Detroit automakers a decade ago to produce an 80 miles-per-gallon family car. No cars emerged, and the Bush administration halted the venture in favor of its hydrogen strategy.

Some of the president's political opponents contend the hydrogen option is a way of deflecting criticism over administration policies favoring energy production over conservation. "The president seems content with the auto industry's approach: 'Don't make us do anything today'," said the Sierra Club's Daniel Becker. Others say it does not go nearly far enough. Sen. Byron L. Dorgan (D-N.D), chairman of the Democratic Policy Committee, said recently, "It's moving in the right direction. But his proposal is rather timid. I think we need a bolder plan."

Bush's spending plan for the hydrogen project, $1.5 billion over five years, represents a $500 million increase over his current budget. The administration proposes to earmark $273 million for the 2004 fiscal year, but did not offer many specifics yesterday. The funding would support research on fuel cells, vehicle technology and distribution issues.

The magnitude of the goal demands an effort on the scale of the Apollo Moon project, Dorgan said yesterday. "You have to set benchmarks for five, 10 years out."

UNUSUAL PERMANENT MAGNET MOTORS

Thomas Valone

Integrity Research Institute,
www.integrityresearchinstitute.org
1220 L St. NW, Suite 100-232, Washington, DC 20005
Email: iri@erols.com

Abstract

Permanent magnet motors that try to achieve unusual overunity efficiencies with changes in wiring geometry, electronic switching schemes and magnetic configurations often are not successful. There are some designs that should be regarded as conventional and others as promising. Hopefully this article will help the reader to tell the difference before investing or accepting investment. Note: patents can be viewed for free at www.uspto.gov and also http://gb.espacenet.com/espacenet.

Introduction

An article about permanent magnet (PM) motors would not be complete without first reviewing the basic configurations that are present on the market today. Commercial PM motors are necessarily DC motors since their magnets are permanently polarized before assembly. Many PM motors which use brushes are switching to brushless motors that promise less friction and wear. Brushless motors include electronic commutation or step motors. A step motor, often used in the automotive industry, offers more continuous duty torque per unit of volume than any other electric motor but it is often a lower speed motor. The electronic commutation design is applicable to the switched reluctance (SR) motor. The SR motor substitutes soft iron in the place of higher cost permanent magnets for the outer stator and instead has an inner PM rotor.

Brushless motors in general produce torque from current in the armature by the application of Faraday's Law. The ideal PM motor has a linear torque vs. speed curve. There are both outer rotor and inner rotor designs that are standard in PM motors.

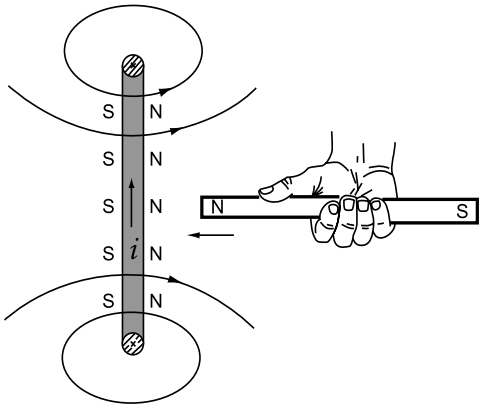

Fig.1

Lenz's Law
Induced B-field opposes motion.

To point out the focus of many of the problems with analyzing motors, the *Motion Control Handbook* (Designfax, May, 1989, p. 33) says that there is a "very important relationship between torque and back emf that is sometimes not understood." This relates to the electromotive force (emf) that is produced by the application of a changing magnetic field (dB/dt). In engineering terms, the "torque constant" (N-m/amp) equals the "back emf constant" (V/radian/sec). In physics, the motor terminal voltage

is equal to the back emf minus the IR drop due to internal resistance. (Example: V = 8.3 v, back emf = 7.5 v, IR drop = 0.8 v.) This physics principle, also referred to as **Lenz's Law**, was discovered by Friedrich Lenz in 1834, three years after Faraday invented the homopolar generator. The oppositional nature of Lenz's Law, and its back emf, is built into a physical law called **Faraday's Law**, which is at the root of motor drive. The back emf is the reaction of the changing current in the coil. In other words, the changing magnetic field naturally creates a back emf because they are equivalent.

