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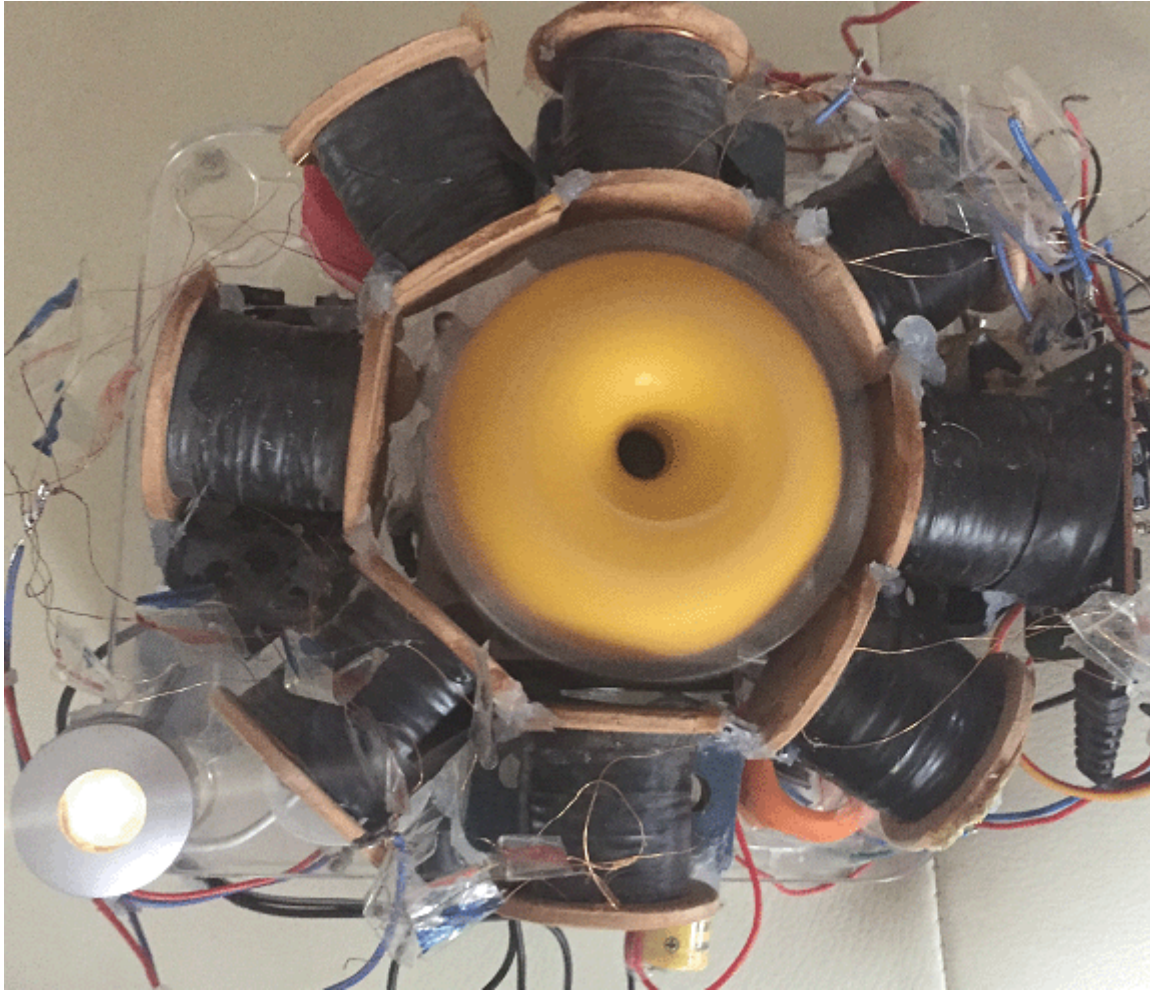
WE LIVE SURROUNDED BY AN ENERGY FIELD OF EFFECTIVELY UNLIMITED POWER. WE CAN ACCESS THAT POWER FOR OUR OWN USE IN TWENTY DIFFERENT WAYS. HOWEVER, IF THE METHOD OF ACCESSING THAT ENERGY IS A PASSIVE ONE, THEN PLEASE UNDERSTAND THAT YOU, YOURSELF CAN AND WILL AFFECT THE FLOW OF POWER. THAT EFFECT IS CALLED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

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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)

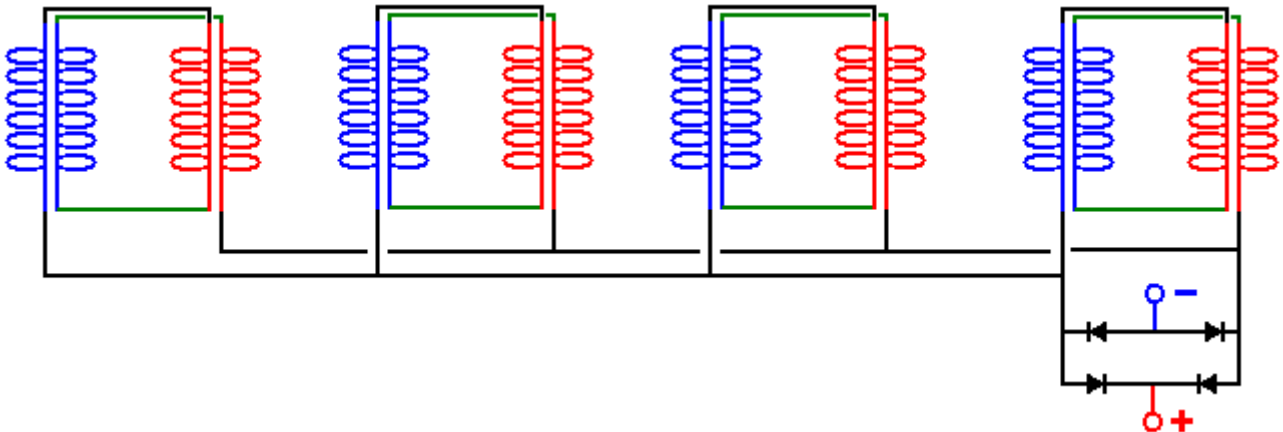
**THE DENIS SABOURIN GENERATOR :**



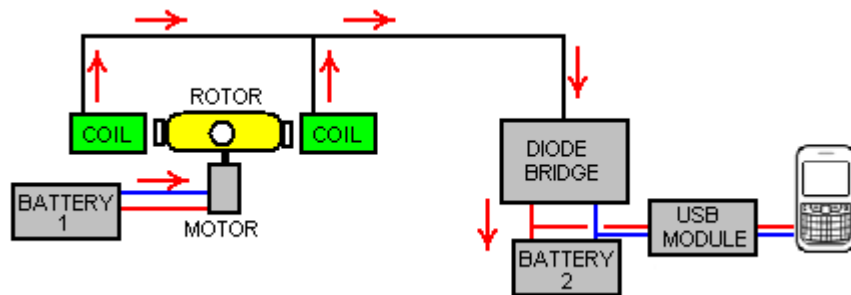
**THIS IS AN ULTRA-SIMPLE SELF-POWERED GENERATOR WHICH CAN CHARGE A CELL PHONE BATTERY. THE PLASTIC FLOAT FROM A COMMERCIAL FISHING NET IS USED AS THE ROTOR AND IT HAS FOUR N-52 GRADE NEODYMIUM 20 mm DIAMETER MAGNETS GLUED TO IT :**



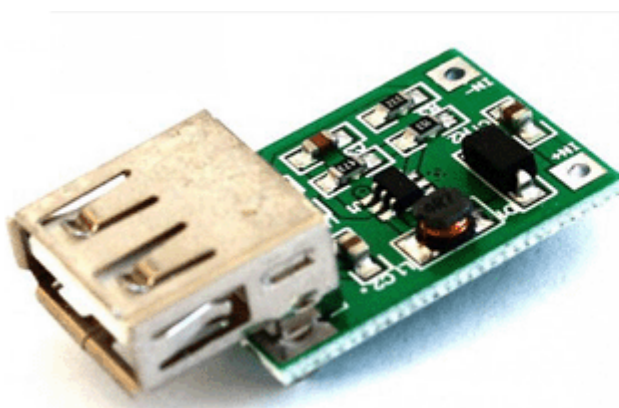
THE FLOAT IS GLUED TO A TINY MOTOR WHICH IS UNDER-RUN IN ORDER TO CUT THE DRIVE CURRENT TO A MINIMUM, AND THE MOTOR/FLOAT ASSEMBLY IS SURROUNDED BY EIGHT COILS, EACH OF WHICH HAVE BEEN WOUND WITH TWO STRANDS OF 50 GRAMS OF 0.19 mm DIAMETER ENAMELLED COPPER WIRE AS SHOWN ABOVE. THE COILS ARE CONNECTED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



0.9-5V to 5V 600mA DC-DC Step Up Boost Voltage Converter Module with USB Output

BUY ANY 3 items/packs - get it with 1st CLASS MAIL FREE

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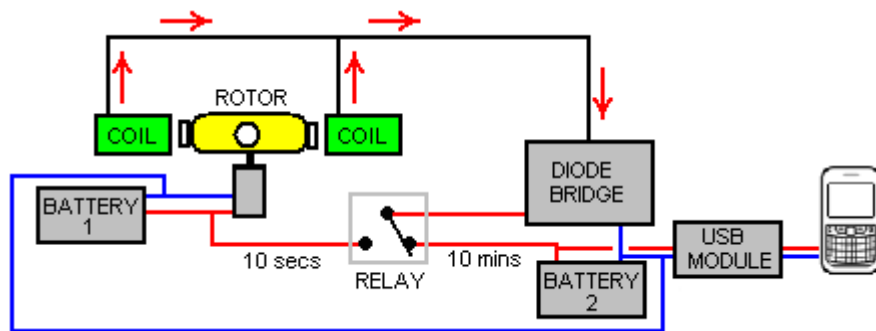
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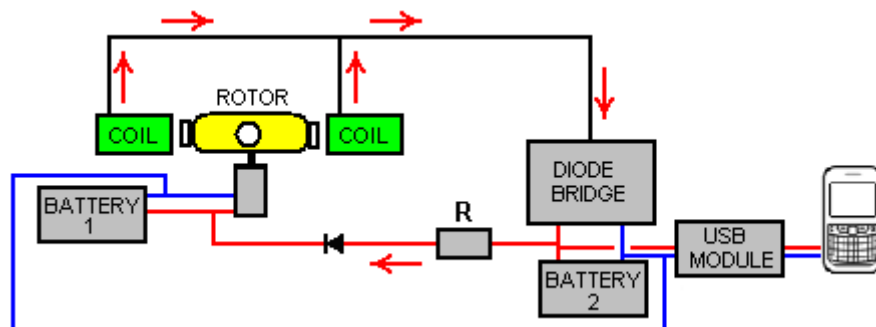
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THE PROBLEM HERE IS THAT THE 3-VOLT LITHIUM BATTERY WHICH RUNS THE ROTOR DRIVING MOTOR IS DISCHARGING STEADILY, ALTHOUGH THAT BATTERY CAN SUSTAIN THE DRIVE MOTOR FOR A VERY LONG TIME.

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 ROTOR IS MOUNTED ON A 5-VOLT FAN :



Tested For ASUS A8H A8He A8J A8Ja A8Jc Series  
CPU Cooling Fan KFB0505HHA

£7.34

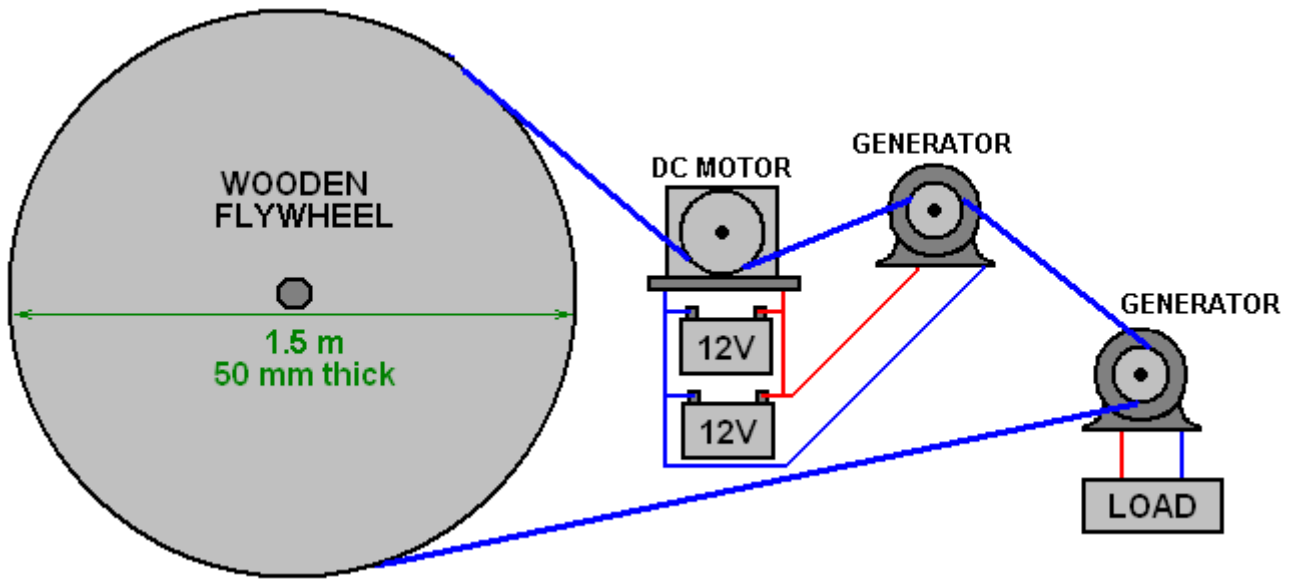
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THIS DESIGN WAS THOUGHT UP AND BUILT BY A MAN WHO DOES NOT UNDERSTAND ELECTRONICS AND WHO REFUSES TO WIND ANY COILS. HE TENDS TO USE COMPONENTS SALVAGED FROM OLD EQUIPMENT AND TOYS. THIS DESIGN RELIES ON THE BATTERY CHARGING PROTECTION CIRCUITS INSIDE THE MOBILE PHONE AS THEY USE LITHIUM BATTERIES WHICH ARE VERY HARD TO CHARGE SAFELY.

