

# Perfect Energy Source

## Minato wheel. Experiments in Sweden



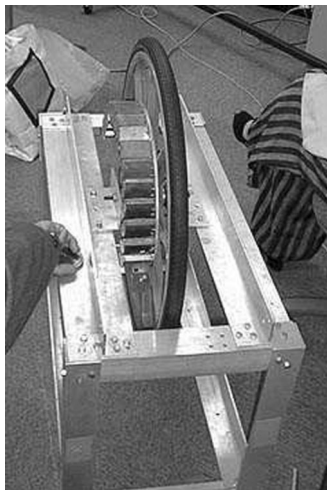
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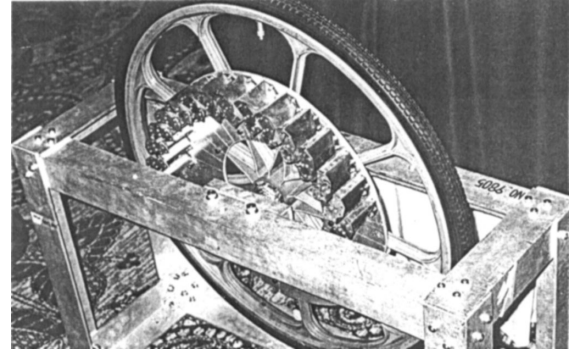
The self-running bicycle wheel was shown to the public at the First International New Science Symposium in 1997, held in Korea. The inventor of the wheel, Mr. Kohei Minato, was a speaker during the symposium. On [www.keelynet.com](http://www.keelynet.com) you can find the quote of an eyewitness:

"The motor is actuated by moving the N pole of a large permanent magnet (the drive magnet) toward the wheel. As this magnet is moved toward the wheel, the wheel starts to spin. As the magnet is moved closer to the wheel it spins faster.

The acceleration of the wheel is rapid. So rapid in fact, as to be startling. To put it another way I was very impressed. The motor works. And it works very well. In the film clip (see <http://fdp.hemsida.net>) a slight pumping action of Minato's hand holding the magnet is apparent. When I braced my hand so that there was no pumping action, the motor still ran. In fact it seemed to run better.

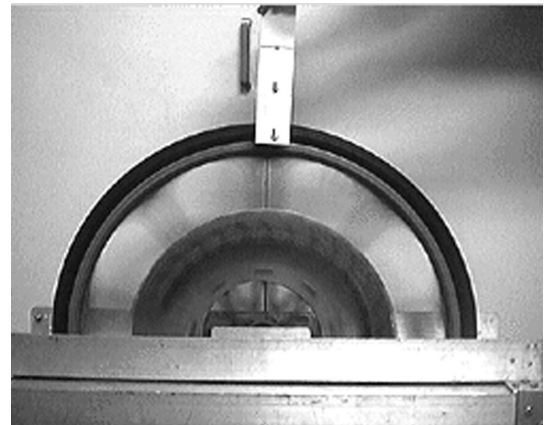


**Fig. 1**

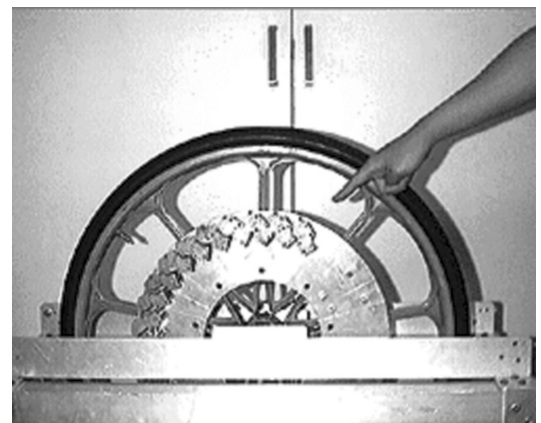


**Fig. 2**

Pumping action by the hand held magnet **is not** the power that drives the motor. When the drive magnet is moved away from the wheel it coasts rather quickly to a stop and comes to rest in a manner typical of any spinning bicycle wheel. Again when the wheel is at rest and a large magnet is moved up to the wheel it starts to spin. At no time it is necessary to touch the wheel to get it rotating."