Therefore, it is recommended that Faraday's Law be carefully reviewed first before proceeding. An article such as "Faraday's Law—Quantitative Experiments" (*Amer. Jour. Phys.*, V. 54, N. 5, May, 1986, p.422) will help convince the valiant new energy experimenter that the change in flux which causes a back electromotive force (emf) is INHERENTLY equal to the back emf. It cannot be avoided or circumvented for excess energy benefit, unless the amount of magnetic flux change per time is also altered. They are two sides of the same coin. The energy into an inductive coil style of motor will naturally equal the energy out. Also referred to as "electrical induction," the changing flux "induces" a back emf.

Switched Reluctance & Field Switching Motors

To explore an alternative method for inducing motion, the "Permanent Magnet Motion Conversion Device" by Ecklin, patent #3,879,622, uses rotatable shutters for alternately shielding the poles of a horseshoe magnet. Repeated again in the Ecklin #4,567,407 "Biased Unitized Motor Alternator with Stationary Armature and Field," the idea of switching the magnetic field with a "flux switch" is common to these types of motors. To illustrate the underlying principle, Ecklin states, "The rotors of most of today's generators are repelled as they approach a stator and are attracted back by the stator as soon as the rotor passes the stator in accordance with Lenz's law. Thus, most rotors face constant nonconservative work forces and therefore, present generators require constant input torque." However, "the steel rotor of the unitized flux switch alternator actually aids the input torque for half of each rotation as the rotor is always attracted and never repelled. This construction makes it possible for some of the current or power fed to the motor windings to magnetically feed through a solid magnetic path to the AC output windings ..." Unfortunately, Ecklin still to this day has not achieved a self-running machine.

Also related is the Richardson patent #4,077,001 which discloses a low-reluctance keeper physically moving in and out of engagement with the ends of a magnet (p.8, line 35). Lastly, the Monroe patent #3,670,189 uses a related principle but accomplishes gating with the passing of rotor poles between permanent magnet stator poles. Monroe's claim 1, seems by its length and detail, to have almost guaranteed its patentability but of course its utility remains questionable.

It seems unlikely that as a closed system the Field Switching Motor can become self-running. In many examples, a small electromagnet will be necessary to help push the keeper into a synchronized rhythm. The Magnetic Wankel from Popular Science (June, 1979) can be compared in a basic manner to this type of invention. Also, the Jaffe patent #3,567,979 can also be compared (see abstract). The Minato patent #5,594,289 is also of a similar type as the Magnetic Wankel and quite intriguing to many people.

It has been found with inventions such as the Newman motor (U.S. Patent Application Serial No. 06/179,474), a nonlinear effect such as an impulse voltage is advantageous for overcoming the Lorentz force conservation effect of Lenz's Law. Also similar is the mechanical analog of the Thornson inertial propulsion device which uses nonlinear impact to transfer momentum along an axis perpendicular to the plane of rotation. A magnetic field contains angular momentum which only becomes apparent under certain circumstances such as Feynman's Disk Paradox, where it is still conserved. The impulse technique may possibly be used to advantage in this Field Switching Motor if the field switching can be done fast enough, with a rapid rise time, but more research is needed.

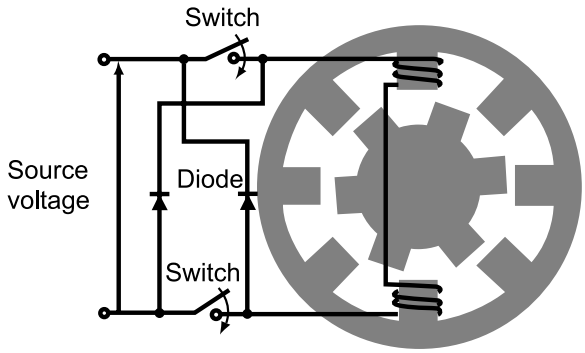

Fig. 2
Switched Reluctance Motor (*IEEE Spectrum* 1/97)

The best Switched Reluctance Motor that also has full accommutation is the Dr. Harold Aspden patent #4,975,608 which optimizes the performance of the coil input and operating above the knee of the B-H curve. Switched reluctance motors are also explained and praised in *IEEE Spectrum* (1/97).

