



Fig. 7
Making Connections



Fig. 9
Special Wiring & Guages



Fig. 8
About Ready



Fig. 10
Car Unveiling

Trends in the Application of Motor-Generators

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If the Tilley generator-motor should enter into the world market, some curious consequences may result, the most important being the transition of the Honda and Toyota hybrid cars into full fledged electrics.

First of all, a comparison should be drawn between the Tilley and the two hybrid cars presently being sold, the Honda Civic and the Toyota Pirus should be made.

The Honda Civic and the Toyota Pirus both use charging systems with a gasoline motor for better mileage. The Tilley motor-generator is a stand-alone electric vehicle. The Honda motor-generator is just

60mm thick and provides (10kW or 13hp). The Toyota Pirus has a 44hp unit (American Version) which feeds power into electric motors at the wheels. Both Honda and Toyota gasoline motors are off at 0 mph. Only the electric system is used until the power demand reaches 10 kW; then the gasoline motor automatically kicks in. The Pirus is able to get higher milage in city driving than in country driving from the fact that the ratio of the power from the electric part to power to the gasoline part of the motor is greater at lower than at higher speeds, that is, less power is needed to run the car in city driving than in country driving because of the lower speeds and air resistance.

American car companies are beginning to develop their own starter-generators to "save an extra 10% on the gas milage". Are they doing this because they don't want to be left behind in the milage competition or because they really understand the nature of the starter-generator motors used by the companies producing the hybrids?

With the advent of the Tilley motor-generator, a new factor enters into the situation. If the system proves valid, does this mean that Honda and Toyota are out of the running? Hardly not! It is likely that these companies have allowed or even planned for this contingency with larger capacity motor generators which would do a similar job. With their fine cars and superb engineering, the transition from a hybrid to a pure electric might be costly but not too difficult to engineer. Each of the two hybrid companies may already have been built, tested vehicles of this nature. However, since the primary purpose of the car companies is to make money it is doubtful if this full-fledged fossil fuel-less type will be placed on the market unless competition so requires. A car using the Tilley motor-generator might certainly push them in this direction.

Should the Tilley remains undeveloped, one might expect the second level hybrid car to arrive in a few years from Honda and Toyota. These cars should have greater electric generator-motor capacities and smaller gasoline engines. These systems could give small cars much higher gas milage and could also be placed in larger, more elegant vehicles such as the Honda Accord and the Toyota Camrey.

The transition to fuel-less motors should hopefully be slow and painless for both the pocket book as well as the human psych. If scientists cannot be convinced by studying conventional scientific laws on how these motors work, perhaps they will better see the need for the promulgation of new laws in this area.

We know that at the present time, both Honda and Toyota motor generators (M.G.) have a powers assist function while the Tilley stands alone. Let us look at

the present situation (we will use the Toyota U.S. M.G. because it is the more powerful version):

Honda and Toyota classify their M.G.'s as permanent magnet types; Carl Tilley says his is an advanced D.C. motor.

Power output:

Honda is given at 10 kW at 3,000 rpm or 13 hp

Toyota is 33 kW at 1,040-5,600 rpm or 44 hp

Tilley is up to 135 hp depending on rpm's

Voltage/Battery (Ni-MH=Nickle Metal Hydride, AH=amp hours)

Honda: 144V, 120 Ni-MH cells@1.2V ea., 6.5 AH

Toyota: 274V, 228 Ni-MH cells@1.2V ea.

Tilley: 144V, 12-12V lead acid (Wal-mart), 1200AH

Physical Characteristics of each M.G.

Honda: 60 mm wide

Toyota: unknown

Tilley: 9" dia., 146 pounds

The main effort should be to implement the transition away from the use of fossil fuels. We know this can be done but it takes proper attitude. Proper attitude takes knowledge and knowledge takes willingness to learn. Willingness to learn takes desire to learn and desire to learn takes humility. Unfortunately, humility is a characteristic that many people, especially learned ones lack. *Editor's: Carl Tilley's comments are also given below.*

Very Good...you seem to know what we already were aware of...before we could mass produce our Tilley car I am sure some auto company would come out with basically the same thing...I do believe they already have it and they are just waiting for the right time. The good news is that at least the Tilley car lighted their fire to get them started.

Carl Tilley

Read in the next issue!

In April 12 of 2003 scientific conference "The Time Machine" was organized by Faraday Laboratories Ltd in Moscow. There were presented the reports by V.A. Chernobrov, A.V. Frolov, A.V. Rykov, E.D. Sorokodum, V.J. Kosyev, A.N. Solonyi, V.A. Atsukovsky. There was discussed design of the device made by Faraday Laboratories Ltd. as well as main principles of control on temporal characteristics of physical processes by changing of density of space energy, i.e. aether density according to patent claim.

Details are in the next issue!