**Fig. 3**



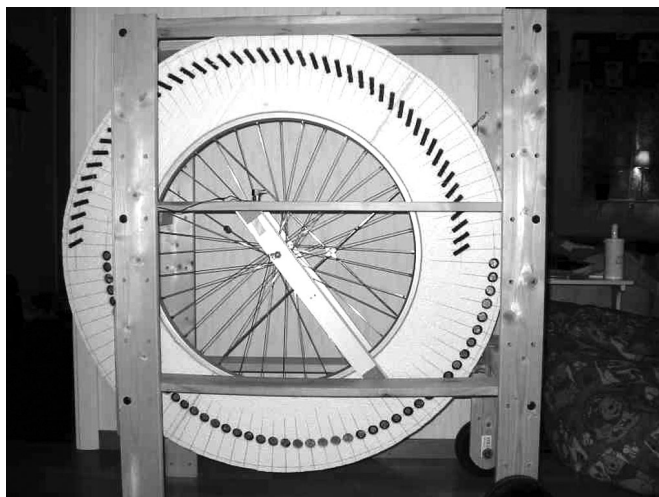
**Fig. 4**

Since the symposium in 1997 and the first publications in the Internet several people have tried to replicate the wheel, as it seemed to be a **perfect energy source for the future**. Some claims are made that replication was successful but no proof in the form of pictures or video clips are given.

Because I have a great interest in magnets and free energy and the fact that I did a lot of experiments to find a device that could be rotated only by means of permanent magnets, I decided to try to replicate the wheel by myself.

This journey started by searching on the Internet and collecting all the material that was available. A good way to sort all the found material was building my own website at <http://fdp.hemsida.net> where all my findings are presented.

One of the devices I build was made from a 'how to build a Minato wheel'-manual that I found on the Internet.

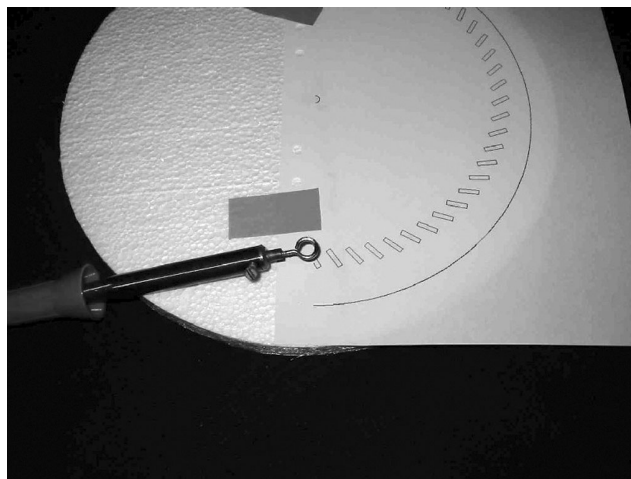


**Fig. 5**

Unfortunately this wheel did not show any movement at all. I mounted the magnets at several angles and distances from the rim without achieving any positive results. Since the size of the wheel (1 meter diameter) was not very practical to handle and since the results were negative I searched for an easier way for testing. I found that the use of Styrofoam, an old turntable and Neodymium disc magnets kept the whole project within the edges of my kitchen table. I developed a computer program to help me design wheels, since I want to be able to replicate my own wheel, in case I find a model that works. I do not believe in an engine that works after several weeks of tuning and that fails to function as soon as one magnet is replaced. Individual tuning is okay to optimise a working design but if a design does not show the potential to rotate by itself it's a flawed design.

**After optimising the way to build the small wheels, I could design and make a wheel in 30 minutes.**

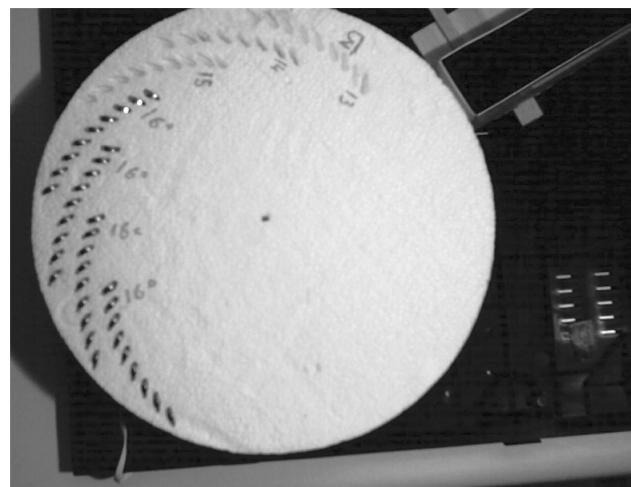
**I made a test scenario and the results for every test were posted on the web site.**



**Fig. 6**

I searched for the 'perfect' angle, number of magnets and position. The set-up with the strongest thrust was used as the base for the other experiment. By this time I realized that I was not really trying to rebuild the Minato wheel but that I wanted **a rotating device, powered by permanent magnets**.

When for the first time I decided to split a track of magnets that covered 180 degrees of the wheel in a number of smaller tracks, **the results became much better**.