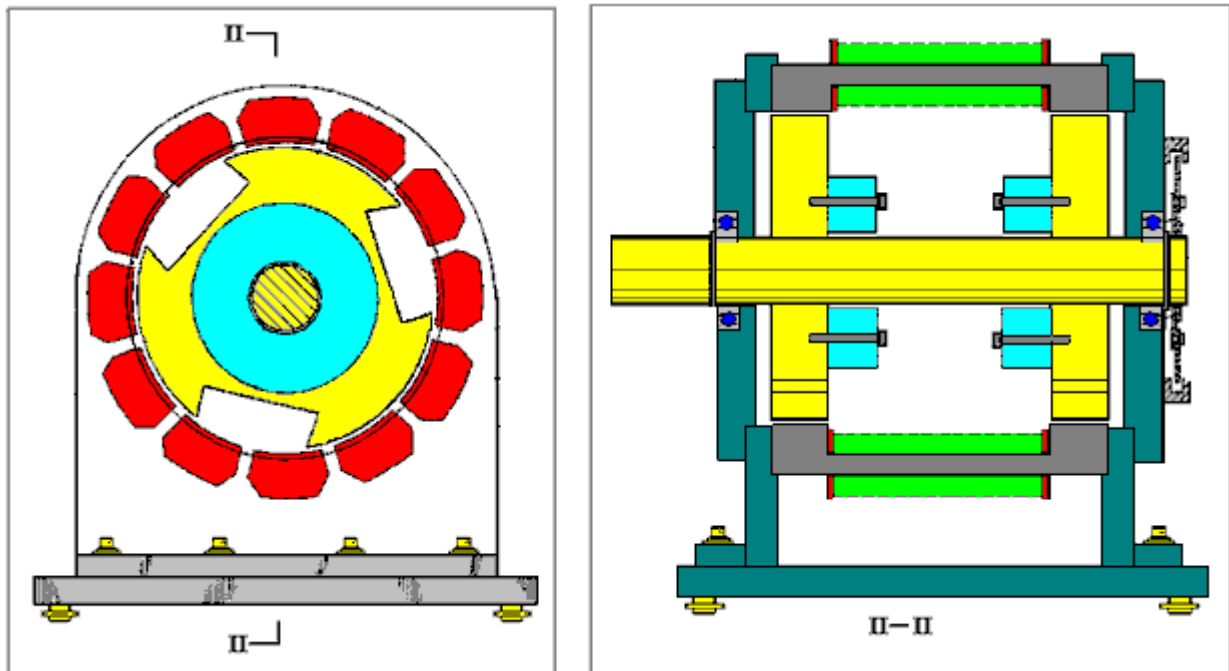
AROUND 1990 Mr WILSON OF TEXAS CASUALLY TRIED TO LINK SOME CAR COMPONENTS WITH AN OLD TABLE AND FOUND THAT WHAT HE HAD WAS VERY USEFUL :



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.

## TERUO KAWAI'S ELECTRIC MOTOR (Patent US 5,436,518 July 1995)

THIS IS AN INTERESTING DESIGN WITH TWELVE STATOR ELECTROMAGNETS SURROUNDING A ROTOR WHICH HAS THREE MAGNETIC POLES.

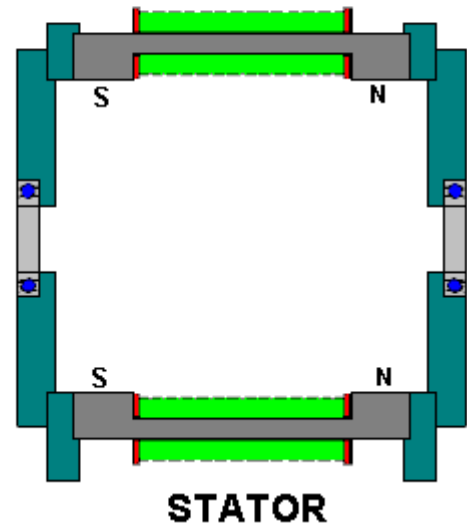
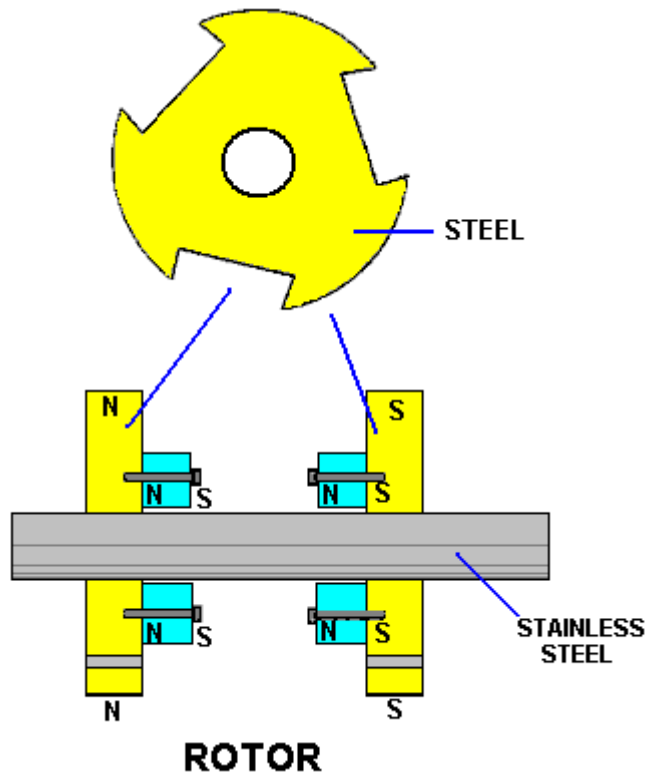


THE LEFT HAND DIAGRAM SHOWS THE FRONT FACE OF THE MOTOR WITH ITS TWELVE RED ELECTROMAGNETS SURROUNDING AN UNUSUALLY SHAPED STEEL ROTOR COLOURED YELLOW.

THE RIGHT HAND DIAGRAM SHOWS A CROSS-SECTION THROUGH THE MOTOR. THE BLUE RECTANGLES ARE PERMANENT MAGNETS WHICH TERUO DESCRIBES AS BEING “A RING OF MAGNETS” ALTHOUGH IT IS NOT IMMEDIATELY OBVIOUS WHY A RING MAGNET SHOULD NOT BE USED. PERHAPS NONE WERE AVAILABLE WITH THE NECESSARY DIAMETERS. HE ALSO SAYS THAT THE MAGNETS ARE BOLTED TO THE ROTORS.

THE FRAME MATERIAL SUPPORTING THE BALL BEARINGS AND ELECTROMAGNETS IS ANY SUITABLE NON-MAGNETIC MATERIAL, AND WHILE ALUMINIUM IS MENTIONED, I WOULD STRONGLY RECOMMEND THAT NEITHER ALUMINIUM NOR COPPER IS USED, ESPECIALLY SINCE PLASTIC CHOPPING BOARD MATERIAL IS VERY CHEAP AND VERY ROBUST.

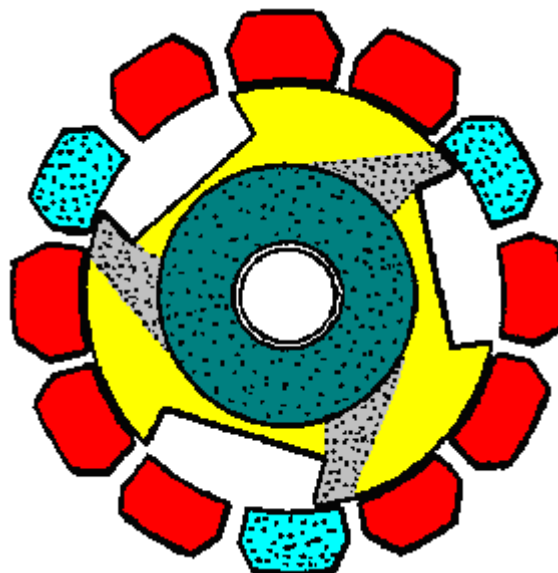
THE ROTOR AND STATOR ARE SOMEWHAT UNUSUAL :



BECAUSE OF THE INNER MAGNETS, EACH OF THE STEEL ROTORS HAVE THREE POLES EACH – THREE NORTH POLES AT ONE END AND THREE SOUTH POLES AT THE OTHER END. THE AXLE OF THE MOTOR IS GOOD QUALITY STAINLESS STEEL AS THAT IS BOTH ROBUST AND NON-MAGNETIC.

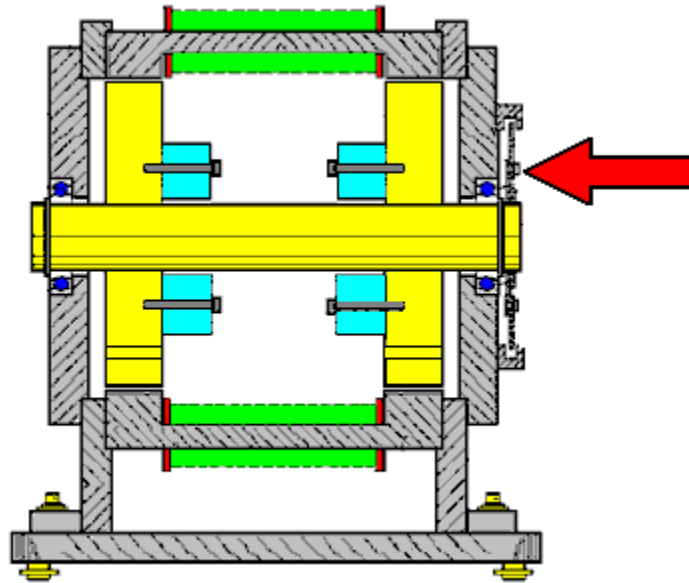
THE SWITCHING OF THE SUPPLY CURRENT IS SIMILAR TO THAT OF THE CHARLES FLYNN MAGNET MOTOR AND TERUO'S MOTOR HAS BEEN MEASURED WITH COP>3 WHICH MEANS THAT THE OUTPUT POWER IS MORE THAN THREE TIMES THAT OF THE INPUT POWER.

THE INPUT POWER SWITCHING OCCURS FOUR TIMES PER REVOLUTION AND IT OCCURS JUST AS THE LEADING EDGE OF A ROTOR ARM APPROACHES AN ELECTROMAGNET :



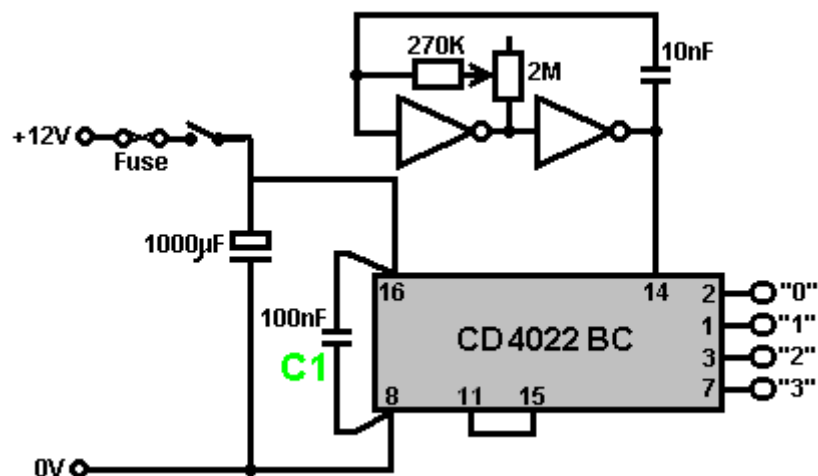
HERE, THE ELECTROMAGNETS SHOWN IN BLUE HAVE JUST BEEN POWERED UP AND THIS DRAWS THE YELLOW ROTOR ARMS IN A CLOCKWISE DIRECTION TOWARDS THE POWERED UP ELECTROMAGNETS. THE MAGNETIC FORCE IS IN ATTRACTION MODE AND WHILE THIS IS SLIGHTLY LESS POWERFUL THAN REPULSION MODE, IT DOES NOT HAVE AN ADVERSE EFFECT ON THE MAGNETS.

