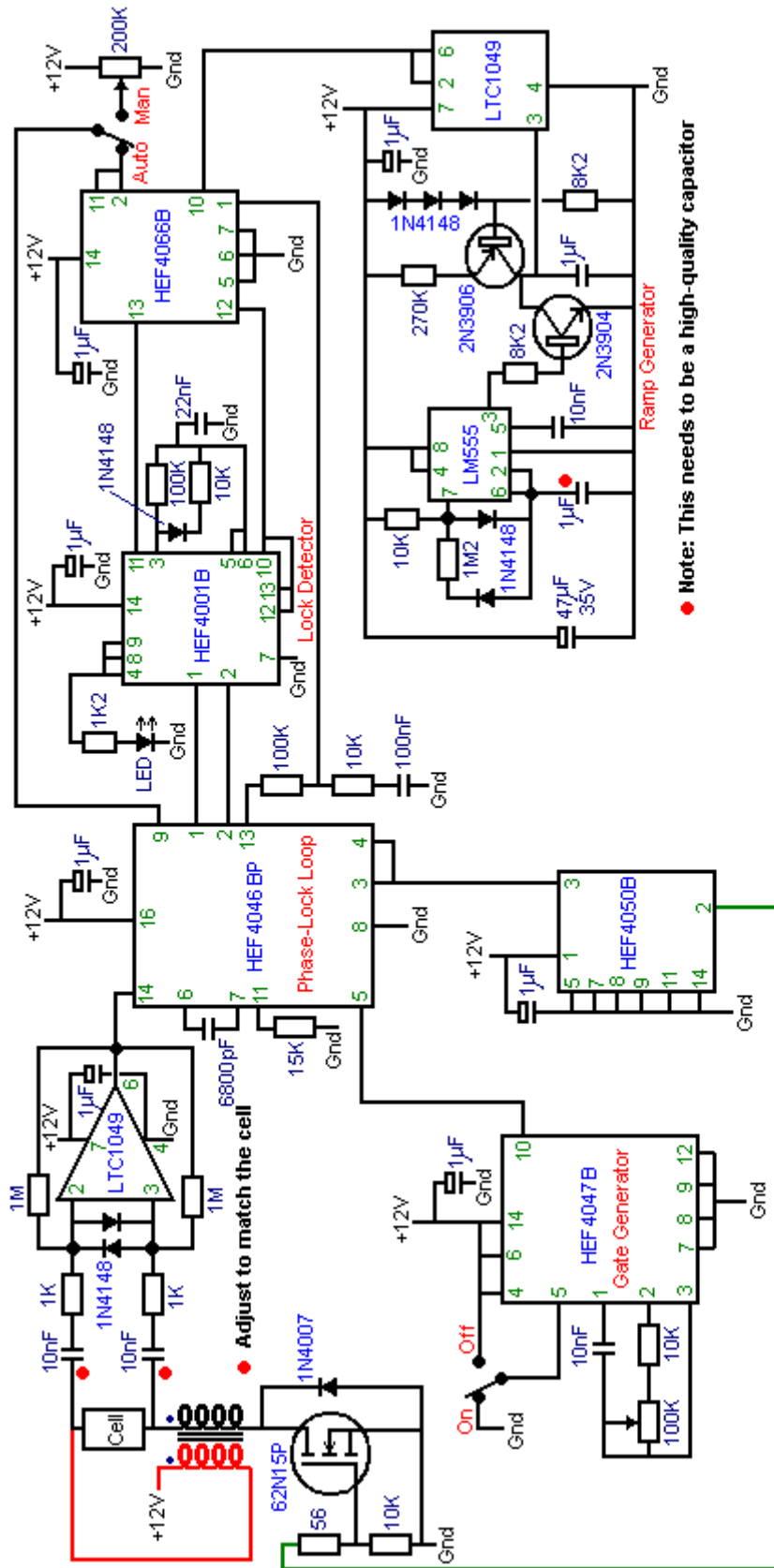


WHILE THE OPTIONAL AMMETER SHOWN IS RATED FOR 5 AMPS, THE ACTUAL CURRENT DRAW IS ONLY MILLIAMPS.



NO ELECTROLYTE IS USED, JUST WATER, ALTHOUGH THERE IS NO SUCH THING AS 'PURE' WATER. DAVE FOUND THAT THE SYSTEM WILL NOT WORK PROPERLY UNTIL THE ELECTRODES ARE INSULATED.

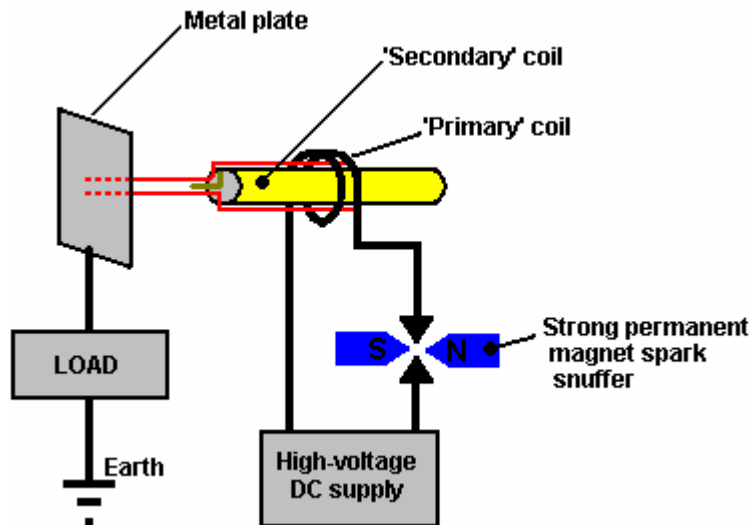
HOWEVER, EVEN THOUGH THE ELECTRODE PIPES ARE ALL TUNED TO WITHIN 5 Hz OF EACH OTHER, THE RESONANCE REQUIRED IS THE RESONANCE OF THE CELL AS A WHOLE, AND THAT CHANGES WITH WATER LEVEL AND TEMPERATURE. SO DAVE DID WHAT STAN MEYER DID, AND DESIGNED A PHASE-LOCK-LOOP CIRCUIT WHICH FINDS AND LOCKS ON TO THE NEEDED RESONANT FREQUENCY AND FOLLOWS IT EXACTLY WHEN IT CHANGES. HERE IS DAVE'S AUTO-TUNE CIRCUIT :



Capacitors are tantalum 35V. Resistors are carbon film 5% 0.33W. Variable resistors are presets (RadioSpares 154-2072 and 154-2094)  
 Radiospares Part Numbers: LTC1049: 545-5607, HEF4046BP: 306-645, HEF4001B: 333-3303, HEF4066B: 333-1470, 2N3904: 294-312,  
 2N3906: 294-328, 62N15P: 194-316, 1N4148: 446-8551, 1N4007: 348-5397.

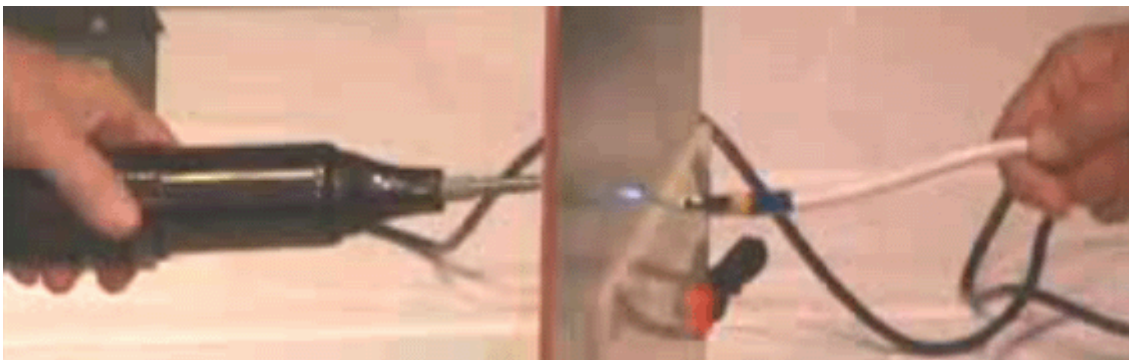
PLEASE BE SURE TO READ THE FULL DETAILS IN CHAPTER 10 ([www.free-energy-info.com](http://www.free-energy-info.com)) AS THERE ARE VITAL SAFETY PRECAUTIONS NOT MENTIONED HERE.

THE EARTHED PLATE ARRANGEMENT OF NIKOLA TESLA HAS BEEN DEMONSTRATED ON VIDEO BY THE LATE DON SMITH. THE TECHNIQUE IS TO DIRECT THE TESLA COIL FLOW OF ENERGY ON TO A METAL PLATE WHICH IS HEAVILY EARTHED :

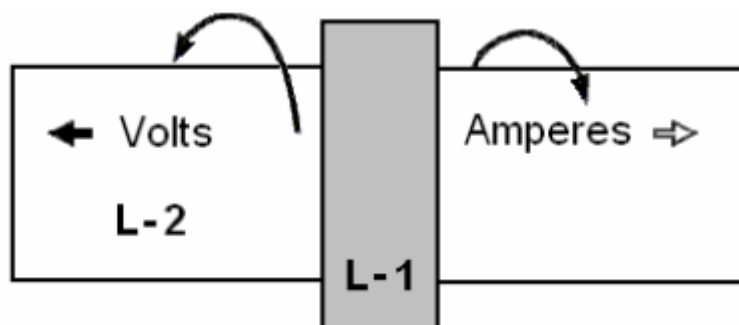


TESLA USES TWO PERMANENT MAGNETS AT RIGHT ANGLES TO THE SPARK OF HIS SPARK GAP IN ORDER TO MAKE THE SPARK CUT OFF RAPIDLY AND GIVE A CLEANER WAVEFORM. THE COLD ELECTRICITY RUNS UP THE OUTSIDE OF THE SECONDARY COIL AND AWAY FROM THE COIL IN THAT DIRECTION. IF THAT ENERGY FLOW STRIKES A METAL PLATE WHICH IS EARTHED, THEN A MAJOR CURRENT FLOWS TO EARTH. IF A LOAD IS PLACED IN THAT EARTH LINK, THEN THAT CURRENT HAS TO FLOW THROUGH THE LOAD ON ITS WAY TO THE EARTH.