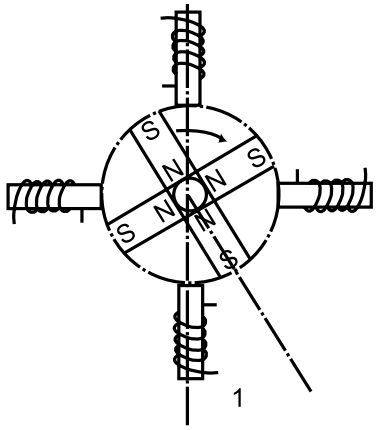

Fig. 3

Adams Motor

The Adams motor has attracted many followers including an endorsement from *Nexus* magazine as the best free energy motor they have seen. The performance of the machine, however, can be fully explained by Faraday's Law. The pulsing of adjacent coils which moves a magnetized rotor is actually following the same configuration as a standard switched reluctance motor. The delay that Adams speaks of in an Internet posting of his motor can be understood from the exponential voltage (L di/dt) of the back emf. The latest addition to this category, which gives credit to the Adams motor, comes from down under with PCT WO 00/28656 awarded to Brits and Christie in May, 2000. The simplicity of this motor is immediately obvious with the switchable coils and permanent magnet on the rotor. The patent also makes it clear that the "input DC current as supplied to the stator coil produces the magnetic repulsion force and is the only outside input to the overall system for total movement...." It is a well-known fact that all motors work on this principle. The key to their design is on p.21 of their patent where the inventors want to "maximize the influence of back EMF which tends to maintain rotation of the rotor/armature in a single direction." All of the motors in this field-switching category try to achieve this effect. Figure 4A of Brits and Christie disclose the voltage sources "VA, VB, and VC." Then, on page 10 it is stated, "At this time current is applied from the power source VA and continues to be applied until the brush 18 is no longer in contact with one of the contacts 14 to 17." There is nothing unusual about this design compared with the more sophisticated attempts listed previously in this section. All of these motors require an electrical power source and none of them are self-running.

When pulsing a coil with the passing of a permanent magnet, a suggestion that would help prove the claim for free energy is not to use battery power for the coil current. Instead, the amazing Weigand wires are recommended (*Pop. Sci.*, May, 1979) that exhibit a huge Barkhausen jump of magnetic domain alignment and a very well-defined pulse shape. Having a coil wrapped around a Weigand wire produces a substantial pulse of several volts with a changing external magnetic field passing a certain threshold. No electrical input power is required for this pulse generator.

Toroidal Motor

As compared to motors on the market today, the unusual design of the toroidal motor is similar to the Langley patent #4,547,713 with a two-pole armature in the center of the toroid. If a single-pole design is chosen, with for example North poles at each end of the armature, this would resemble the radial magnetic field for the armature which the VanGeel patent #5,600,189 uses. The Brown patent #4,438,362 assigned to the Rotron company, utilizes varying magnetization segments for a rotor in a toroidal air gap. The best example of a carousel toroidal motor is the Ewing patent #5,625,241, which also resembles the Langley patent mentioned above. Based upon magnetic repulsion, the Ewing invention uses a microprocessor-controlled carousel, basically to try and take advantage of Lenz's law and get a jump ahead of the back emf. The Ewing invention may be seen in operation, with co-inventor David Porter, in the commercial video, "Free Energy: The Race to Zero Point." Whether it may be more highly efficient than other motors on the market remains an open question. As the patent states, "it is also possible to operate the device as a motor using a pulsed direct-current power source" (col. 7, par. 30). It also contains a programmable logic controller and power control circuit which the inventors thought would send it over the top of 100% efficiency.

Unless a prototype proves to be successful in achieving a torque or force conversion linkage, the internally propelled magnet may be left without a practical application. Commercialization of these types of motors may not be favorable, since many competing designs are currently available on the market, with high flux linkage.

Linear Motors

The area of linear induction motors is well known in the literature. Schaum's Outline Series, *Theory and Problems of Electric Machines and Electromechanics* (McGraw Hill, 1981), explains that these are the same as cutting the rotor and stator of a standard induction motor and laying them out flat. The late Dr. Laithwaite, author of

Motion Without Wheels, was famous for monorail designs for trains in England based on linear induction motors.