THE SWITCHING SUGGESTED IS THE SAME AS FOR THE CHARGES FLYNN MOTOR, NAMELY, AN OPTICAL TIMING DISC MOUNTED ON THE AXLE SHAFT :



WHILE TERUO SHOWS VARIOUS ALTERNATIVE VERSIONS OF THE MOTOR, HE STATES THE RESULT OF A TEST RUN ON THE MOTOR : "PURE STEEL WAS USED AS A MAGNETIC MATERIAL. IT WAS 30 mm THICK WITH 'TEETH' OF 218 mm DIAMETER AND NOTCHES OF 158 mm DIAMETER. A 1000 GAUSS FERRITE MAGNET WAS USED AS THE PERMANENT MAGNET. ELECTRIC POWER OF 19.55 WATTS WAS APPLIED TO THE ELECTROMAGNETS (17 VOLTS AT 1.15 AMPS). THIS PRODUCED 100 RPM WITH A TORQUE OF 60.52 Kg-cm AND AN OUTPUT OF 62.16 WATTS."

WHILE AN OPTICAL SWITCHING DISC CERTAINLY WORKS WELL, IT WILL PRODUCE A ROTATIONAL SPEED WHICH IS DETERMINED BY THE POWER SUPPLY AND THE LOAD. I SUGGEST THAT A SIMPLE POWER SUPPLY WOULD GIVE SPEED CONTROL :

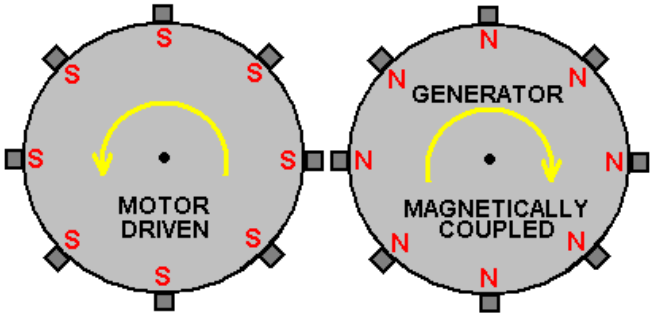




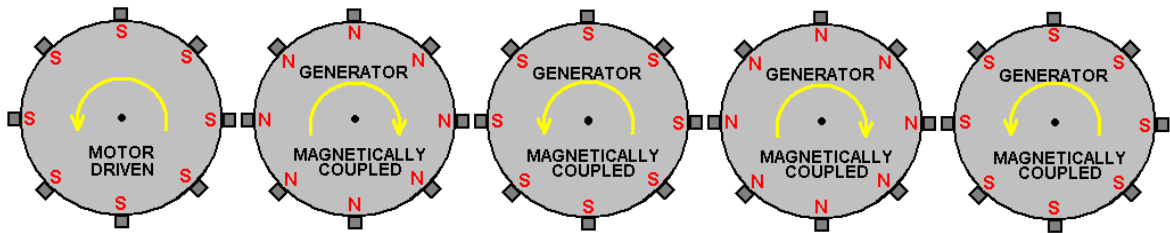
**RAOUL HATEM** HAS POWERED HOTELS WITH HIS ARRANGEMENT OF EQUIPMENT BUT “SCIENTISTS” DISPUTE HIM BECAUSE THEY SAY THAT WHAT HE DOES IS “IMPOSSIBLE”.



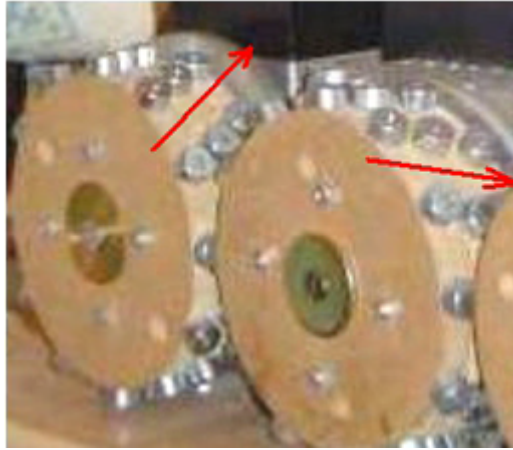
IN 1955 RAOUL COUPLED A MOTOR WITH 36 RARE EARTH MAGNETS TO A GENERATOR WITH A SIMILAR 36 RARE EARTH MAGNETS. HE CLAIMS THAT THE SPINNING MAGNETS CREATE A COP=10 FREE ENERGY GAIN. HIS SYSTEM IS SHOWN HERE :



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.**

## 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 :

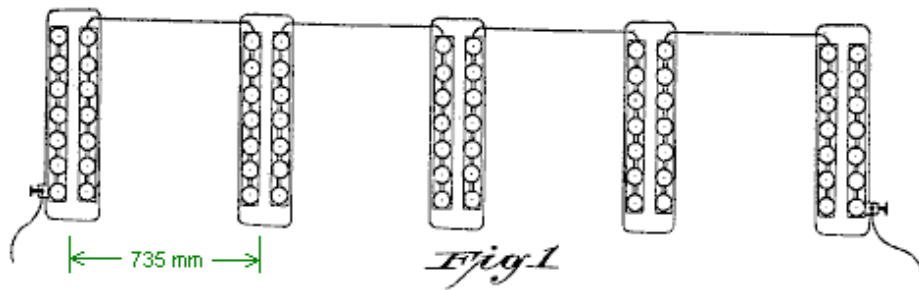


Fig. 1 shows five elements connected in a chain. This view is from above with the rectangles indicating holes in the ground where each hole contains seven separate pairs of electrodes.

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.

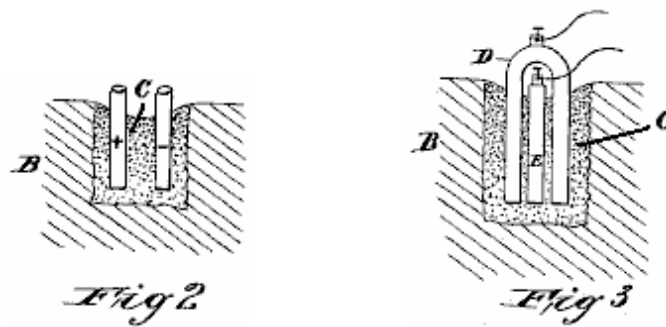


Fig. 2 and Fig. 3 show how individual electrodes are inserted into the prepared soil "C" which is surrounded by untreated ground "B". Electrode "D" is made of iron and "E" is made of carbon.

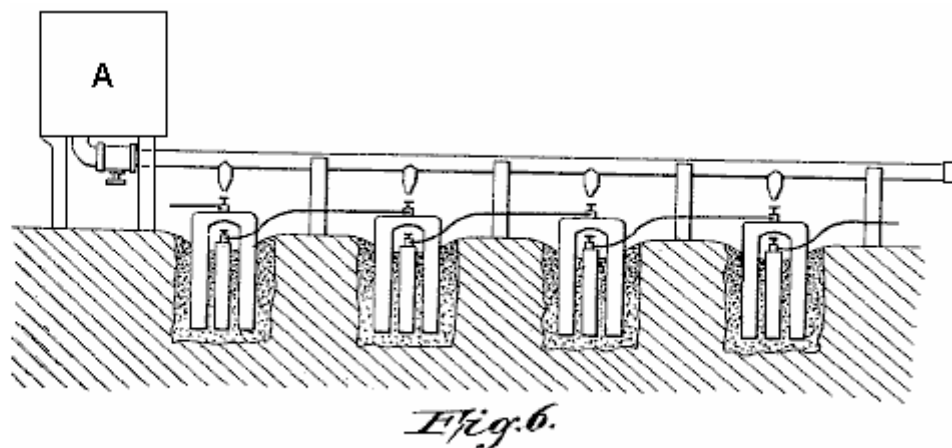


Fig. 6 shows a convenient method for periodically moistening the prepared soil areas.

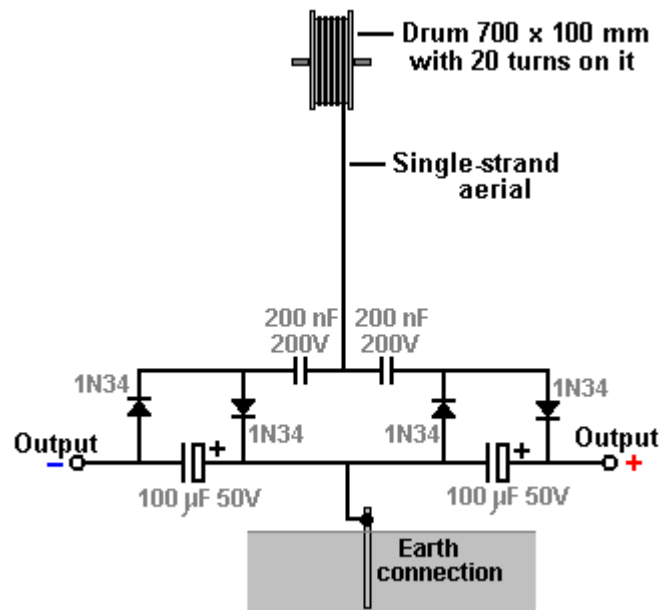
THE GROUND AROUND THE STEEL AND CARBON ROD ELECTRODES IS SATURATED WITH A SOLUTION WHICH IS RICH IN OXYGEN, CHLORINE, BROMINE, IODINE OR FLUORINE OR WITH A SALT OF AN ALKALI.

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

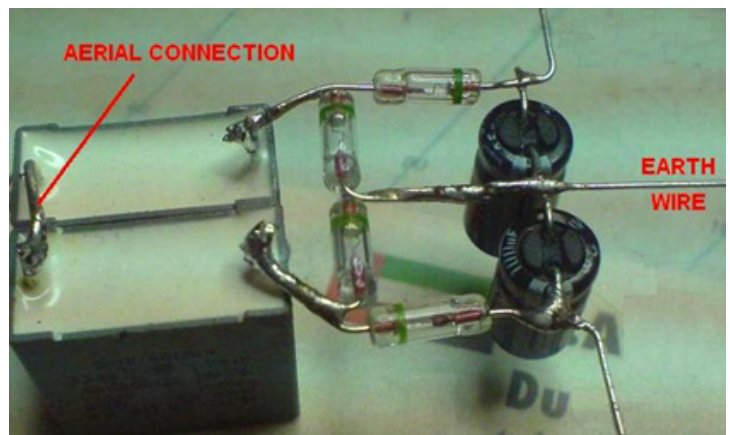
**WITH 12 VOLTS OR 24 VOLTS BEING THE DESIRED TARGET VOLTAGE, A POWERFUL INVERTER CAN OPERATE HEAVY LOAD HOUSEHOLD EQUIPMENT SUCH AS A WASHING MACHINE OR TUMBLE DRYER.**

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

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 :



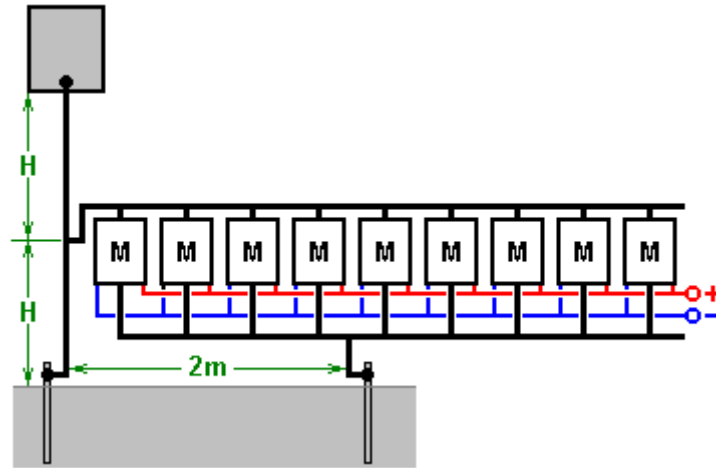
JES ASCANIUS USES A SHINY, INSULATED METAL PLATE ACTS AS A GOOD RECEIVER ANTENNA:



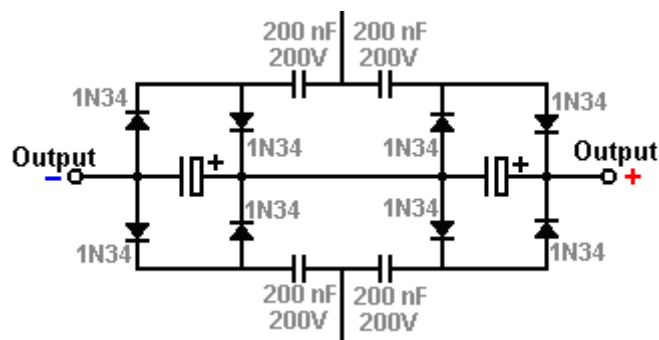
THIS ALUMINIUM PLATE IS 800 x 600 x 2 mm AND IS SUSPENDED INSIDE THE ATTIC WHERE JES LIVES. HE BUILT HIS RECTIFIER MODULES USING SALVAGED PARTS WHICH IS WHY HIS CAPACITORS ARE SO VERY LARGE.