DON SMITH AGREES ALTHOUGH HE USES TWO METAL PLATES WITH A PLASTIC LAYER BETWEEN THEM, FORMING A CAPACITOR RATHER THAN JUST A METAL PLATE. DON ALSO POINTS OUT THAT THE POSITION OF THE PRIMARY COIL ALONG THE SECONDARY COIL GOVERNS THE RATIO OF CURRENT TO VOLTAGE PRODUCED BY A TESLA COIL. DON DEMONSTRATES THE EFFECT :



THIS IS A 28-WATT HAND-HELD TESLA COIL ACTING ON A TWO-PLATE CAPACITOR AND GENERATING A SIGNIFICANT CONTINUOUS SPARK TO EARTH FROM THE OTHER SIDE OF THE PLATES.



DON SAYS THAT VOLTAGE AND CURRENT ACT OUT OF PHASE AND IN OPPOSITE DIRECTIONS ALONG THE L2 COIL, MOVING AWAY FROM THE L1 COIL.

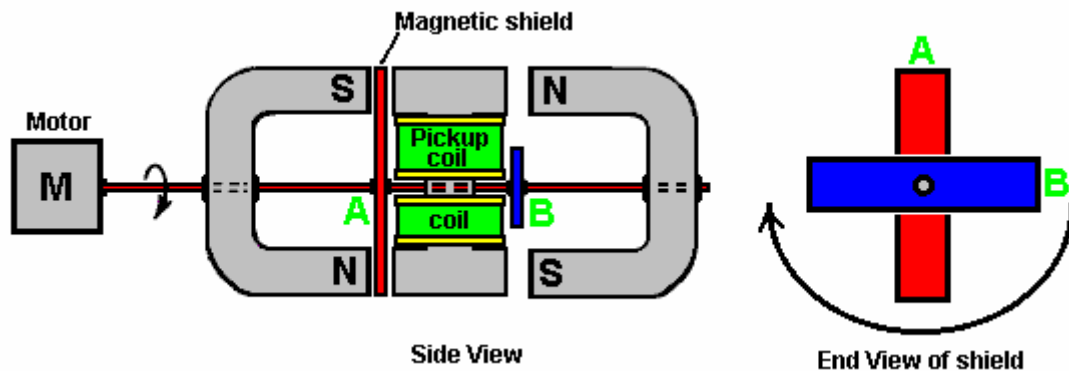
**DON SMITH** ALSO PROMOTED THE MAGNETIC TRANSMISSION OF POWER WHICH IS PARTICULARLY ATTRACTIVE IN THAT MANY COPIES OF THE OUTPUT POWER CAN BE TAKEN WITHOUT INCREASING THE INPUT POWER IN ANY WAY :



HERE, THE CENTRAL COIL IS THE TRANSMITTER WITH THE PRIMARY COIL WELL UP THE SECONDARY COIL. THE BLACK STRIPS ARE JUST INDUSTRIAL GRADE SCREW CONNECTORS. THE THREE NEARER COILS ARE THREE IDENTICAL RECEIVER COILS AT IDENTICAL DISTANCES FROM THE TRANSMITTER COIL. EACH RECEIVER COIL HAS A CAPACITOR AND AN ADJUSTABLE SMALL CAPACITOR FOR EXACT TUNING. THE TRANSMITTER TESLA COIL IS DRIVEN BY A NEON TUBE DRIVER MODULE :



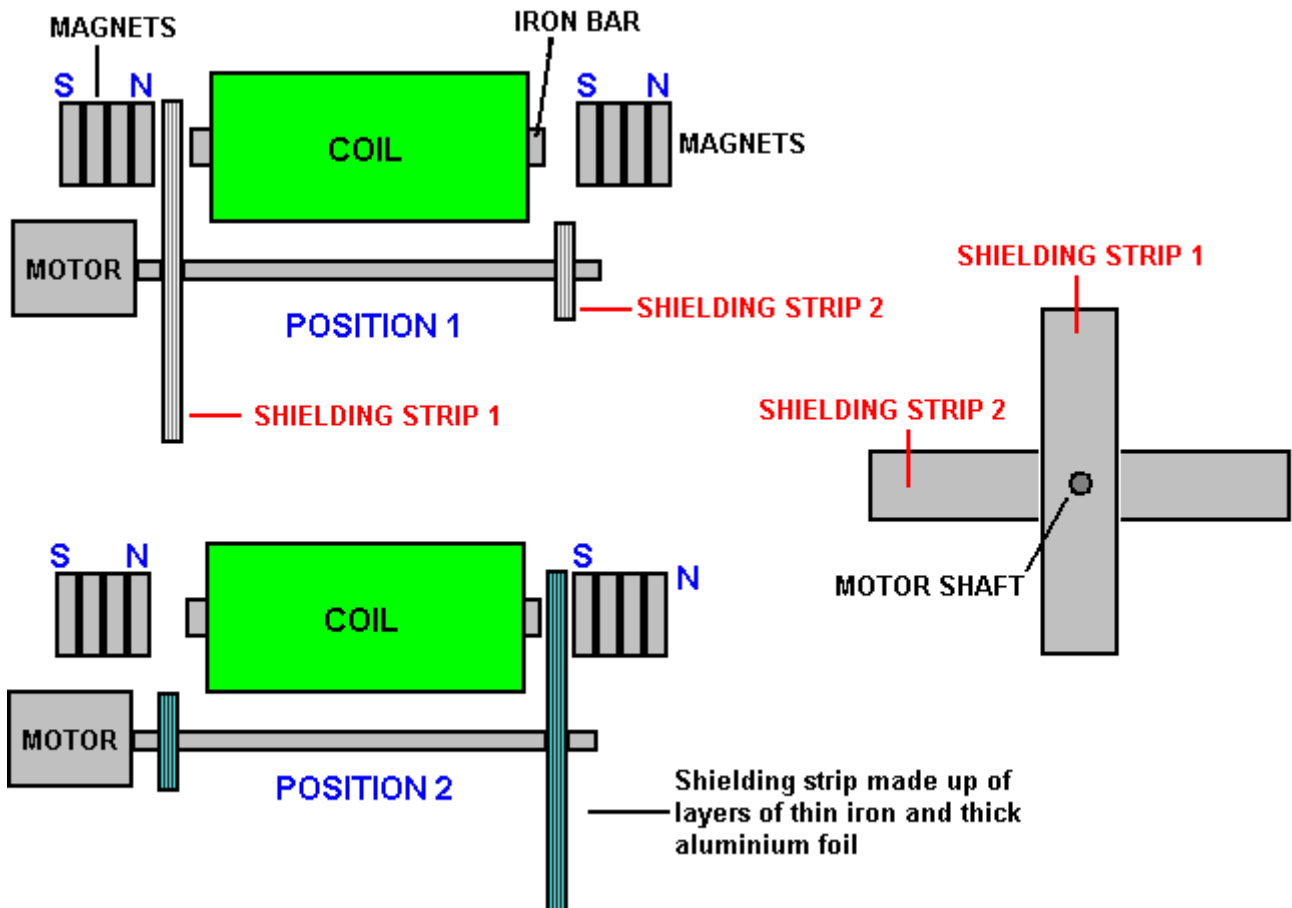
THE **ECKLIN-BROWN** MAGNETIC GENERATOR IS AN INTERESTING CONCEPT. IT PRODUCES AN ALTERNATING MAGNETIC FIELD BY USING A ROTATING MAGNETIC SHIELD :



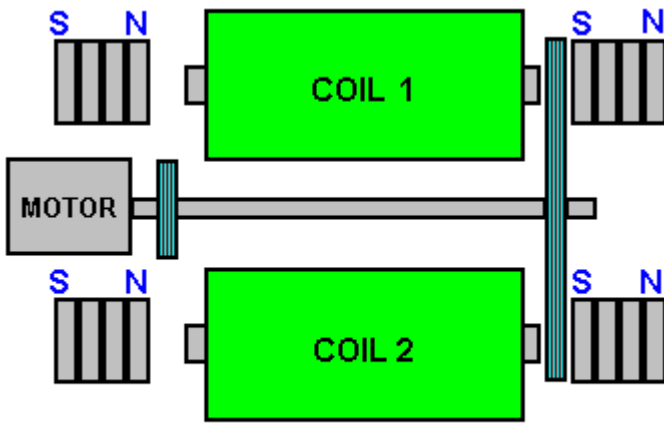
IN THE ILLUSTRATION ABOVE, THE RED ARM OF THE MAGNETIC SHIELD REDUCES THE STRENGTH OF THE HORSESHOE MAGNET ON THE LEFT AND SO THE MAGNET ON THE RIGHT INFLUENCES THE I-SHAPED CENTRAL SECTION WITH ITS OUTPUT COILS. WHEN THE SHIELD ROTATES THROUGH 90-DEGREES, THE BLUE ARM BLOCKS OFF THE RIGHT HAND MAGNET AND CLEARS THE LEFT HAND MAGNET, REVERSING THE MAGNETIC SITUATION.

MAGNETIC SHIELDING MATERIAL IS GENERALLY THOUGHT TO BE MU-METAL WHICH IS A VARIETY OF STAINLESS STEEL. ECKLIN USED INSULATED LAYERS OF IRON. THICK ALUMINIUM SHOULD ALSO BE SUITABLE ALTHOUGH IT IS NOT AT ALL EASY TO BLOCK MAGNETISM.