The Hartman patent #4,215,330 is an example of one that achieves a linear motor transportation of a steel ball up a magnetized incline of approximately 10 degrees. Another invention in this category is the Johnson patent #5,402,021, which uses permanent arc magnets on a four-wheel cart, exposed to a parallel track of alternating permanent magnets which are in a fixed position. An even more amazing permanent magnet patent is the Johnson #4,877,983 which an eye witness has seen operating at the Johnson home in a closed loop for hours. It is reasonable to assume that a pickup coil could be positioned nearby so that each trip would result in a pulse of electricity to charge a battery. The Hartman patent could also be arranged in such a circular track so that perpetual motion of the first kind can finally be demonstrated.

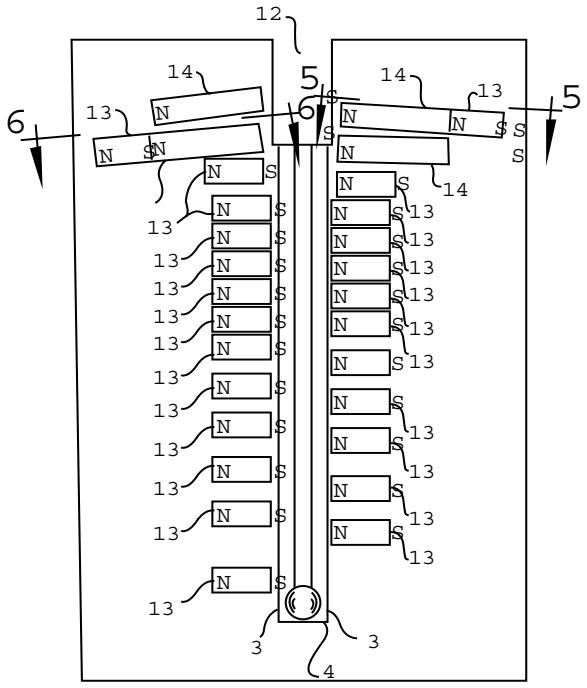

Fig. 4

Hartman patent #4,215,330

The Hartman patent is based upon the same principle as the famous electron spin experiment in physics called the Stern-Gerlach experiment. With an inhomogeneous magnetic field (one that is non-uniform) the force on an object with a magnetic moment is the gradient of the potential energy. Every physics textbook points out that this type of field, that is strong at one end and weak at the other end, will result in a unidirectional force on the magnetic object equal to dB/dx. That is exactly what the Hartman patent possesses (note spacing of magnets). Therefore, the resulting force propelling the ball up a ten degree incline, in the x direction, is in keeping with the laws of physics.

With state-of-the-art magnets, including ambient temperature superconducting magnets which are now finishing the development stage, a demonstration of impressive cargo weight will be shown to be transportable without maintenance electricity costs. Superconducting magnets have the unusual property of retaining the initial magnetized field for years, without the need for periodic energization to restore the initial field strength. Examples of the state of development of the superconducting magnet market can be found in the Ohnishi patent #5,350,958 (lack of cryogenics and lighting system output) as well as the reprinted article from *IEEE Spectrum*, July, 1997 on magnetic levitation.

Static Electromagnetic Angular Momentum

In a provocative experiment with a cylindrical capacitor, Graham and Lahoz (*Nature*, V.285, No.15, May, 1980) have expanded upon the proof published by Einstein and Laub in 1908 that the Lorentz force needs an additional term to preserve action and reaction. The article they cite has been translated and published in my book, *The Homopolar Handbook* (described below). Graham and Lahoz emphasize that there is a "real angular momentum density to r x (E x H)/c^2" and suggest how to see this energy effect in permanent magnets and electrets.

This is encouraging work, with an impressive source of Einstein and also Minkowski for its information. It is possible that it may have a direct application for the homopolar generator as well as the magnetic energy converter mentioned below since both have an axial magnetic field and a radial electric field like the cylindrical capacitor experiment of Graham and Lahoz.

Homopolar Motor

My book, *The Homopolar Handbook* (HH), covers experimental tests and history of the Faraday discovery, including Tesla's contribution to it. Recently however, there have been new developments into a multi-rotor design of a homopolar generator, similar to the invention of John R. R. Searl.

Recurring interest in the Searl device, as pictured on the cover of *Antigravity*, the biography of Searl by John Thomas, should also center on the

homopolar generator (HG). Preliminary analysis reveals that there are actually two separate HG phenomena occurring simultaneously, one which can be called the "revolution" effect (#1) and the second that could be called the "rolling" effect (#2). The first effect can be visualized as magnetized segments of an imaginary solid ring revolving around a common center. As suggested by drawings in HH, p.141-2, there are precedent designs that allow for segmenting an HG rotor.