THE RECEPTION MODULES "M" ARE IDEALLY CONNECTED HALF WAY BETWEEN THE AERIAL AND THE EARTH AND THEY CAN BE ADDED LIKE THIS :





GERMANIUM DIODES ARE NORMALLY USED AND THE BASIC RECEPTION MODULE CAN BE IMPROVED LIKE THIS :

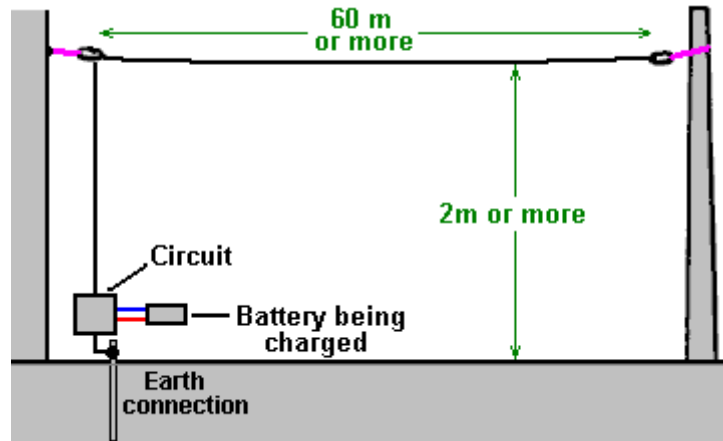


THIS ARRANGEMENT DOUBLES THE OUTPUT FOR EACH MODULE. DRAGAN PUT 100 OF THE ORIGINAL MODULES TOGETHER ON TWO BOARDS LIKE THIS AND GOT 100 WATTS OUTPUT FROM THEM :



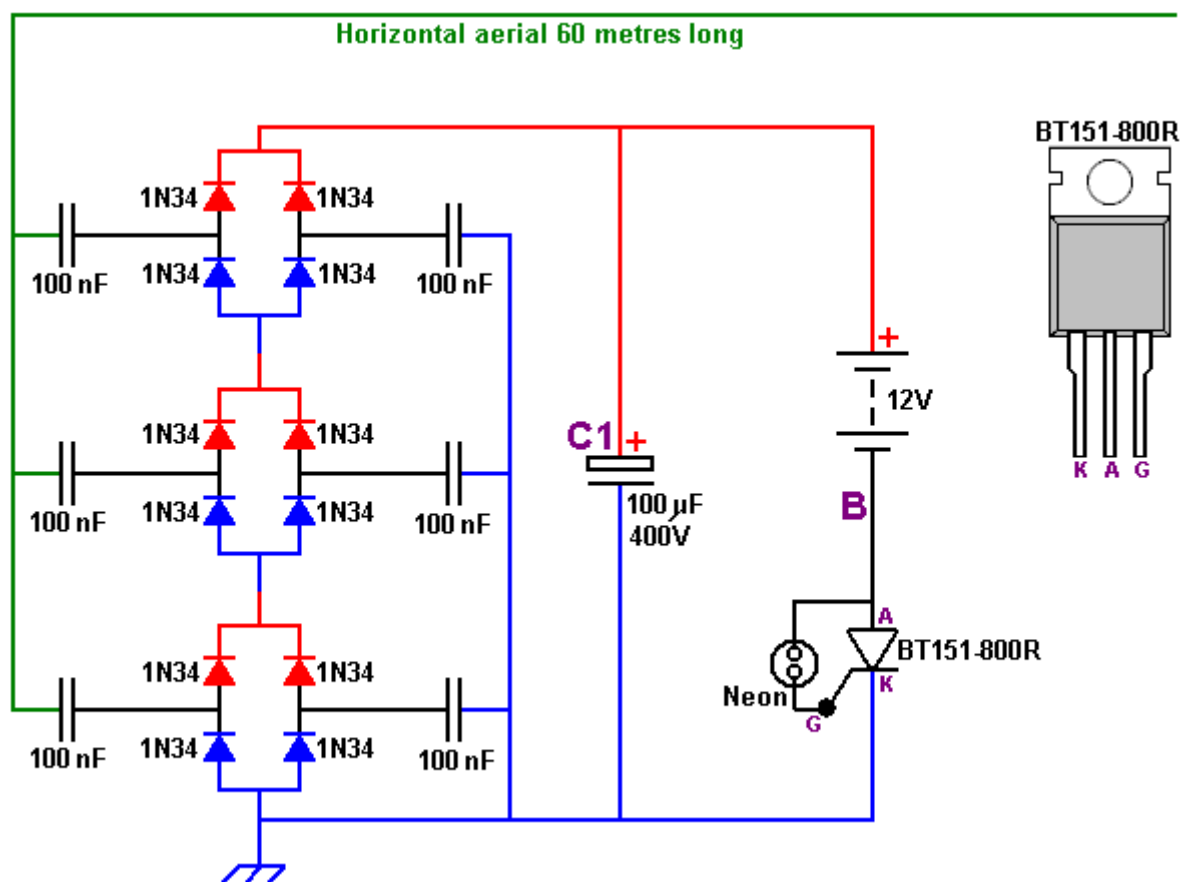
## THE ALEXKOR AERIAL SYSTEM

ALEXKOR 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 :



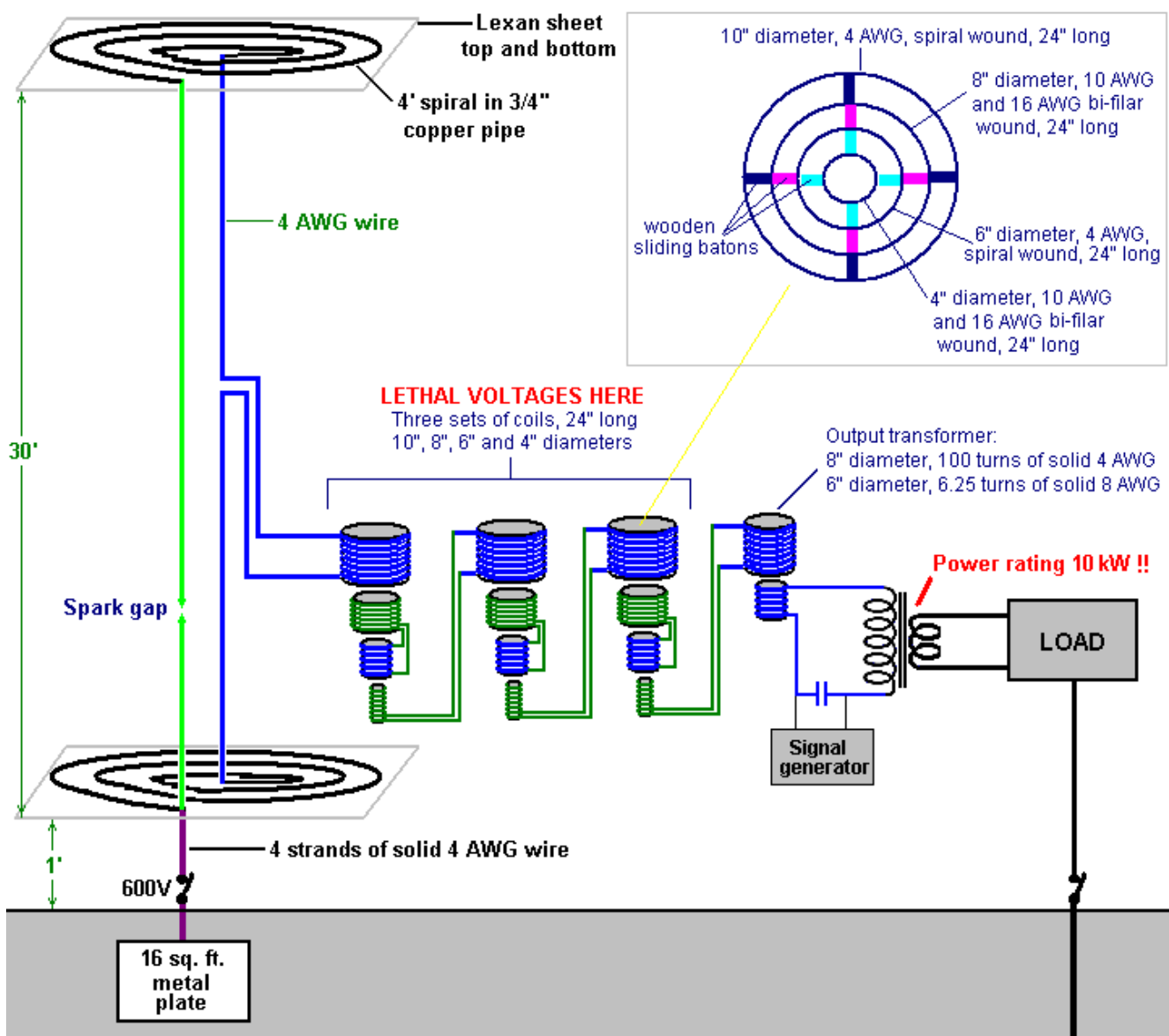
WITH A GOOD AERIAL, THE VOLTAGE ON CAPACITOR "C1" BUILDS UP UNTIL THE VOLTAGE AT POINT "B" GETS SO HIGH THAT THE NEON FIRES, DUMPING THE CHARGE ON CAPACITOR "C1" INTO THE BATTERY, CHARGING IT.

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 ARCHAMEDIAN 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 :



**THIS CIRCUIT IS HIGH POWER AND IT COULD KILL YOU, JUST AS YOUR MAINS WALL SOCKET CAN KILL YOU.**



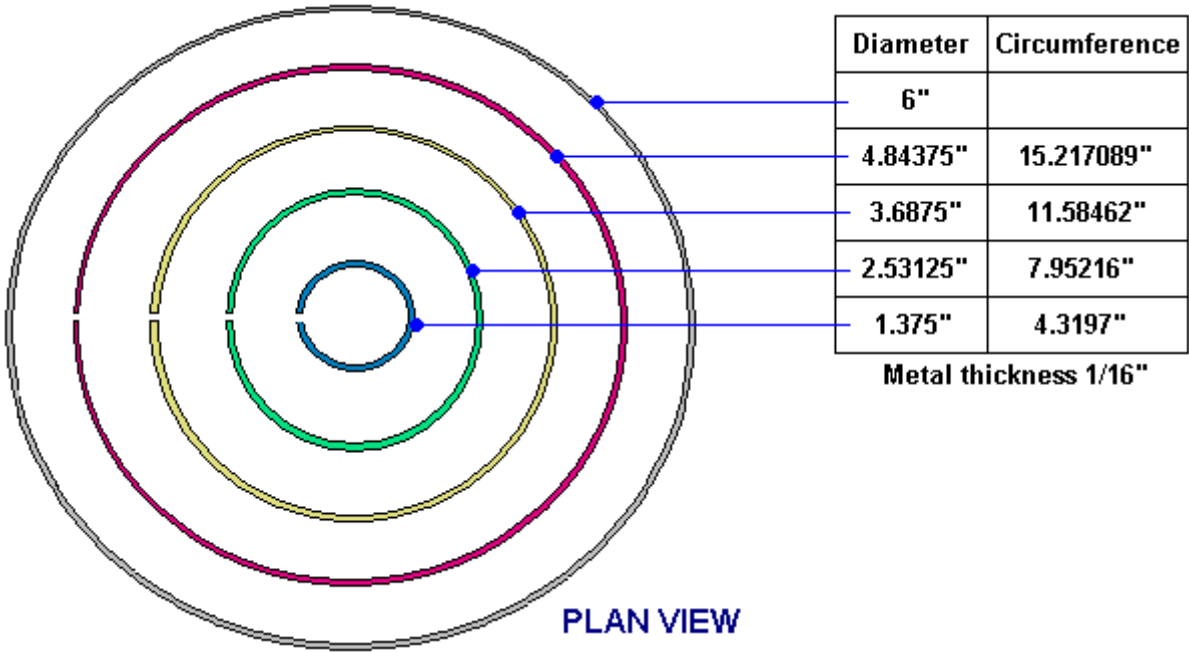
AERIAL SYSTEMS ARE PASSIVE, GENERALLY NEEDING NO FORM OF USER-SUPPLIED INPUT POWER. THE SAME APPLIES TO A RANGE OF ORGONE DEVICES SUCH AS THE FAMOUS “JOE CELL” NAMED AFTER **JOE NOBEL** OF AUSTRALIA WHO, WITH **GRAHAM COE** AND **PETER STEVENS** POPULARISED THE DEVICE IN 1992. JOE NOBEL DID NOT INVENT 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’ :