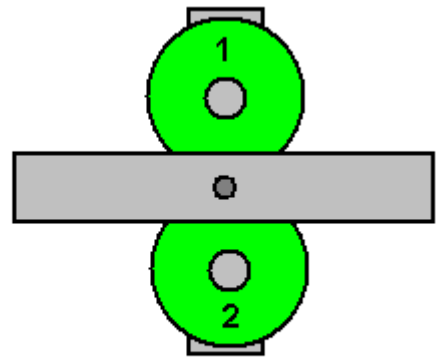
I SUGGEST THAT THE BASIC WELL-KNOWN ECKLIN-BROWN ARRANGEMENT CAN BE UPGRADED A BIT:



THERE COULD BE TWO COILS :

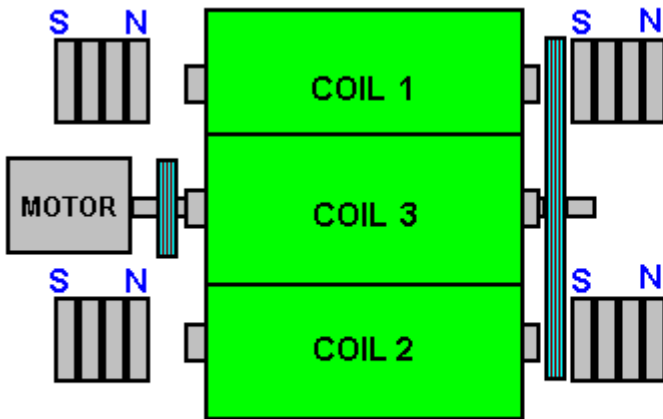


SIDE VIEW

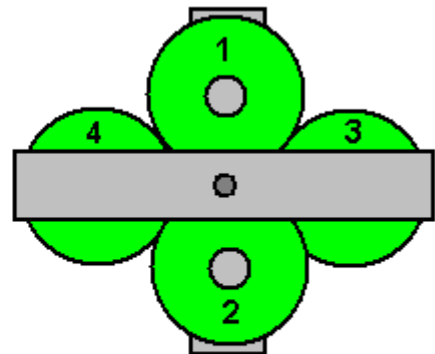


END VIEW

OR THERE COULD BE FOUR COILS :

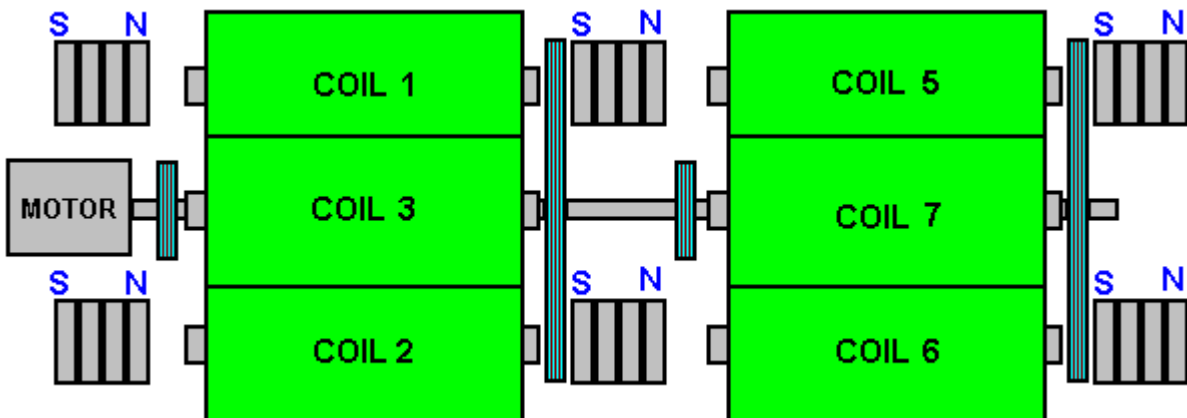


SIDE VIEW



END VIEW

OR THERE COULD BE EIGHT COILS :

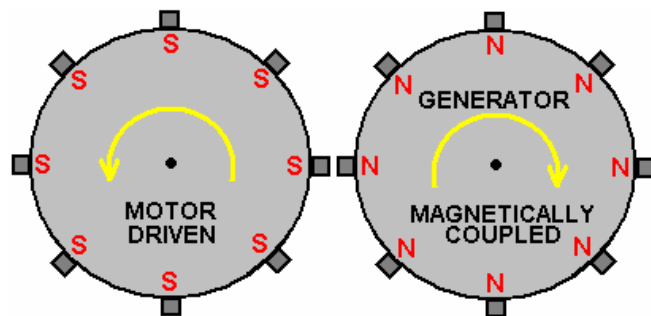




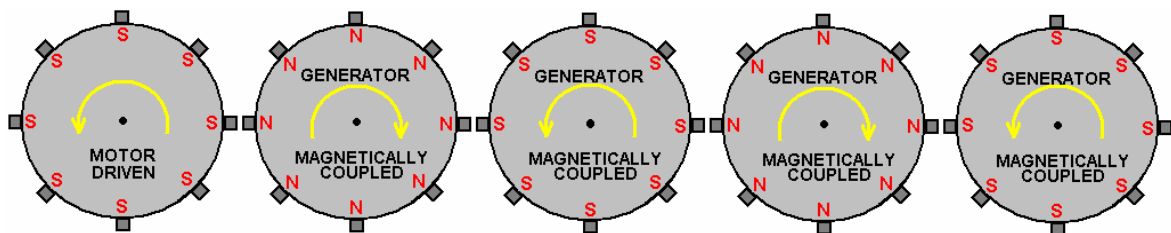
**RAOUL HATEM HAS POWERED HOTELS WITH HIS ARRANGEMENT OF EQUIPMENT BUT “SCIENTISTS” DISPUTE HIM BECAUSE THEY SAY THAT WHAT HE DOES IS “IMPOSSIBLE”.**



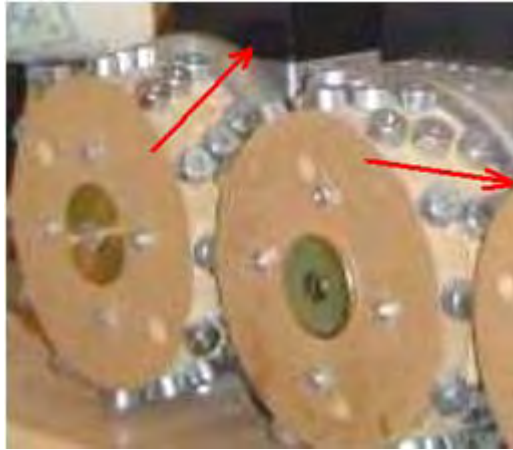
**IN 1955 RAOUL COUPLED A MOTOR WITH 36 RARE EARTH MAGNETS TO A GENERATOR WITH A SIMILAR 36 RARE EARTH MAGNETS. HE CLAIMS THAT THE SPINNING MAGNETS CREATE A COP=10 FREE ENERGY GAIN. HIS SYSTEM IS SHOWN HERE :**



**THE RAPIDLY ROTATING MAGNETIC FIELD DRAWS IN EXTRA ELECTRONS FROM THE SURROUNDING ENVIRONMENT, AND THE RAPID SERIES OF PULSES WHICH EACH ROTOR RECEIVES ALSO DRAWS ENERGY FROM THE GRAVITY FIELD. THE REALLY BIG GAINS ARE GOT WHEN ONE MOTOR DRIVES SEVERAL GENERATORS :**



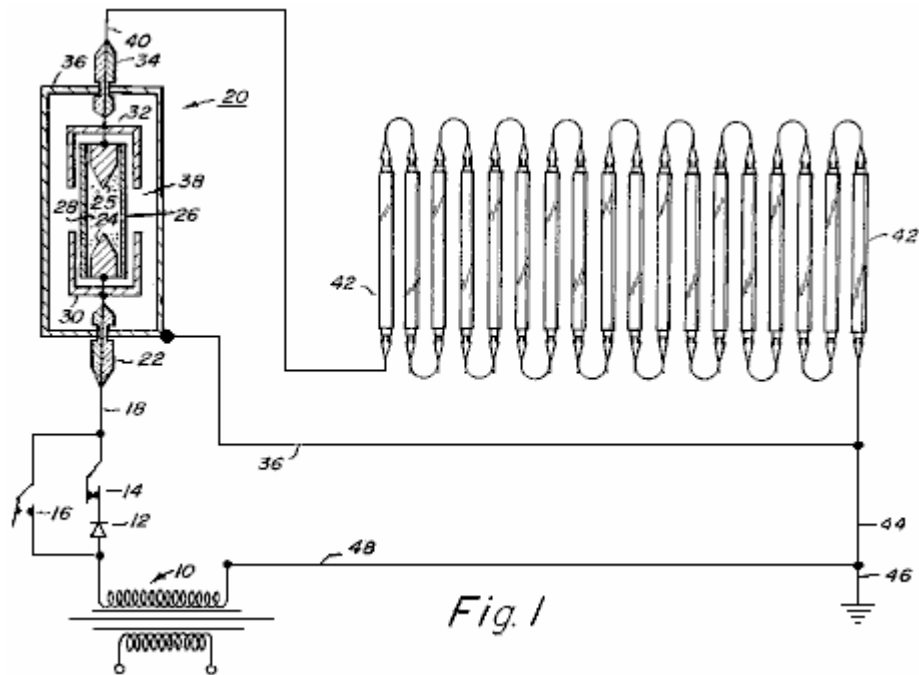
**THE ROWS OF MAGNETS ARE ANGLED IN OPPOSITE DIRECTIONS ON EACH ROTOR SO THAT THEY MATCH PERFECTLY, MAGNET ON MAGNET IN EVERY ROW :**



**WHILE THE MAGNETS ARE EXPENSIVE, THIS IS A VERY SIMPLE WAY TO ACCESS FREE ENERGY.**

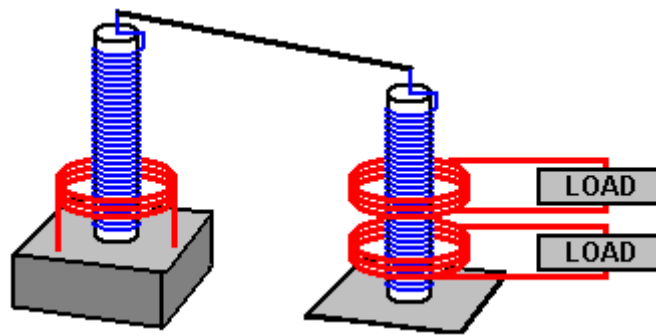


IN THE 1970s, **PAVEL IMRIS** PATENTED AN OPTICAL AMPLIFIER WHICH HAS A GAIN OF MORE THAN NINE TIMES. HE ACHIEVED THAT WITH A QUARTZ ENVELOPE WHICH HAS TWO POINTED ELECTRODES IN IT. THE QUARTZ ENVELOPE CONTAINS XENON GAS UNDER PRESSURE AND A DIELECTRIC MATERIAL. THE HIGHER THE XENON PRESSURE, THE HIGHER THE OVERALL GAIN.