**Fig. 7**

By using this way of placing the magnets, every track differs a little bit from the next track, depending on its place on the wheel. The angle of the magnets influences on the thrust that is given by the stator magnet, depending on the speed that the track is entering the magnetic field of the stator. In other words: the track at the beginning of the wheel, with magnets covered side of the wheel, gives less thrust than the track at the end. This is important since a track with a lot of thrust has a big 'sticky spot' that should pass the stator. This 'sticky spot' stops the wheel during its rotation just before the first track enters the magnetic field of the stator.

During the last experiments the stator magnet changed place and pushed against the magnetic fields of the tracks from above. Simply because more thrust was developed by this way. The next wheel will have the tracks mounted on a different level. It means that the first track will have a bigger distance to the stator magnet than the last track. This should make the sticky spot weaker and the final 'kick off' stronger. The final wheel will be mounted vertically, like the Minato Wheel.

Thanks to the invention of the Neodymium magnet in 1983, magnets became much more powerful while the size and length decreased. Before 1983 a lot of the

experiments could not be done since the size of the magnets made the positioning of several magnets in tracks like this was impossible. It is my personal believes that the strength of these magnets will lead to results that are impossible according to the physical law books, because these magnets did not exist when those books were written.

Until the moment I write this I have not found the perfect energy source yet but by exploitation all the material and findings on my web site I hope that more people get interested and will help searching for a great energy device that will not pollute the air which our children and grand children have to breath.

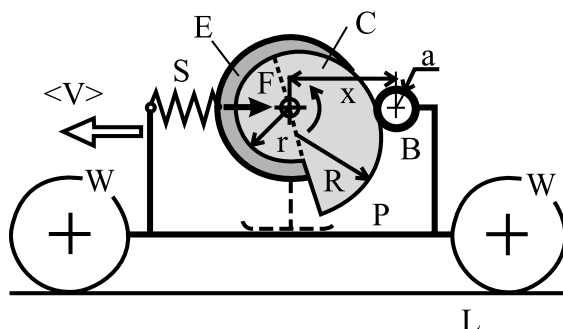


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*The article presents results of the experimental study of the motion created by vibrations of an internal mass of the system of bodies accompanied by impacts of the unbalanced load with the external body. This type of propulsion drive is known by a number of names. Among these are the **vibrational propulsion device** and **reactionless machine**. Sometimes it is called the **inertioid** [1, 2]. The vibrational transposition is proved to go on by means of internal forces of a system of bodies [3-5]. The Tolchin's inertioid [6] is considered to be the first device that used the forces of inertia to create the reactionless infinite motion in space. We are not in a position to be a judge of this. There exist a number of projects of such machines but experimental results concerning such kind of motion are very limited. Below there are the experimental results on average velocities of such a motion and the description of a propulsion device a main particularity of which is absence of wheel-drive.*



**Fig. 1**

Schematic representation of a vibratory-impact self-transposition

The unbalanced load in this device is an electric motor  $E$  of mass  $m$  that executes undamped vibrations

relative to a platform  $P$  of mass  $M$  with four wheels  $W$  which can roll on a horizontal surface  $L$  with rolling friction the coefficient of which is  $k$ . The frictional force is determined to be a force which adjusts to keep the cart from motion across a surface. A disk cam  $C$  at one end of the axle of the motor ensures a prescribed character of the vibrations and elastic impacts between the load  $m$  and the follower  $B$  of radius  $a$ . In present experimental device, the cam  $C$  consists of two semicircles of different radii  $r$  and  $R$  as it is shown in Fig.1. In this experiment  $r=0.03\text{m}$ ,  $R=0.05\text{m}$  and  $a=0.01\text{m}$ . The electric motor and the platform are coupled by a connecting spring  $S$ . The force  $F$  by means of which the electric motor is pressed to the follower varies linearly from  $F=4\text{N}$  at  $x=0.04\text{m}$  to  $F=4.8\text{N}$  at  $x=0.08\text{m}$ . The compressed spring  $S$  is necessary not only for creating close contact between the cam and the follower. The restoring force of the spring produces the transposition of the cart in a direction opposite to  $F$  when the follower moves without contact from  $x=2R-r+a$  up to an impact at  $x=r+a$ . The impact suppresses the transposition. Another mode of transposition is also possible when the impact of the cam on the follower is a reason of the transposition of the cart in the direction of the force  $F$ . In this case the frictional force extinguishes the transposition of the cart.

Friction between the load of mass  $m$  and the cart is negligible since the corresponding effective coefficient is less than 0.001. The same is for the friction between the cam and the follower. The mass of the spring is  $m_s=0.007\text{ kg}$ , and the mass of the cam is  $m_c=0.019\text{ kg}$ . The total mass of the wheels is  $m_w=0.082\text{ kg}$ . This value can be useful for a theoretical