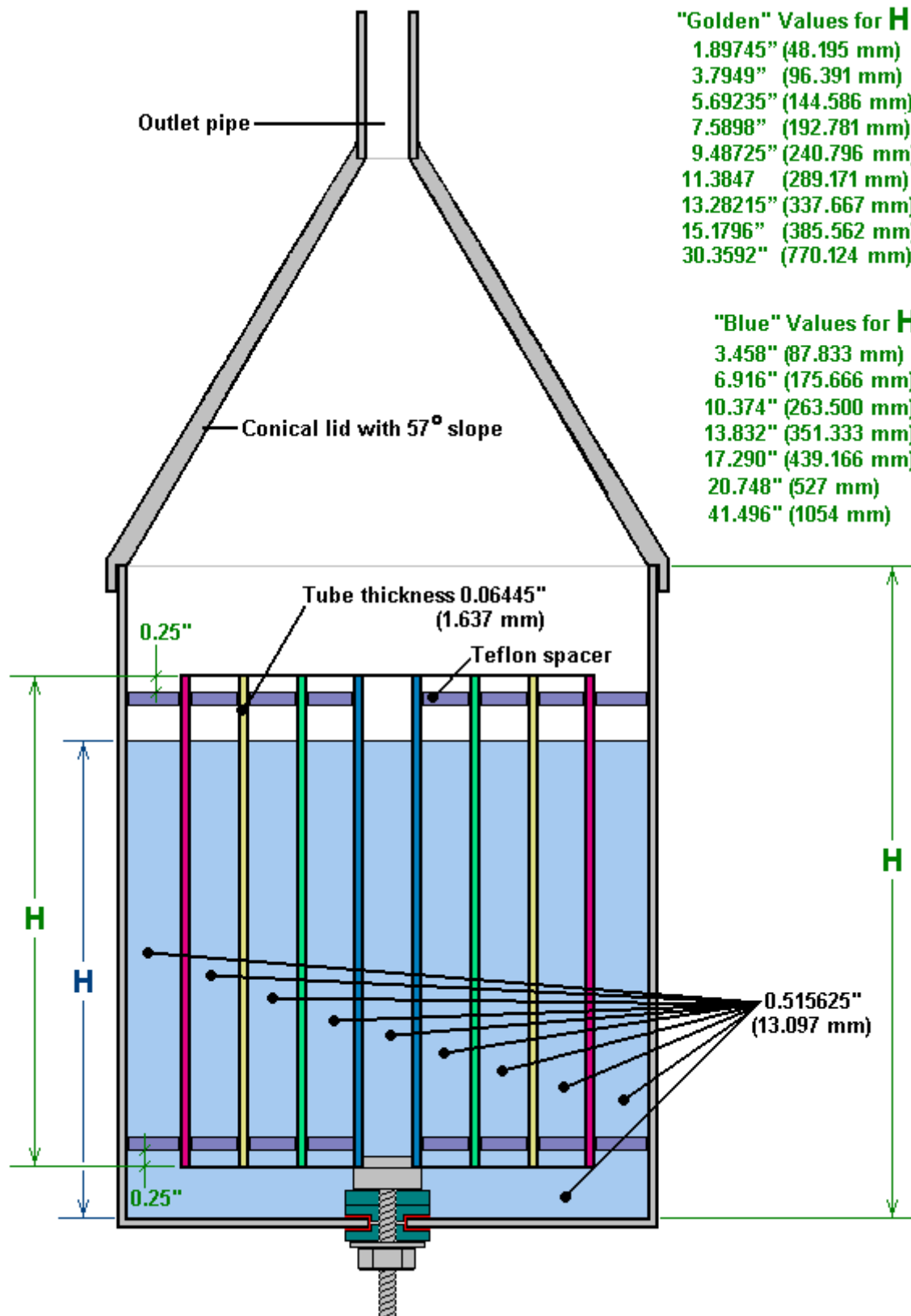


JOE NOBEL WAS EXPERIMENTING AND USING STAINLESS STEEL COMPONENTS AVAILABLE AT A LOCAL FACTORY. TODAY, IF YOU WANT TO BUILD A JOE CELL, THEN PLEASE USE THE SPECIFIC DIMINTIONS SHOWN BELOW.

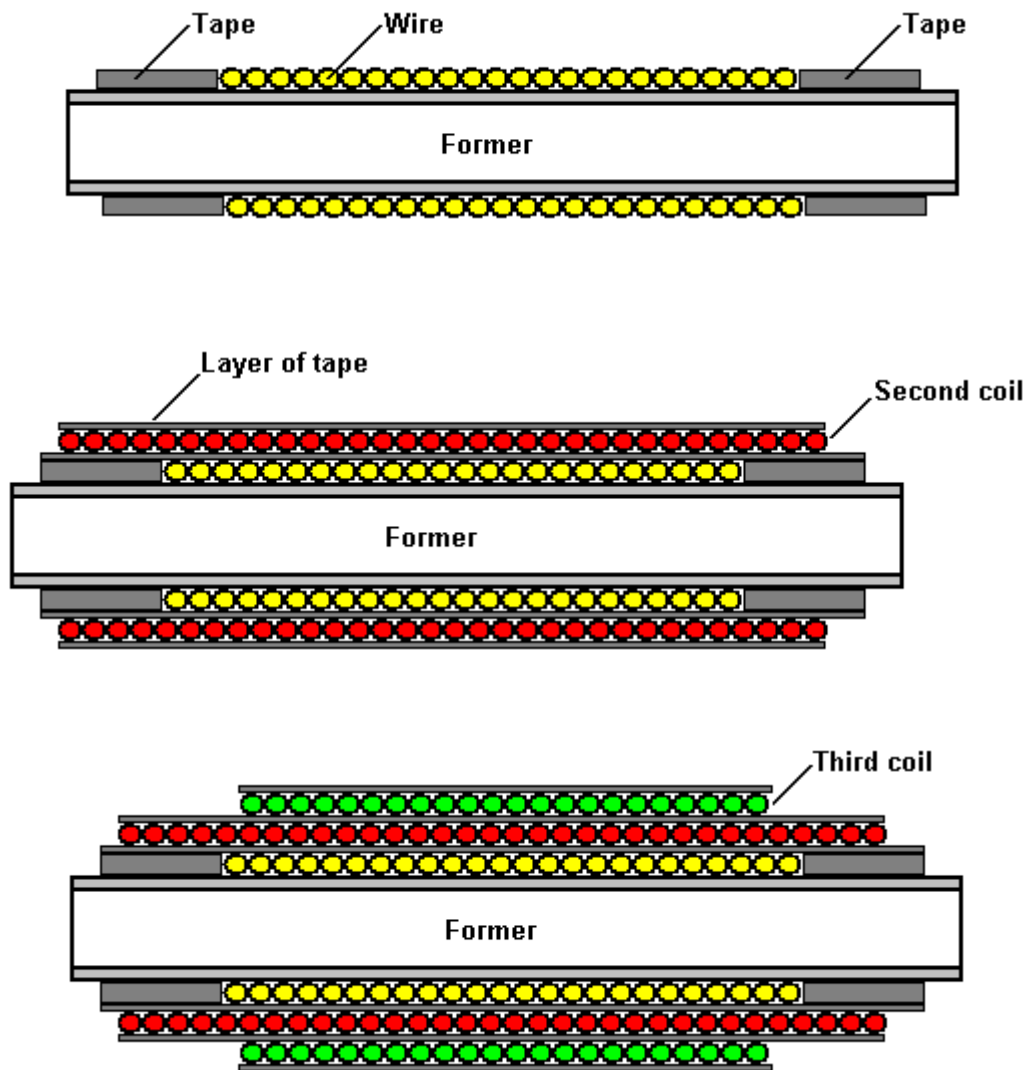
THE JOE CELL USES WATER (PROBABLY THE MOST COMPLEX SUBSTANCE ON THE PLANET) AND WITH JOE’S INCORRECT DIMENSIONS IT TAKES A GREAT DEAL OF EFFORT TO GET THE WATER TO THE CORRECT STATE. WITH THE CORRECT DIMINTIONS, TAP WATER GOES IMMEDIATELY TO THE CORRECT STATE.

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 :



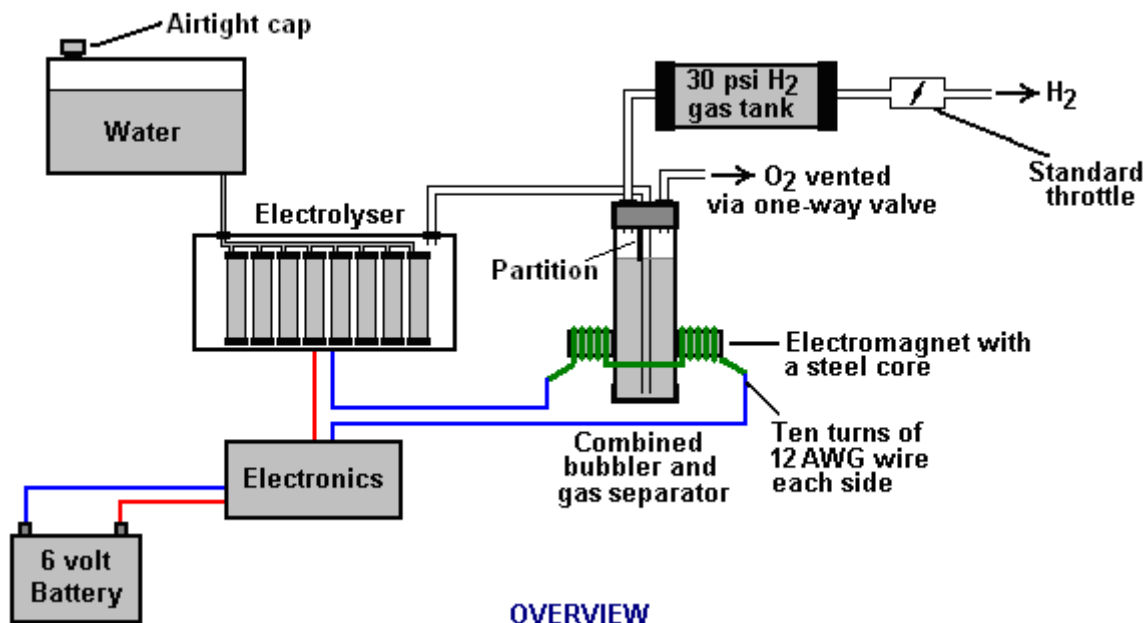


BASED ON JOE CELL TECHNOLOGY, THERE IS A SIMPLE DEVICE WHICH IS THREE CONCENTRICALLY WOUND “TORSION FIELD” COILS, WOUND WITH 2 mm DIAMETER WIRE AND PLACED ON A NON-FERROUS PIPE :

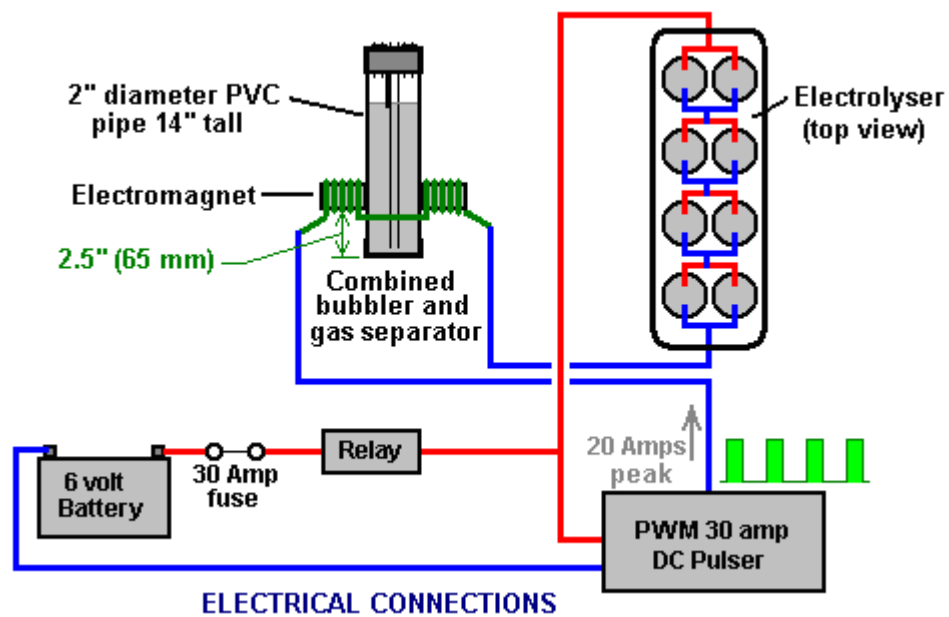


THIS COIL SET IS CONNECTED BETWEEN THE ENGINE CHASSIS AND A WIRE WHICH GOES DOWN INTO THE OIL. DETAILS ARE IN CHAPTER 9 OF THE EBOOK WHERE WIRE LENGTHS ARE GIVEN.