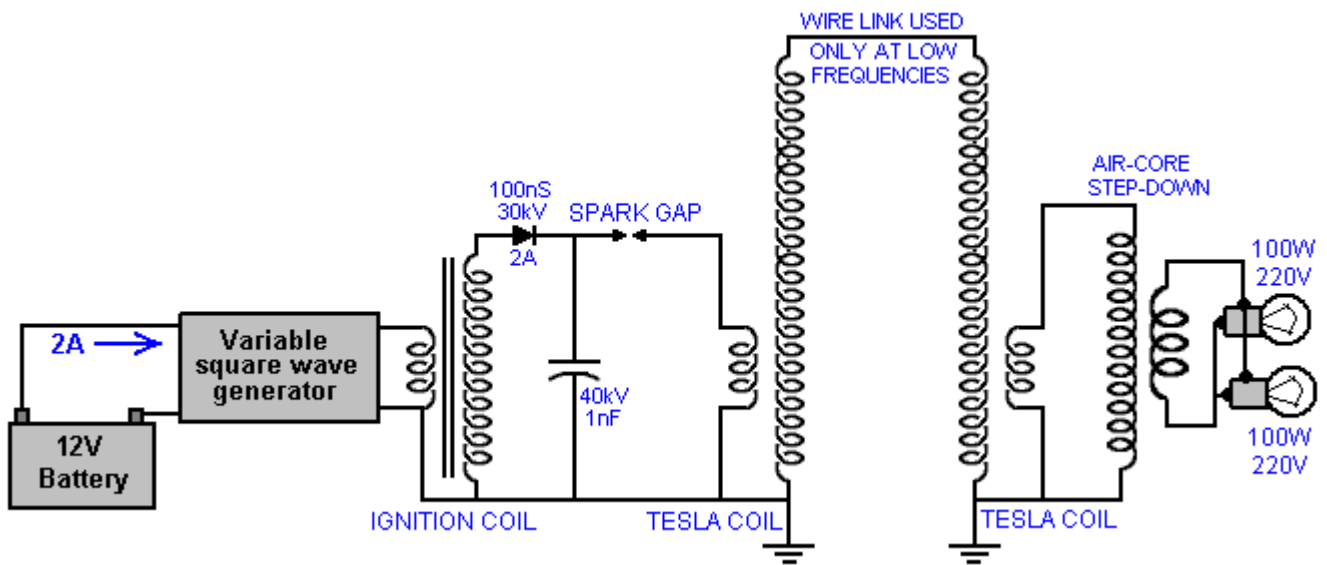


THE PATENT INCLUDES TABLES OF BENCH TEST RESULTS WHERE FLUORESCENT LAMPS WERE TESTED AS THE LOAD. FROM THE POINT OF VIEW OF ANY INDIVIDUAL LAMP, WITHOUT USING THIS DEVICE IT REQUIRES 40 WATTS OF ELECTRICAL INPUT POWER TO GIVE 8.8 WATTS OF LIGHT OUTPUT (THE REST BEING CONVERTED TO HEAT). THAT IS AN EFFICIENCY OF ABOUT 22%. DURING THE BENCH TESTS EACH LAMP REQUIRED 0.9 WATTS OF INPUT POWER IN ORDER TO PRODUCE 8.8 WATTS OF LIGHT OUTPUT. THAT IS A LAMP EFFICIENCY OF MORE THAN 900% AND THE POWER INPUT WAS ONLY 2.25% OF THE ORIGINAL 40 WATTS REQUIRED. THAT IS QUITE AN IMPRESSIVE PERFORMANCE FOR SUCH A SIMPLE DEVICE.

**NIKANOR GIANNAPOULOS OF GREECE HAS DEMONSTRATED AN ENERGY GAIN BY OPERATING TWO TESLA COILS BACK-TO-BACK.**



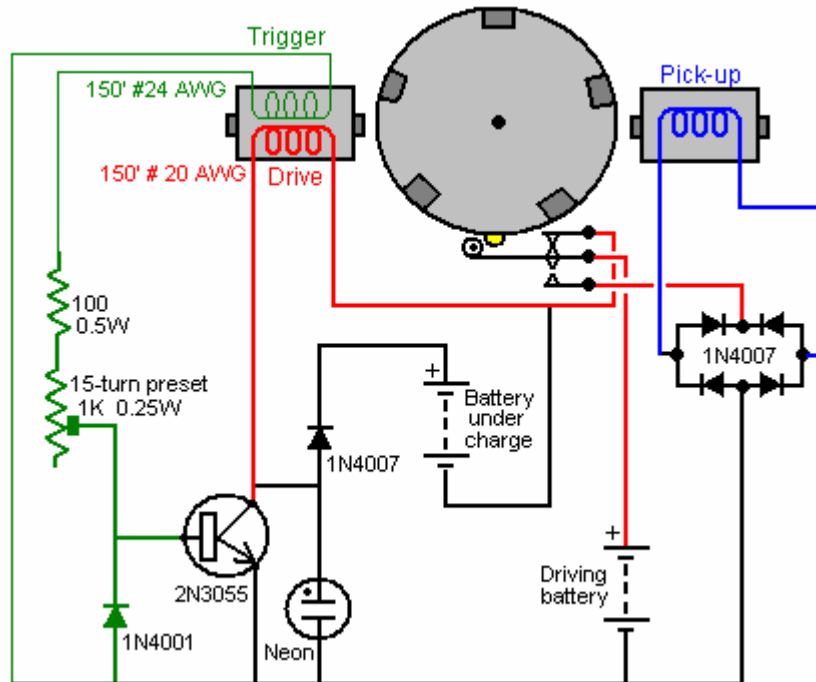
**USING SIMPLE, STRAIGHTFORWARD CONSTRUCTION, NICK'S CIRCUIT IS :**



**IT SEEMS LIKELY THAT AT HIS HIGHER FREQUENCIES WHERE NO WIRE LINK IS USED BETWEEN THE SECONDARY COILS, THAT THIS SYSTEM WOULD ACT THE SAME WAY AS DON SMITH'S TRANSMITTER / MULTIPLE RECEIVERS, GIVING A VERY HIGH POWER OUTPUT.**

## THE SELF-CHARGING BATTERY CHARGER.

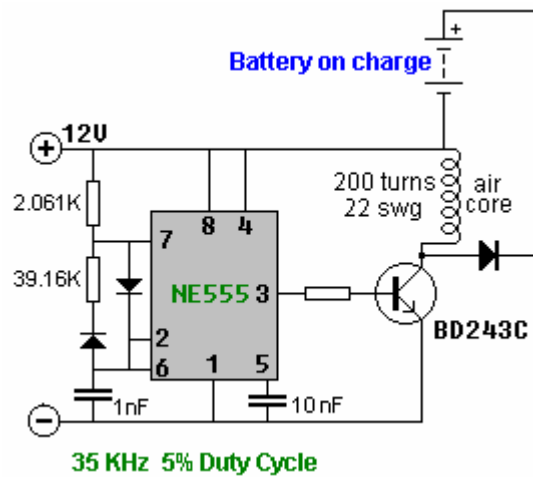
MOST BATTERY CHARGERS HAVE THE PROBLEM THAT THEY RUN THEIR DRIVE BATTERY DOWN WHEN THEY OPERATE. USUALLY, THE BATTERY BEING CHARGED HAS TO BE AT A DIFFERENT VOLTAGE LEVEL IN ORDER TO AVOID DRAINING THE DRIVE BATTERY DIRECTLY INTO THE BATTERY BEING CHARGED INSTEAD OF POWERING THE CHARGING CIRCUIT (JOHN BEDINI'S SIMPLE SCHOOLGIRL CHARGER BEING AN EXAMPLE OF THAT). THE FOLLOWING BATTERY CHARGER MANAGES TO CHARGE ITS OWN BATTERY AS IT GOES ALONG :



THIS CIRCUIT IS SUBTLE. THE CIRCUIT ON THE LEFT FEEDS PULSES INTO THE BATTERY UNDER CHARGE FIVE TIMES PER REVOLUTION IN THE SAME WAY AS A BEDINI CIRCUIT. HOWEVER, ONCE PER REVOLUTION THE MICROSWITCH DUMPS CHARGE FROM THE BLUE PICK-UP COIL ON THE RIGHT, STRAIGHT INTO THE DRIVE BATTERY, MAINTAINING ITS CHARGE.

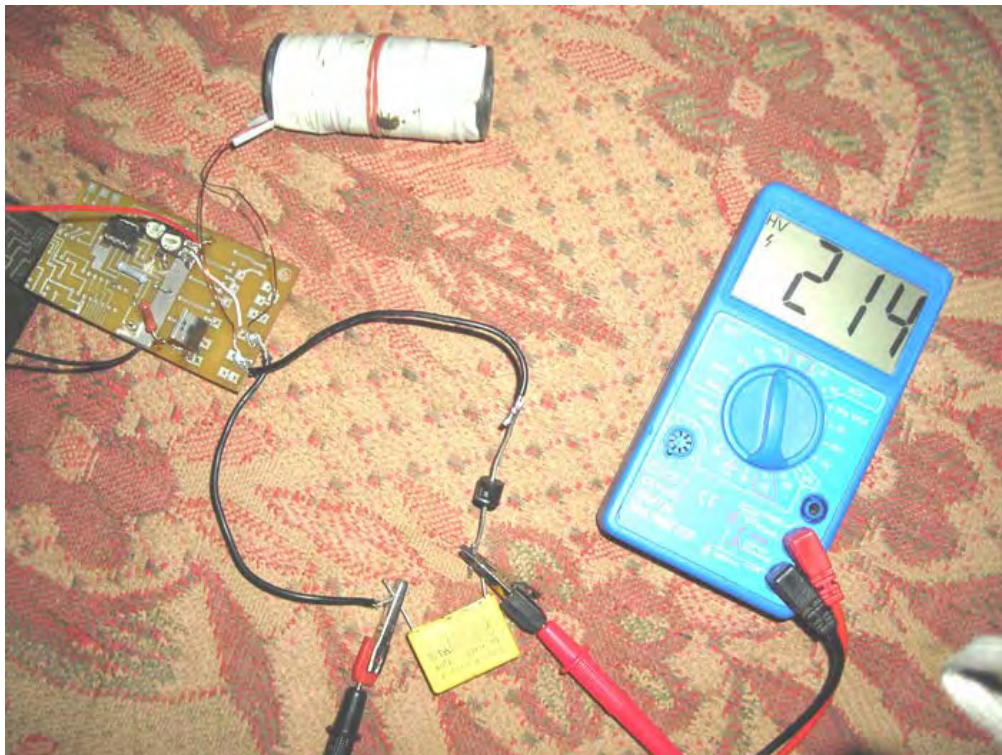
## ALEXKOR'S FIRST BATTERY CHARGER.