With this model in mind, the #1 effect can be calculated, for 1 Tesla strength magnets, magnetized axially, adjacent to a single ring 1 meter in diameter, to produce more than 2 volts emf across each roller, (E-field directed radially from outer diameter of rollers to outer diameter of the adjacent ring) with say, 500 RPM. Note that this #1 effect is independent of any rolling of the magnet. The magnetic field in an HPG is tied to space and not to the magnet so rolling will not affect this large scale homopolar generator's Lorentz force effect (HH, p.10).

The #2 effect, located within each roller magnet, is the one noted in *Electric Spacecraft Journal*, Issue 12, 1994, (HH, p.160) where each roller, is a small homopolar generator. This effect is found to be somewhat weaker as it generates electricity from the center of each roller to its periphery. This design is like Tesla's HG (HH, p.81) where a rolling belt is contacting the outer edge of a circular magnet. With rollers in the vicinity of a tenth of a meter in diameter rolling, without slipping, around a 1 meter ring, approximately a half of a volt will be generated. The Searl design of ring magnetic material will normally strengthen the roller's B field.

It is important to realize at this point that the principle of superposition applies to these two effects. The #1 effect is a uniform E field across the diameter of the roller. The #2 effect is a radial effect as stated above (see HH, p.6-8). However, only the emf in the section of a roller between the two contacts, say at the center of the roller and its edge which contacts the ring, will actually cause current flow in any external circuit. This realization means that the effective voltage from the #1 effect will be half of the available emf, or a little more than 1 volt, which is still about double of the #2 effect. Upon applying superposition in the limited region indicated, we also find that the two effects oppose each other and the two emfs must be subtracted. The result of this analysis is that approximately one half of a volt of regulated emf will be present to generate electricity from a single set of rollers and one ring about 1 meter in diameter. As current is drawn, a Ball Bearing Motor effect will also take place (HH, p.54) that actually pushes the rollers along, assuming the roller magnets have a reasonable conductivity *(Thanks to Dr. Paul La Violette for this reminder)*.

In a related work, (*Tech. Phys. Lett.*, V. 26, #12, 2000, p.1105-07), Roshchin and Godin have published experimental results of their one-ring device, called a "Magnetic Energy Converter," with rolling magnets on bearings. It was designed as an improvement to the Searl device. Though my above analysis does not depend upon the ring being made of magnetic material, Roshchin and Godin did so. Their findings are encouraging and detailed enough for researchers to find renewed interest in this type of magnetic motor.

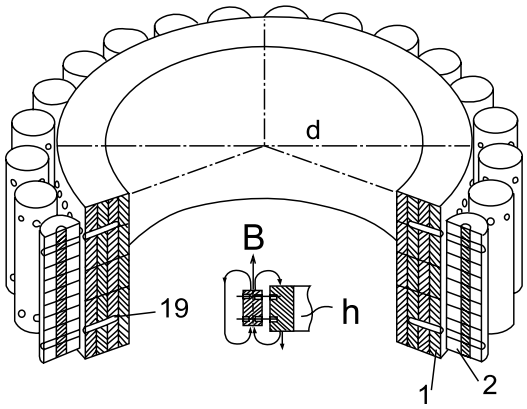

Fig.5

Magnetic Energy Converter in the experiment by Roshchin and Godin (Russia)

Conclusion

So far, a couple of permanent magnet motors may have achieved perpetual motion, which exceeds 100% efficiency. Of course, conservation of energy concepts have to be considered and the source of the alleged extra energy examined. If permanent magnet field gradients do offer a unidirectional force, as the textbooks predict, then it is about time for its conversion toward useful work. The roller magnet geometry, now called a "magnetic energy converter" is also a unique style of magnetic motor. Exemplified in the Russian patent #2155435 by Roshchin and Godin, it is a magnetic motor-generator that shows potential for excess energy output. Since it relies upon the circulating cylindrical magnet rolling around a ring, the design is actually a generator rather than a motor. However, as they utilize the torque produced by the self-sustained motion of the magnets to run a separate electrical generator, it is working as a motor.

Reprint from Proceedings of Institute for New Energy Conference, 2001