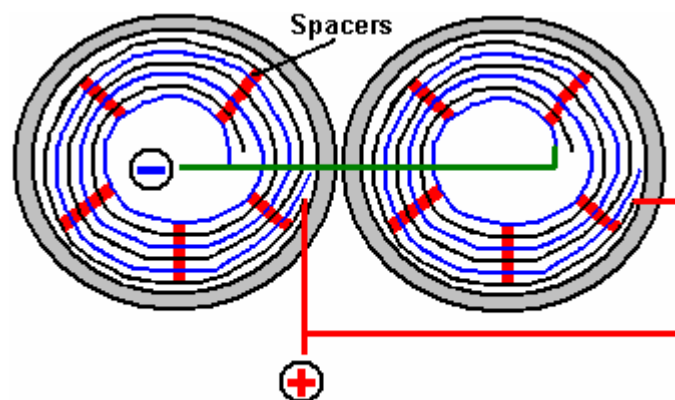
THE CONTRIBUTOR OF THIS INFORMATION WAS GETTING A 20% IMPROVEMENT IN HIS CAR'S MPG PERFORMANCE BUT IT IS QUITE POSSIBLE THAT THIS COIL ARRANGEMENT CAN RUN A CAR WITHOUT ANY FUEL BEING NEEDED. DEVELOPMENT IS CONTINUING.



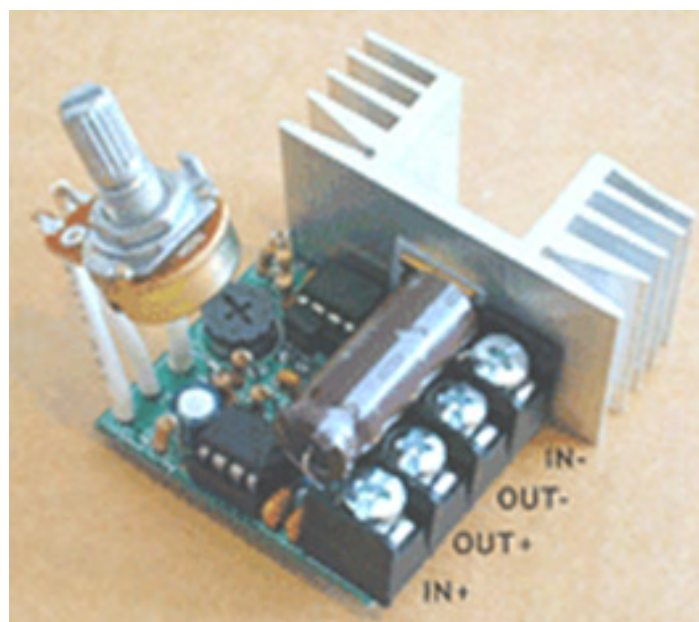
THESE UNITS ARE CONNECTED IN PAIRS AND FED WITH PULSED DC :



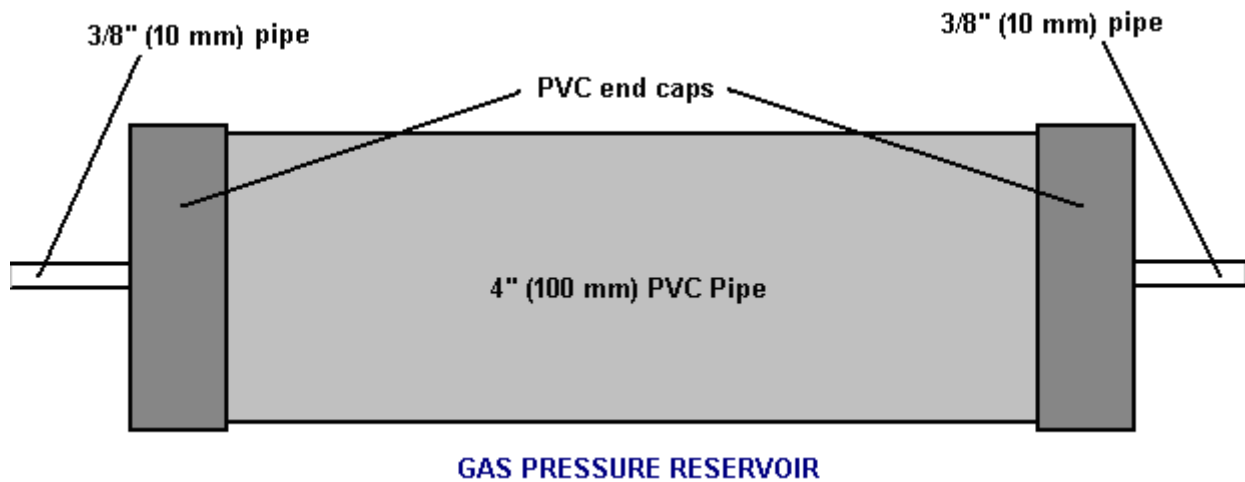
ZACH CONNECTS HIS ELECTROLYSER CELLS IN PAIRS LIKE THIS :



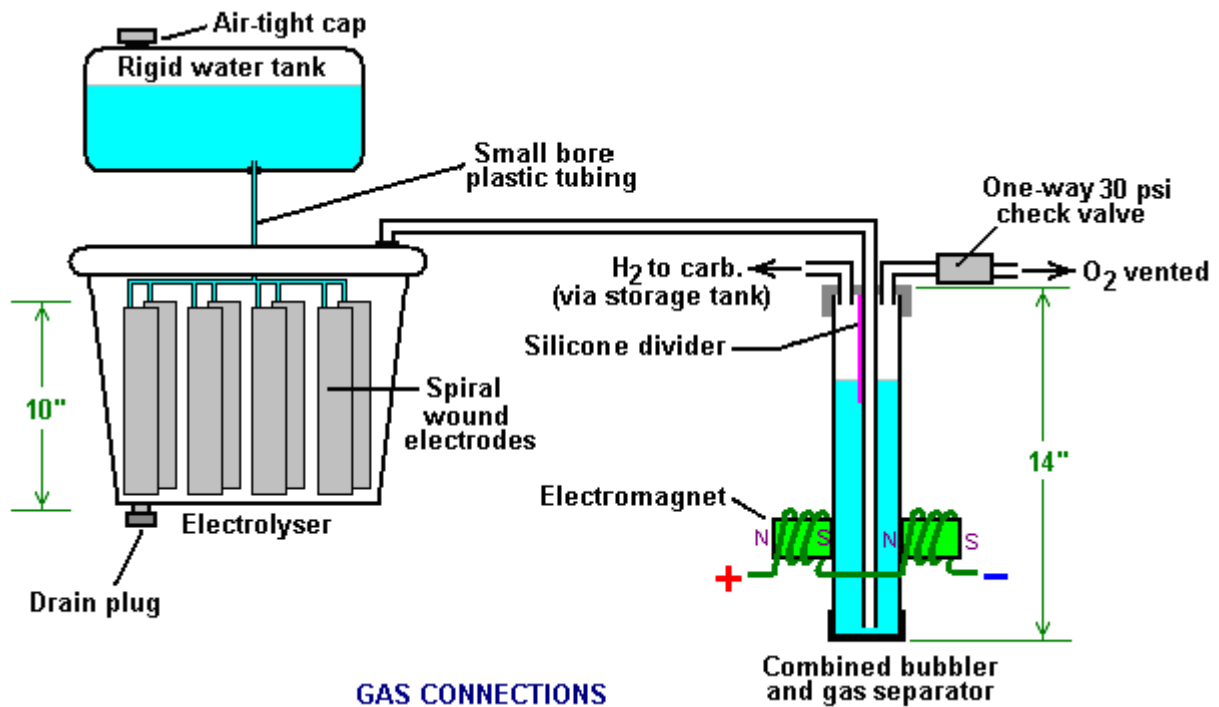
AND HIS 30-AMP COMMERCIAL PULSER LOOKS LIKE THIS :



AND THE GAS RESERVOIR IS CONSTRUCTED LIKE THIS :



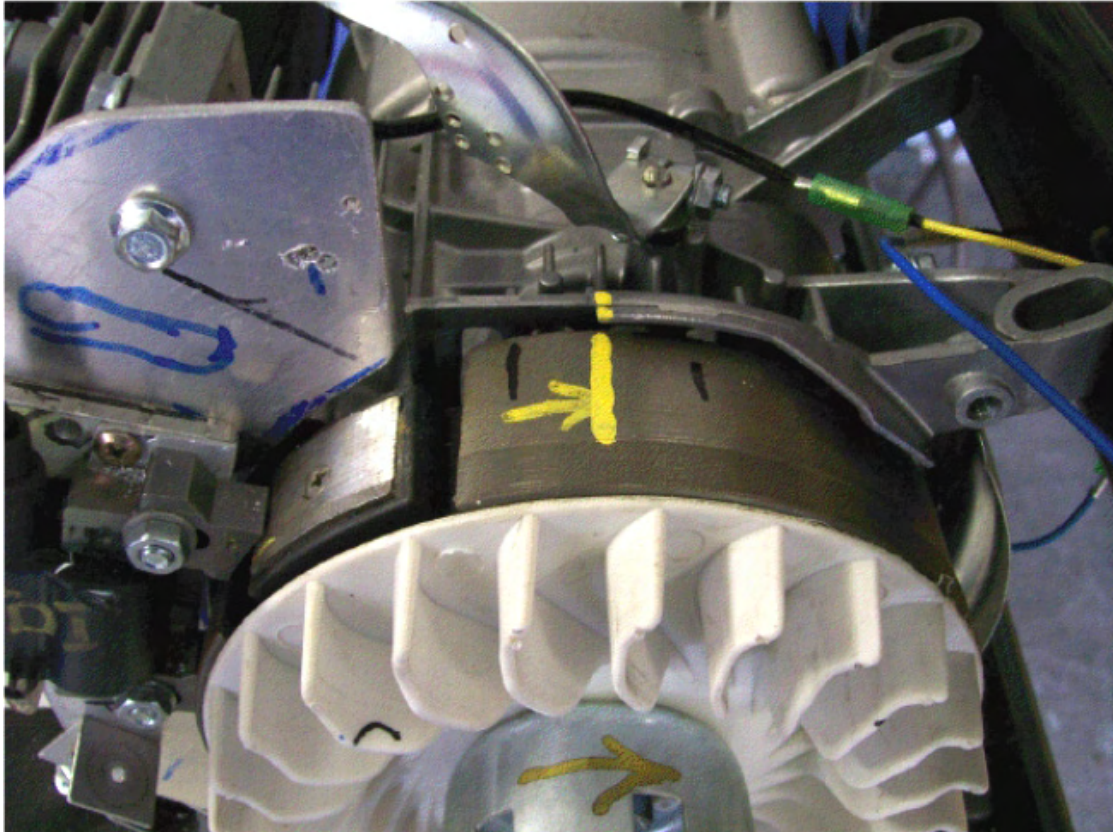
ZACH'S OVERALL SYSTEM IS BASICALLY VERY SIMPLE:



IT IS PROBABLE THAT THIS SYSTEM WHICH CAN POWER A MOTORCYCLE, IS NOT SELF-POWERED AS MOTORCYCLE ELECTRIC SYSTEMS ARE GENERALLY VERY LOW PERFORMANCE. 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.