ONE READER USED TO CHARGE HIS BATTERY THROUGH A STANDARD MAINS CHARGER. HE BUILT THIS CIRCUIT, POWERED IT WITH HIS MAINS CHARGER AND FOUND THAT HIS BATTERY CHARGED FULLY IN HALF THE TIME. HERE IS THE CIRCUIT :



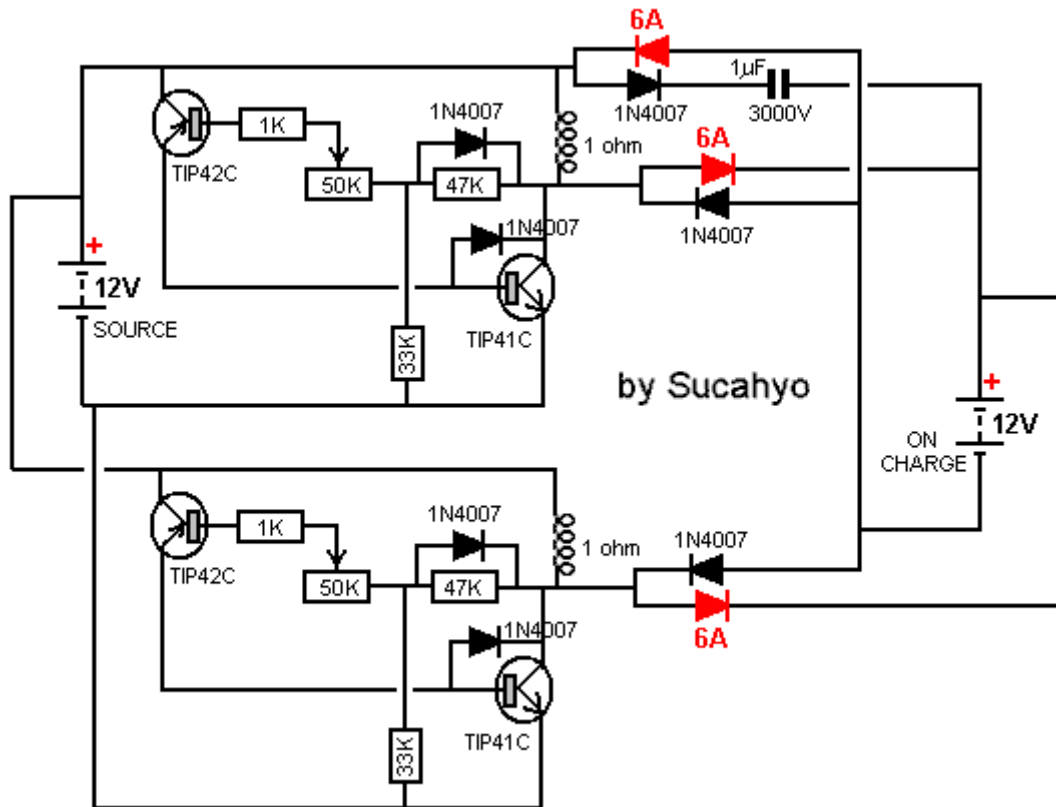
YOU WILL NOTICE THAT THIS CHARGER MATCHES THE COLD ELECTRICITY SPECIFICATIONS OF HOWERD HALAY IN BOTH FREQUENCY AND VOLTAGE AS WITHOUT THE BATTERY BEING CHARGED IT PRODUCES 200-VOLT PULSES.

ALEXKOR BUILT THE CIRCUIT VERY SIMPLY :



THE CIRCUIT IS VERY EFFICIENT BECAUSE THE 555 TIMER IS SET TO VERY SHORT, VERY FAST PULSES WHICH DRIVE THE 1.5-INCH AIR CORE COIL ONLY VERY BRIEFLY. ALEXKOR DOES NOT SAY SO, BUT I SUGGEST THAT IT WOULD BE GOOD FOR THE OUTPUT DIODE TO BE A FAST-ACTING DIODE SUCH AS THE UF5408 DIODE WHICH IS A 1000-VOLT 3-AMP LOW COST DIODE.

IN 2014 **SUCAHYO** SAID THAT SOME PEOPLE FOUND THAT PULSE-CHARGING A BATTERY REPEATEDLY, LED TO A SITUATION WHERE ONLY SURFACE CHARGE OCCURRED, WITHOUT ANY REAL CHARGED POWER BEING STORED. THIS IS NOT SOMETHING WHICH I HAVE EXPERIENCED, BUT HE SAYS THAT THE FOLLOWING CIRCUIT AVOIDS THIS :



THIS IS AN UNUSUAL CIRCUIT. NOTICE THAT THE 1N4007 PROTECTION DIODES ARE CONNECTED BETWEEN THE COLLECTOR AND BASE OF THE TIP41C TRANSISTORS AND NOT COLLECTOR AND EMITTER, AND THE TIP42C TRANSISTORS ARE CONNECTED IN A WAY THAT WOULD NORMALLY BE CONSIDERED “WRONG”.

EACH COIL IS WOUND AROUND A FERRITE TOROID :



THIS CIRCUIT CAN CHARGE A 1000 MILLIAMPER-HOUR BATTERY IN 15 MINUTES, A 12-VOLT 7 Amp-Hour BATTERY IN 5 HOURS AND A 12-VOLT 70 Amp-Hour BATTERY IN 15 HOURS.

**BOB BOYCE** OF AMERICA HAS PRODUCED MANY IMPRESSIVE THINGS. ONE IS HIS TOROID CHARGING SYSTEM WHICH HE USES WITH HIS VERY IMPRESSIVE 100-CELL ELECTROLYSER AND WHICH, WITH SLIGHT ADAPTION, **JOHAN BOOSEN** OF SOUTH AFRICA USES TO SELF-CHARGE THE BATTERY OF HIS DAUGHTER'S SMALL CAR :



**DISCLAIMER:** the following information is **NOT** for beginners but is solely intended for people who are experienced in electronics and who are aware of the dangers involved. Please understand clearly that I am **NOT** recommending that you should build anything based on the following information.

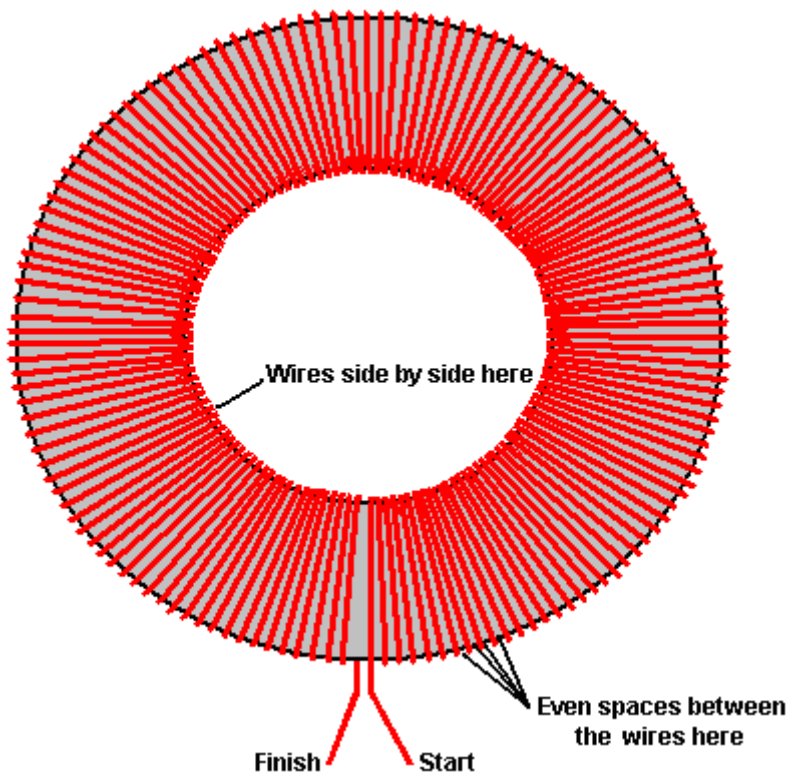
**BOB USES A 6.5 INCH (165 mm) DIAMETER IRON-DUST TOROID FROM MICROMETALS AND HE CREATES A RAPIDLY ROTATING MAGNETIC FLOW IN THE TOROID. A MAGNETIC FLOW OF THAT KIND CONNECTS STRONGLY TO THE ZERO-POINT ENERGY FIELD OF THE LOCAL ENVIRONMENT AND SO LARGE AMOUNTS OF ENERGY ARE INVOLVED AND RUNAWAY IS ALWAYS A POSSIBILITY. FOR THAT REASON, BOB USES HIS TOROID SYSTEM WITH HIS WATER-FILLED ELECTROLYSER SO THAT IF RUNAWAY OCCURS, THEN THE EXCESS ENERGY WILL GET FED INTO THE WATER AND NOT THE USER.**

**BOB STARTS BY WRAPPING THE TOROID WITH TAPE BEFOR STARTING THE WINDINGS :**



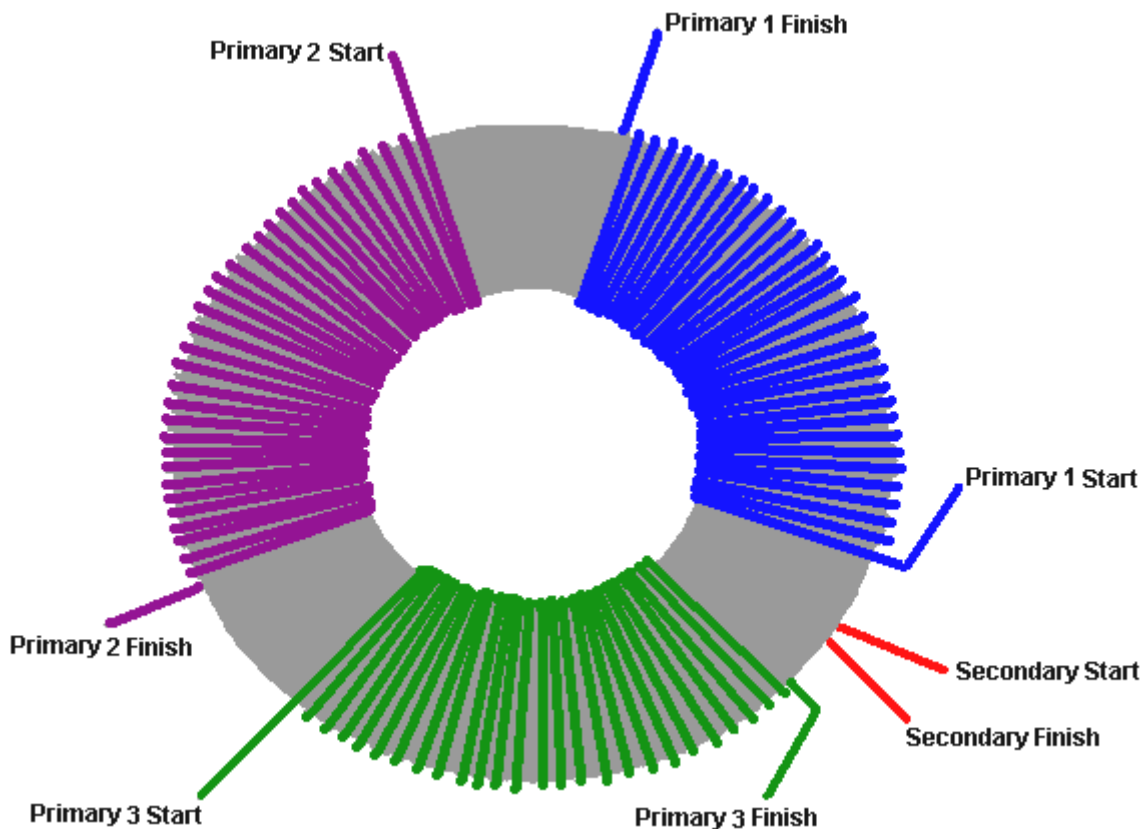
**THEN THE SECONDARY (POWER OUTPUT) WIDING IS WOUND ALL THE WAY AROUND THE TOROID :**





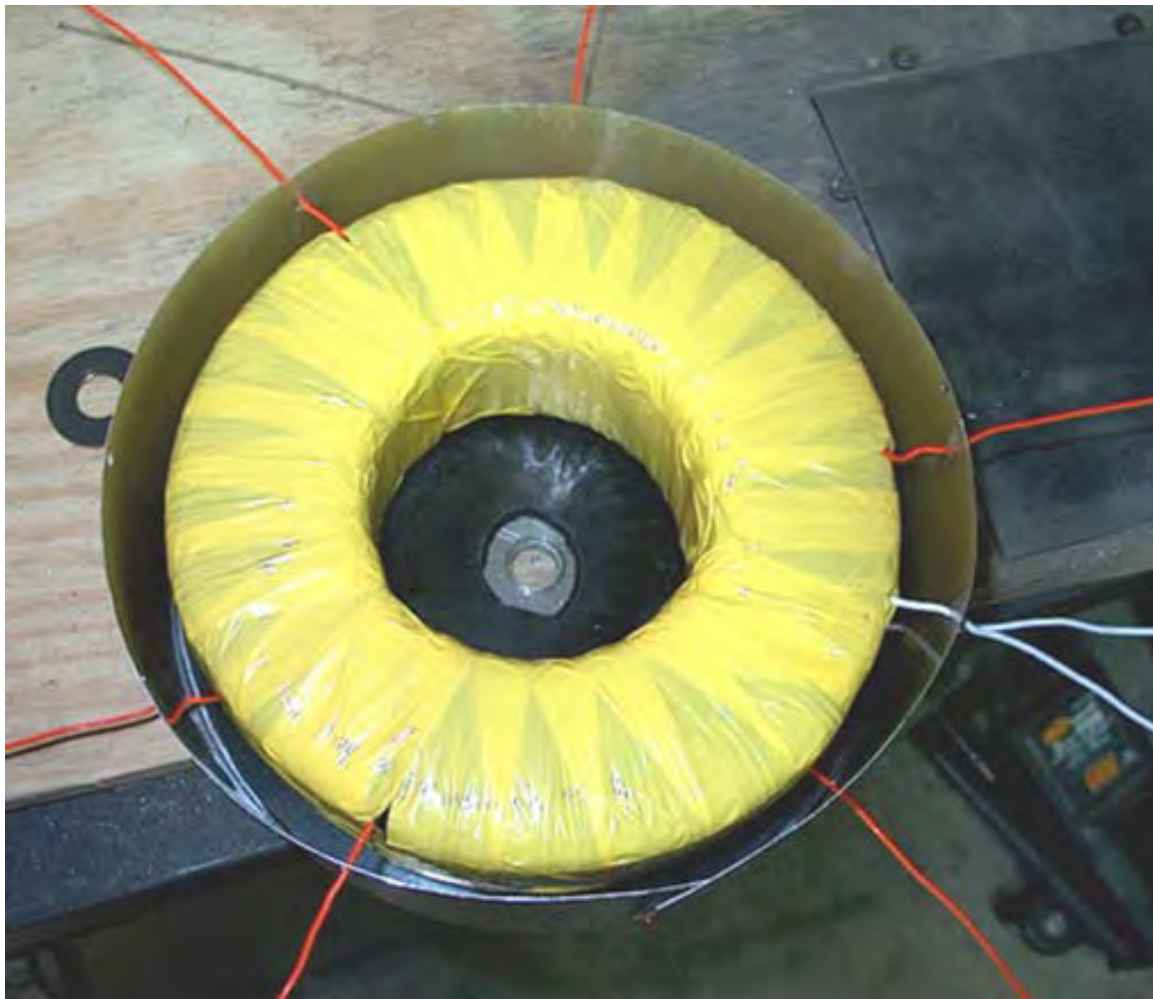
THE WINDING HAS TO BE OF MILITARY QUALITY WITH PERFECTLY SPACED GAPS BETWEEN THE WIRES AT THE OUTER SURFACE OF THE TOROID. THE WIRE HAS TO BE SOLID COPPER WITH A COATING OF SILVER.

THE WINDING IS THEN COATED WITH BEESWAX AND WOUND AGAIN WITH TAPE, **BUT NOT FIBREGLASS WINDING TAPE**. THIS GIVES A FLAT WORKING SURFACE FOR THE THREE 47-TURN PRIMARY WINDINGS :

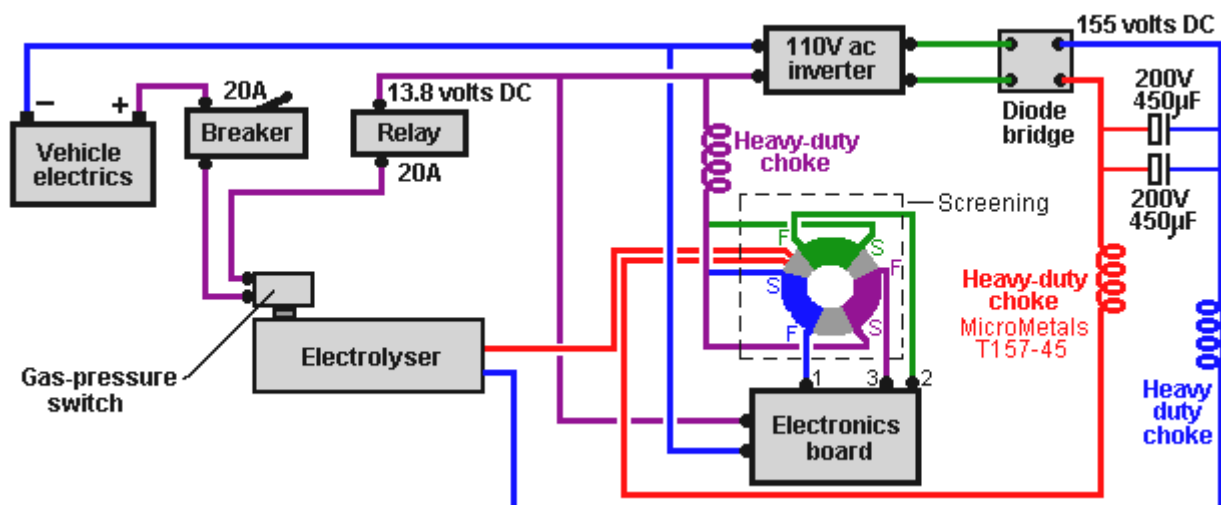


AGAIN, THE QUALITY OF THE WINDING IS CRITICAL AND IT NEEDS TO BE AT LEAST MILITARY GRADE QUALITY OF WINDING. NOTE THAT THE DIRECTION OF WINDING IS COUNTER-CLOCKWISE AS SHOWN.

BECAUSE OF ITS MAGNETIC EFFECTS, THE FINISHED TOROID SHOULD BE HOUSED IN A METAL FARADAY CAGE ENCLOSURE :

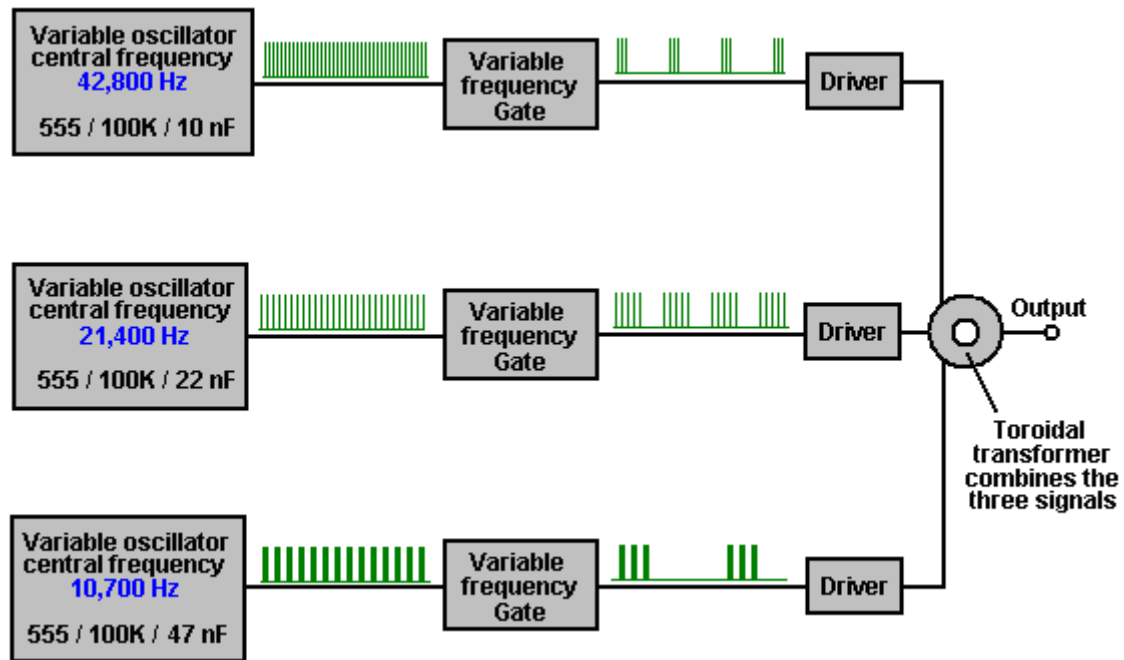


BOB'S CIRCUIT IS :



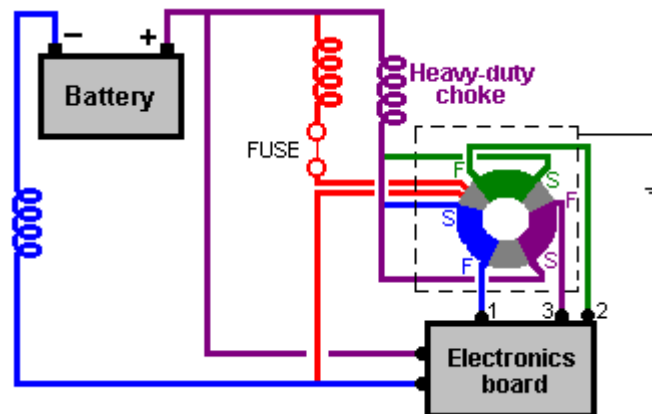
AND THE "ELECTRONICS BOARD" SHOWN ABOVE GENERATES THIS WAVEFORM :