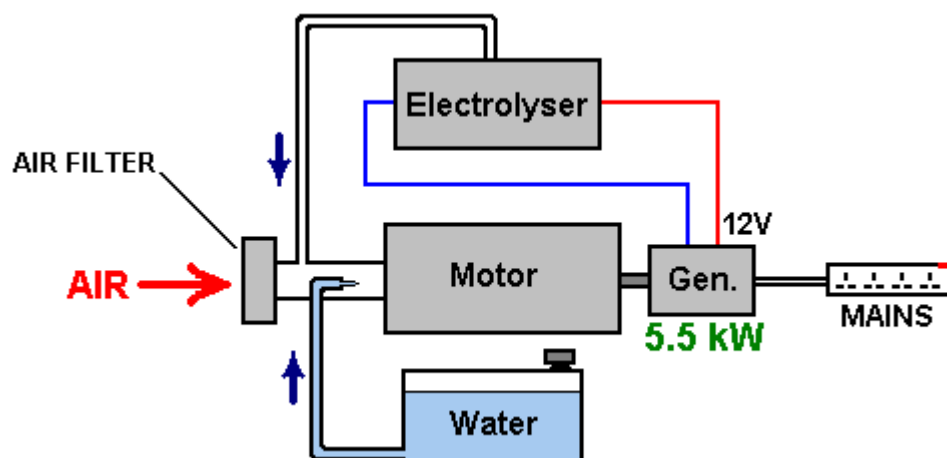
1. YOU CAN DELAY THE SPARK TIMING TO ALLOW FOR THE FACT THAT HHO IGNITES A THOUSAND TIMES FASTER THAN PETROL (AND SO THE SPARK MUST COME LATER). YOU ALSO ADD COLD WATER MIST BECAUSE THAT TURNS INTO FLASH-STEAM INSIDE THE CYLINDER AND MAKES THE GENERATOR OPERATE AS AN INTERNAL COMBUSTION STEAM ENGINE.



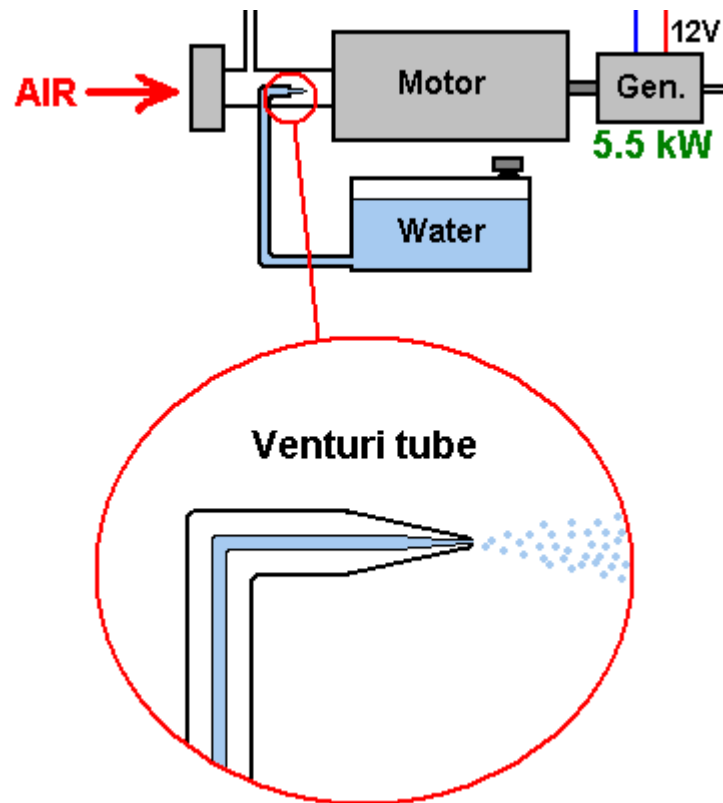
OR

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.

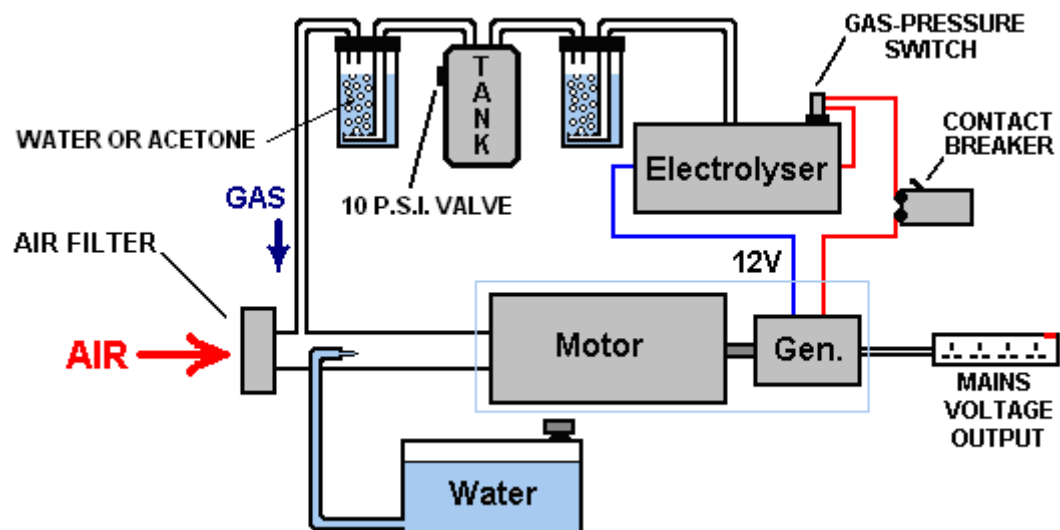
THE OVERALL CONCEPT IS LIKE THIS :



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 :

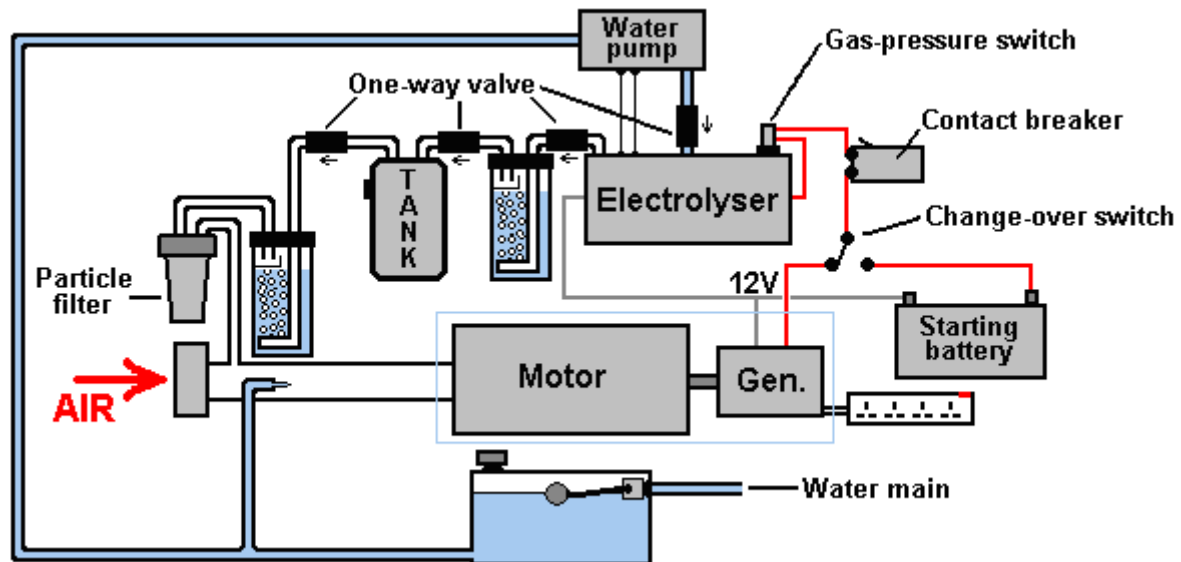


IN MORE DETAIL, THE SYSTEM LOOKS LIKE THIS :

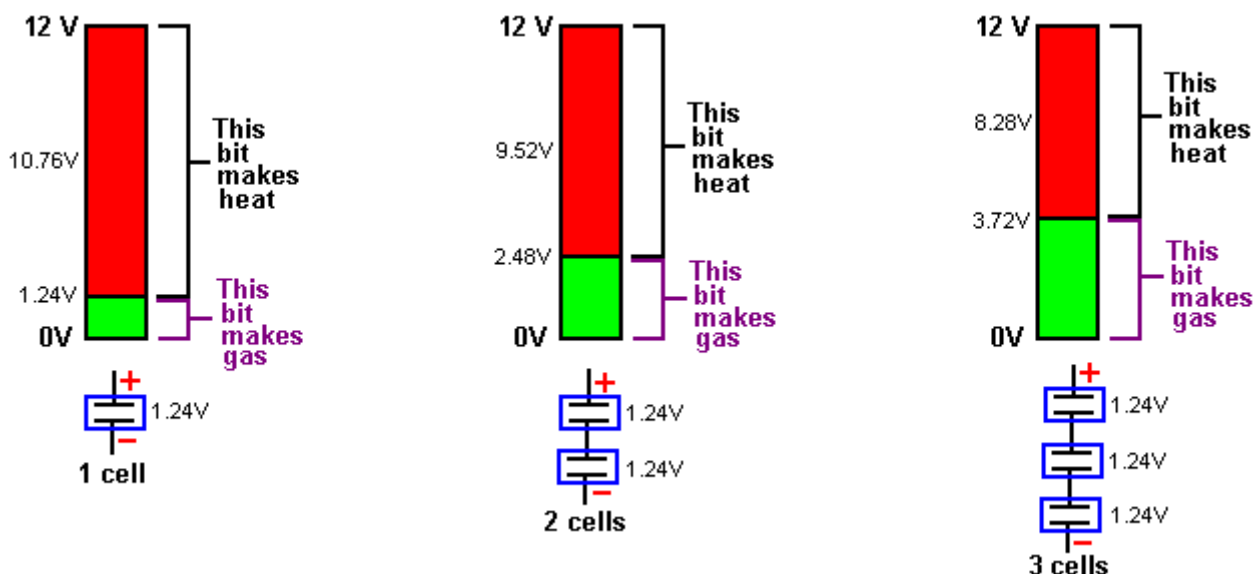


AND IF IT IS A STATIONARY SYSTEM, THEN IT WILL END UP LIKE THIS :

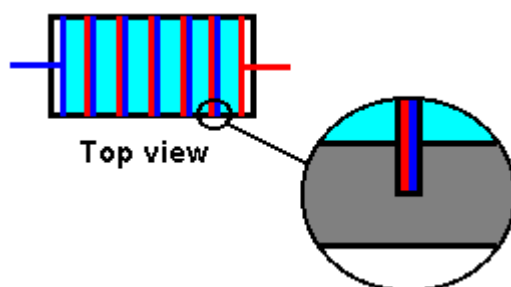




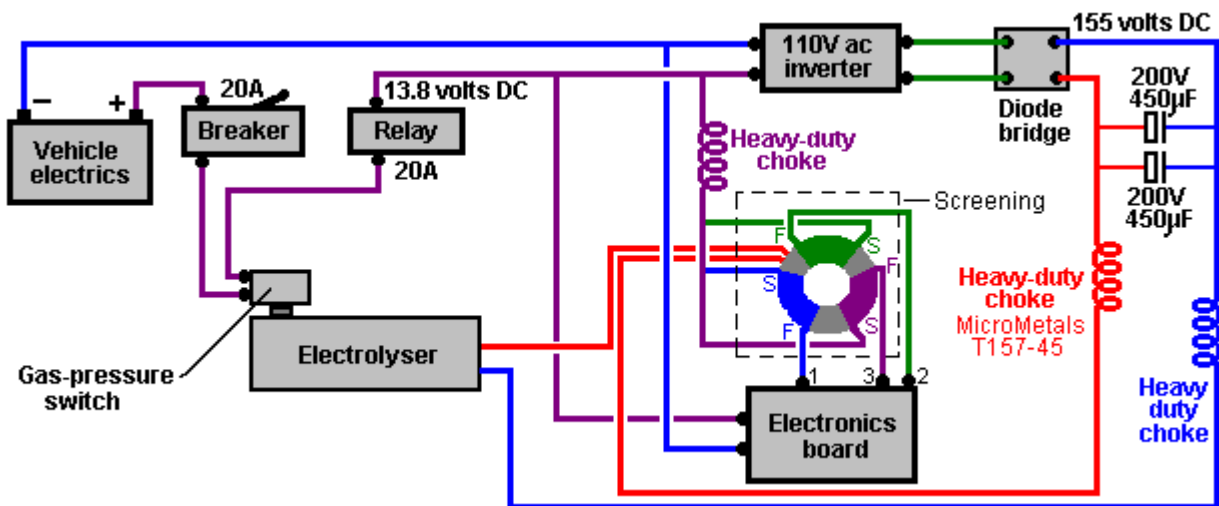
THE EBOOK HAS DETAILED INFORMATION ON THIS WITH [SELWYN HARRIS](#) OF AUSTRALIA SHOWING HOW TO ALTER THE TIMING OF A GENERATOR AND [DAVID QUIREY](#) OF NEW ZEALAND SHOWING HIS UNMODIFIED GENERATOR RUNNING ON WATER. YOU CAN MAKE YOUR OWN ELECTROLYSER IF YOU WISH AND ALL OF THE RELEVANT INFORMATION IS IN [www.free-energy-info.com/PJKbook.pdf](http://www.free-energy-info.com/PJKbook.pdf) **CHAPTER 10**. BUT IN BRIEF OUTLINE, A PROPERLY BUILT ELECTROLYSER WILL HAVE MORE THAN TWICE THE EFFICIENCY THAT MICHAEL FARADAY ACHIEVED. IN PRACTICAL TERMS, IF YOU PLACE TWO ELECTRODES IN A BODY OF WATER, AND APPLY 12-VOLTS ACROSS THEM, THEN ONLY 1.24 VOLTS WILL BE USED IN DC ELECTROLYSIS AND THE REMAINDER OF THE POWER JUST GOES TO HEAT THE WATER :