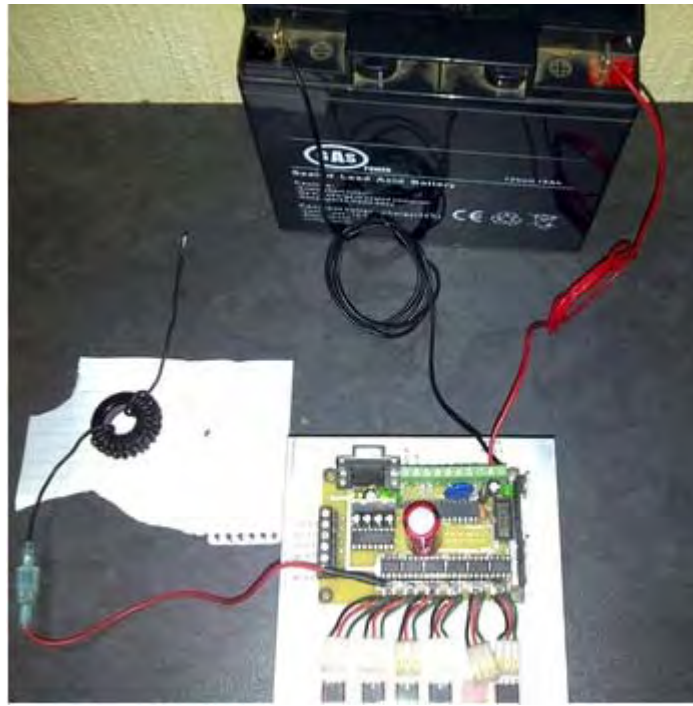
THIS CIRCUIT MUST HAVE A COP=6 OR HIGHER AS BOB ACHIEVES 1200% OF MICHAEL FARADY'S ASSESSMENT OF THE MAXIMUM AMOUNT OF GAS WHICH CAN BE EXTRACTED FROM WATER FOR ANY GIVEN AMOUNT OF ELECTRICITY.

HOWEVER, FOR BATTERY SELF-CHARGING, I UNDERSTAND THAT JOHAN USES A CIRCUIT LIKE THIS :



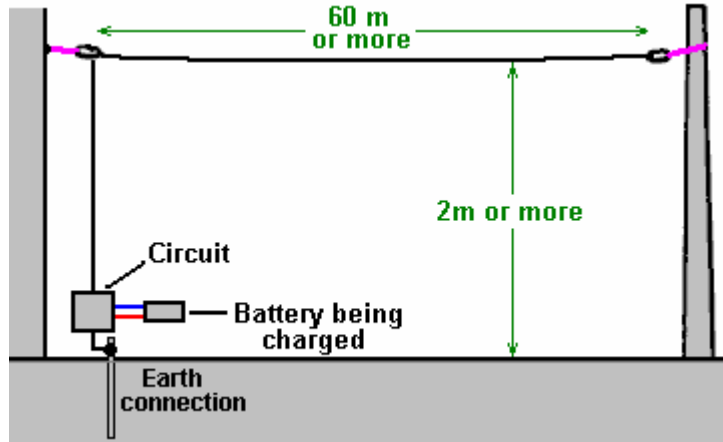
THE CHOKE SHOWN IN RED IN THE DIAGRAM IS ABOUT 18 TURNS ON A SMALL TOROID, BUT THE OTHER TWO CHOKES APPEAR TO BE JUST SIX OR SEVEN LOOPS IN THE CONNECTING CABLES AND NOT WOUND SIDE-BY-SIDE ON A MAGNETIC FORMER

THIS CIRCUIT IS ESSENTIALLY JUST THE SCREENED TOROID DRIVEN BY ITS COMPOSITE SIGNALS AND WITH AN EXTRA CHOKE IN EACH OF THE THREE POWER LINES. A CHOKE BOOSTS THE POWER OF COLD ELECTRICITY WHEN IT PASSES THROUGH THE CHOKE.



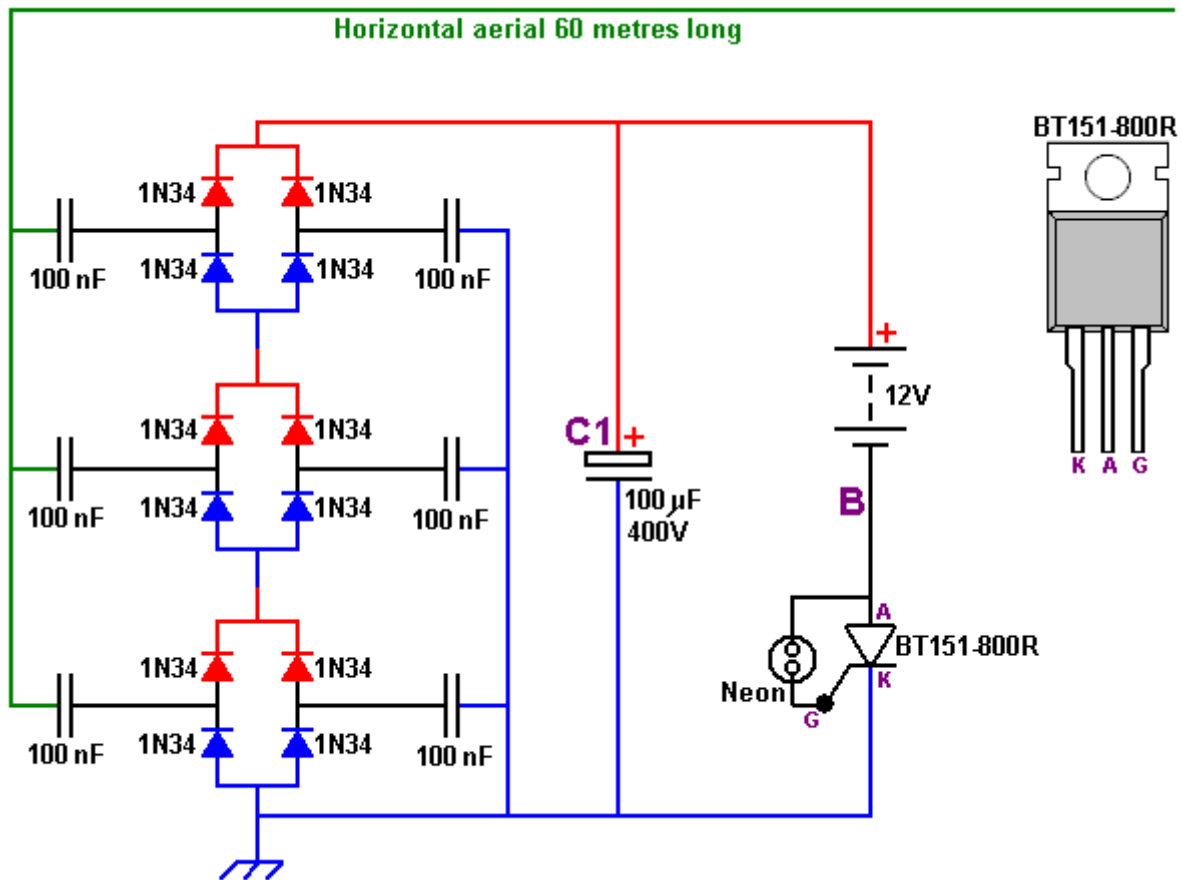
**THE ALEKOR AERIAL SYSTEM**

ALEKOR ALSO USES AN AERIAL TO CHARGE BATTERIES IN THE 1.5-VOLT TO 6-VOLT RANGE. HIS AERIAL IS MAINLY HORIZONTAL :



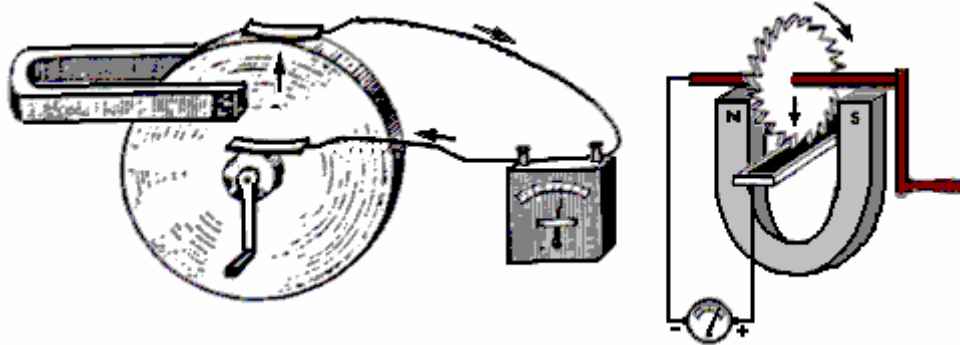
THE LONGER THE AERIAL OR THE GREATER THE NUMBER OF AERIALS USED, THE GREATER THE RATE OF CHARGING. IT IS SUGGESTED THAT THE AERIAL IS CONNECTED BETWEEN THE EAVES OF A HOUSE AND A NEARBY TREE. THE AERIAL WIRE SHOULD BE 0,5 mm DIAMETER OR THICKER AND IT NEEDS TO BE INSULATED FROM ITS SUPPORTS – PLASTIC CORD CAN BE USED FOR THAT.

A MORE POWERFUL VERSION OF HIS CIRCUIT WHICH CAN CHARGE 12-VOLT BATTERIES IS :



WITH A GOOD AERIAL, THE VOLTAGE ON CAPACITOR "C1" BUILDS UP UNTIL THE VOLTAGE AT POINT "B" GETS SO HIGH THAT THE NEON FIRES, DUMPING THE CHARGE ON CAPACITOR "C1" INTO THE BATTERY, CHARGING IT.

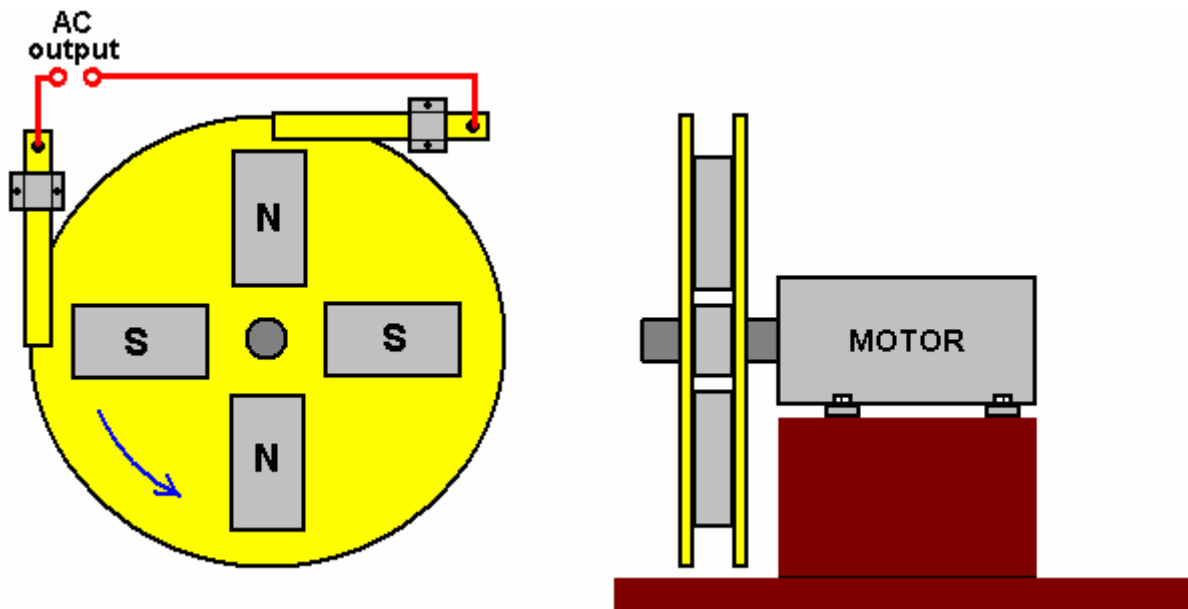
THE HOMOPOLAR OR N-MACHINE OF **MICHAEL FARADAY** (1831) HAS THE PROBLEM OF VERY LOW DC OUTPUT VOLTAGE OF LESS THAN ONE VOLT, ALTHOUGH THE OUTPUT CURRENT CAN BE UP TO 1000 AMPS. THAT COMBINATION SUITS SIMPLE ELECTROLYSIS BUT LITTLE ELSE. FARADAY'S ARRANGEMENT WAS :



WITH THIS ARRANGEMENT, A COPPER DISC IS ROTATED IN A MAGNETIC FIELD AND THAT CAUSES A VOLTAGE DIFFERENCE BETWEEN THE AXLE AND THE OUTER EDGE OF THE DISC. THIS ARRANGEMENT ALSO WORKS IF THE MAGNET IS ATTACHED TO THE COPPER DISC AND ROTATES WITH IT.

THE MAIN PROBLEM IS THAT IT IS VERY DIFFICULT TO PROVIDE A RELIABLE ELECTRICITY TAKE OFF CONTACT FOR THE DISC. HOWEVER, IN 1987, THREE OF THE BORDERLAND SCIENCE TEAM, **MICHAEL KNOW**, **PETER LINDEMANN** AND **CHRIS CARSON** DISCOVERED A VERSION WHICH PRODUCED SAWTOOTH AC OUTPUT. AN AC OUTPUT ALLOWS A STEP-UP TRANSFORMER TO BE USED, RAISING THE OUTPUT VOLTAGE AND LOWERING THE OUTPUT CURRENT.

THEIR DESIGN HAS FOUR FERRITE PERMANENT MAGNETS GLUED BETWEEN TWO METAL DISCS AND FOR ADDITIONAL MECHANICAL STRENGTH, COPPER WIRE WAS WOUND AROUND THE OUTER EDGES OF THE MAGNETS AGAINST FAILURE OF THE GLUE BOND. THE CONSTRUCTION LOOKS LIKE THIS :

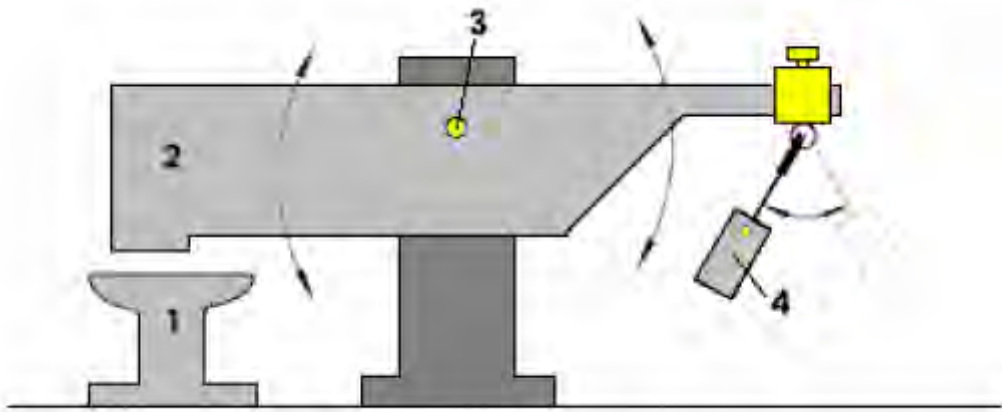


THE OUTPUT CURRENT WAS ESTIMATED AT 100 AMPS. THE OUTPUT VOLTAGE WAS NOT AFFECTED BY THE SPEED OF ROTATION BUT THE FREQUENCY OF THE OUTPUT AC WAS. IT SEEMS IMPOSSIBLE THAT THERE SHOULD BE A VOLTAGE DIFFERENCE ACROSS THE DIRECT SHORT-CIRCUIT ACROSS A SHORT SECTION OF COPPER DISC, BUT THAT JUST DEMONSTRATES OUR LACK OF KNOWLEDGE.

A SPINNING COPPER CYLINDER EXERTS A LARGE SIDWAYS FORCE ON A PERMANENT MAGNET PLACED NEAR IT. THIS DOES NOT HAPPEN WITH CYLINDERS MADE FROM OTHER METALS.

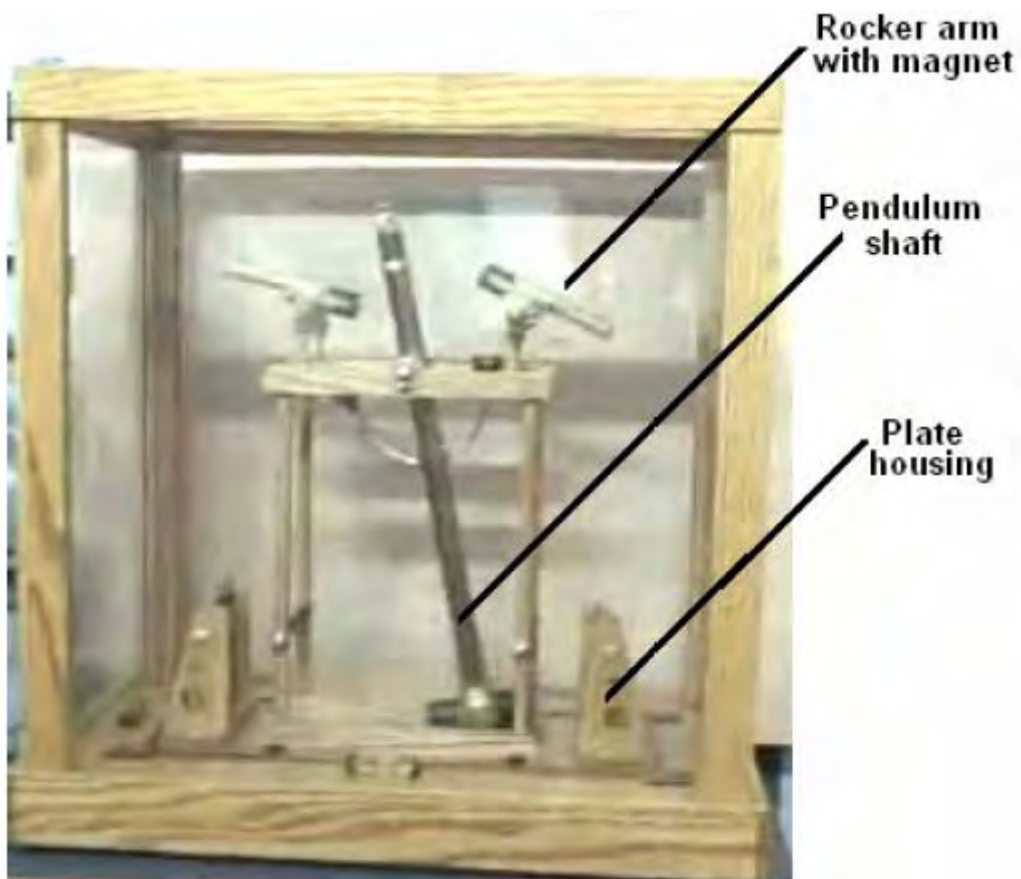
**VELJKO MILKOVIC** DESIGNED A MECHANICAL FREE ENERGY DEVICE WITH A COP=12.

HIS DESIGN IS A COMBINATION OF LEVER AND PENDULUM :



THIS ALLOWS THE TIRING TASK OF PUMPING WATER IN A HOT CLIMATE TO BE MUCH MORE EASILY ACCOMPLISHED BY MERELY PUSHING A PENDULUM OCCASIONALLY WITH ONE FINGER.

THE FOLLOWING PENDULUM HAD BEEN RUNNING CONTINUOUSLY FOR TWO YEARS WHEN THIS PHOTOGRAPH WAS TAKEN :



IT GIVES ITSELF A SLIGHT ADDITIONAL PUSH ON EVERY SWING BY DROPPING A MAGNET PLATE DOWN TO PUSH AWAY THE MAGNETS OF THE PENDULUM 'WEIGHT'.



**THE TIPPING OF THE LEVER ARM DROPS THE MAGNETIC PLATE DOWN INTO A STATIONARY SLOT AND THE APPROACHING PENDULUM MAGNET STORES ENERGY IN THE MAGNETIC FIELD BETWEEN THEM. THEN THAT ENERGY IS RETURNED TO THE PENDULUM AS THE PENDULUM MAGNET MOVES AWAY AND THAT SUSTAINS THE PENDULUM SWING INDEFINITELY.**

**MUCH MORE DETAIL ON ALL OF THE DEVICES MENTIONED IN THIS SUMMARY IS IN THE FREE DOWNLOAD : [www.free-energy-info.com/PJKbook.pdf](http://www.free-energy-info.com/PJKbook.pdf)**