SO, FOR MAXIMUM EFFICIENCY DC ELECTROLYSIS, YOU USE SIX CELLS IN SERIES FOR 12-VOLTS OR SEVEN CELLS FOR THE 14-VOLTS PRODUCED BY A CAR'S ALTERNATOR :

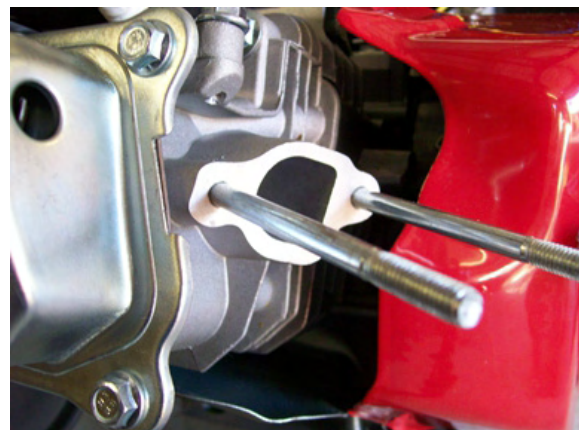


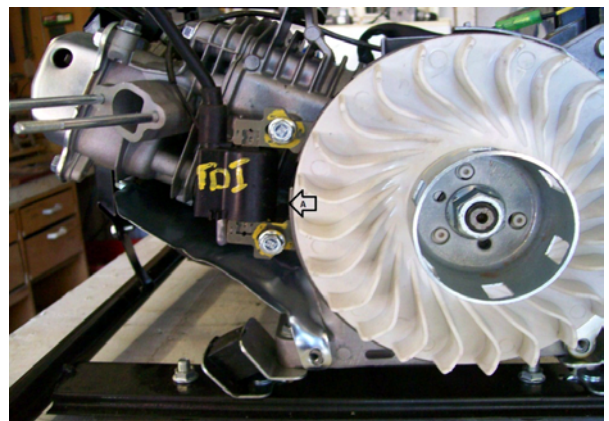
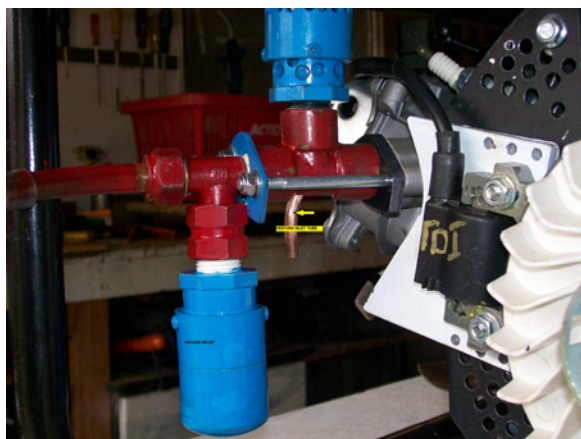
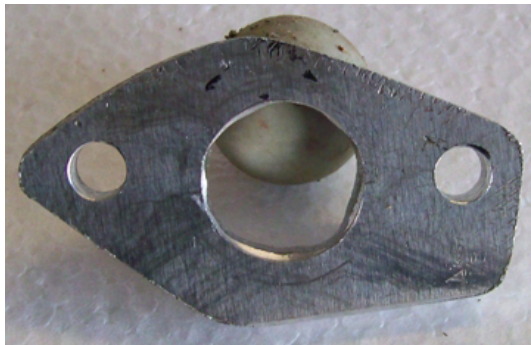
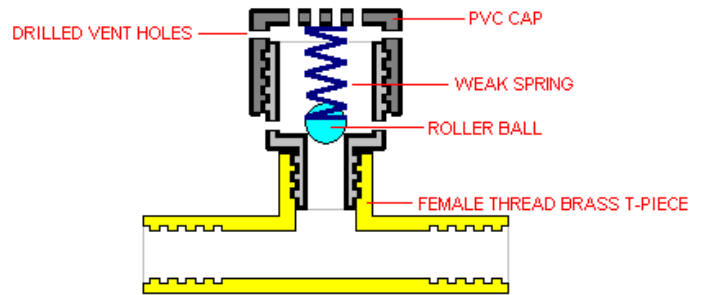
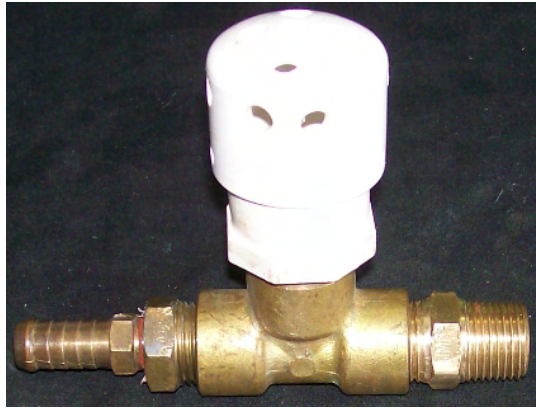
A SUPER HIGH EFFICIENCY ELECTROLYSER OF THE TYPE DESIGNED BY BOB BOYCE OF AMERICA CAN GENERATE UP TO 100 LITRES OF HHO PER MINUTE (1200% FARADAY'S EFFICIENCY) BUT HAS TO BE PULSED AT RESONANT FREQUENCY WHICH IS NOT EASY :



(FULL CONSTRUCTIONAL DETAILS ARE IN THE PJKbook.pdf DOCUMENT) BUT FORTUNATELY, A WELL MADE DC ELECTROLYSER IS SUFFICIENT FOR RUNNING A GENERATOR ON WATER ALONE AS THE GENERATOR PRODUCES KILOWATTS OF ELECTRICAL POWER AND THAT MEANS THAT THERE IS PLENTY OF ELECTRICAL POWER AVAILABLE FOR THE ELECTROLYSIS. THE ELECTROLYTE IS 28% BY WEIGHT OF POTASSIUM HYDROXIDE (KOH) IN DISTILLED WATER AND GRADE 316 STAINLESS STEEL ELECTRODES ARE USED FOR ALL ELECTROLYSIS (AFTER CROSSHATCH SCORING AND PLATE CONDITIONING BEFORE USE).

AS SELWYN HARRIS OF AUSTRALIA POINTS OUT, IT IS NOT ALL THAT DIFFICULT TO ALTER THE TIMING OF A SMALL GENERATOR AND HE PROVIDES INSTRUCTIONS WITH PHOTOGRAPHS TO SHOW EXACTLY HOW :

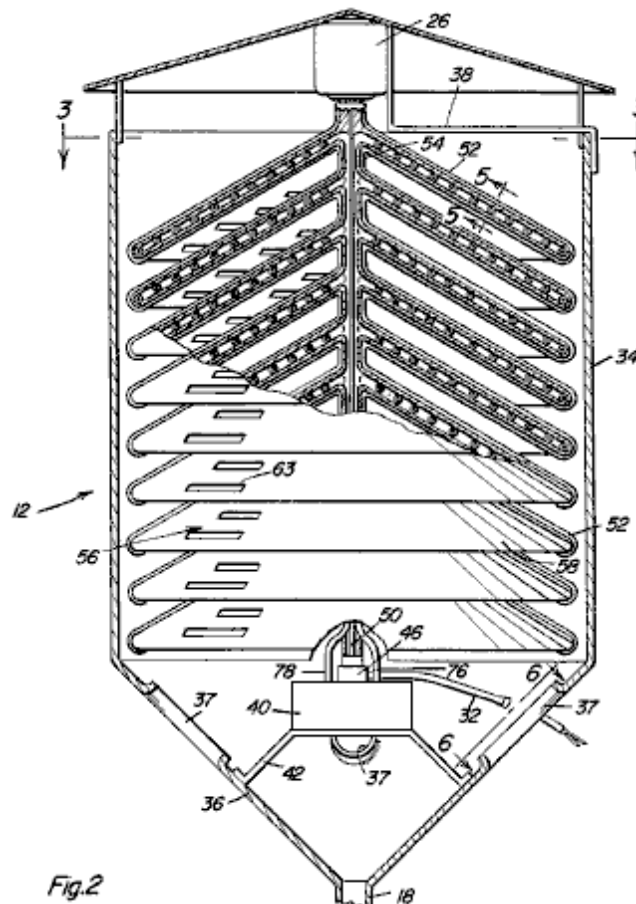
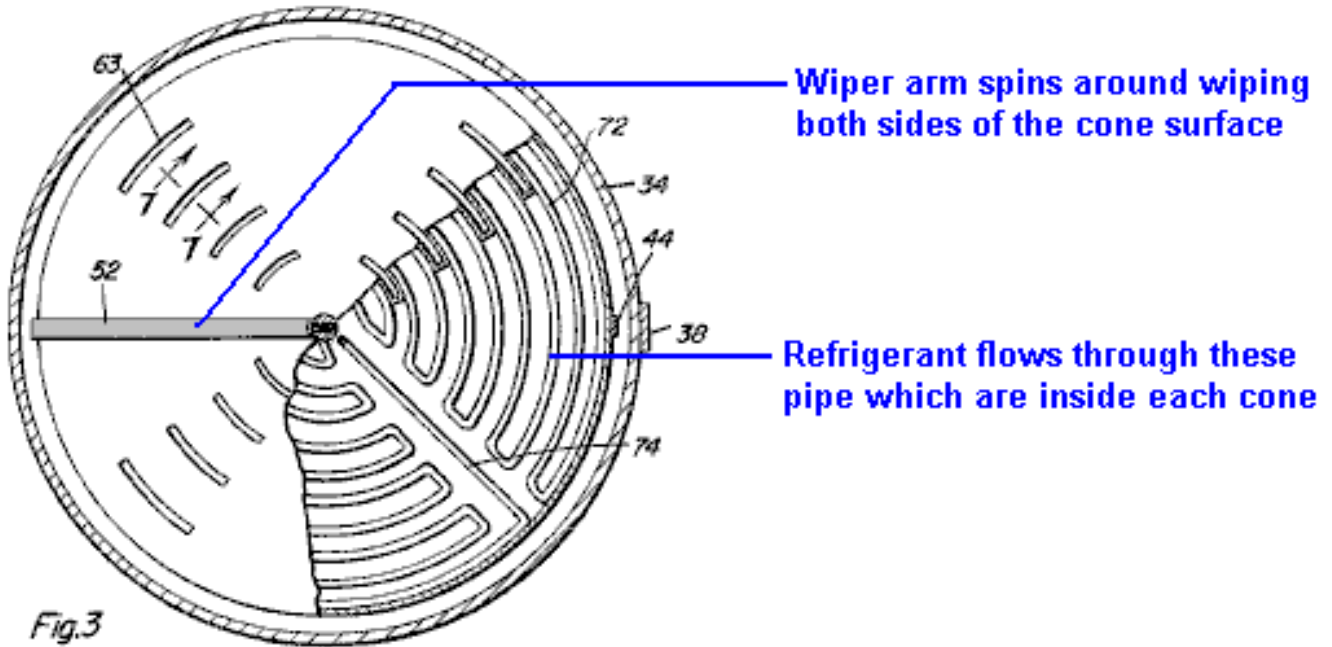






**AN IMPORTANT NON-FREE ENERGY DEVICE IS THE [ELMER GRIMES](#) 1961 PATENTED DESIGN FOR LARGE SCALE EXTRACTION OF WATER FROM AIR (US 2,996,897). THIS IS SO EFFECTIVE THAT IT CAN BE USED IN DESERTS AND ONE HAS SUPPLIED A WHOLE RANCH IN TEXAS IN A DRY YEAR.**

**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 :**

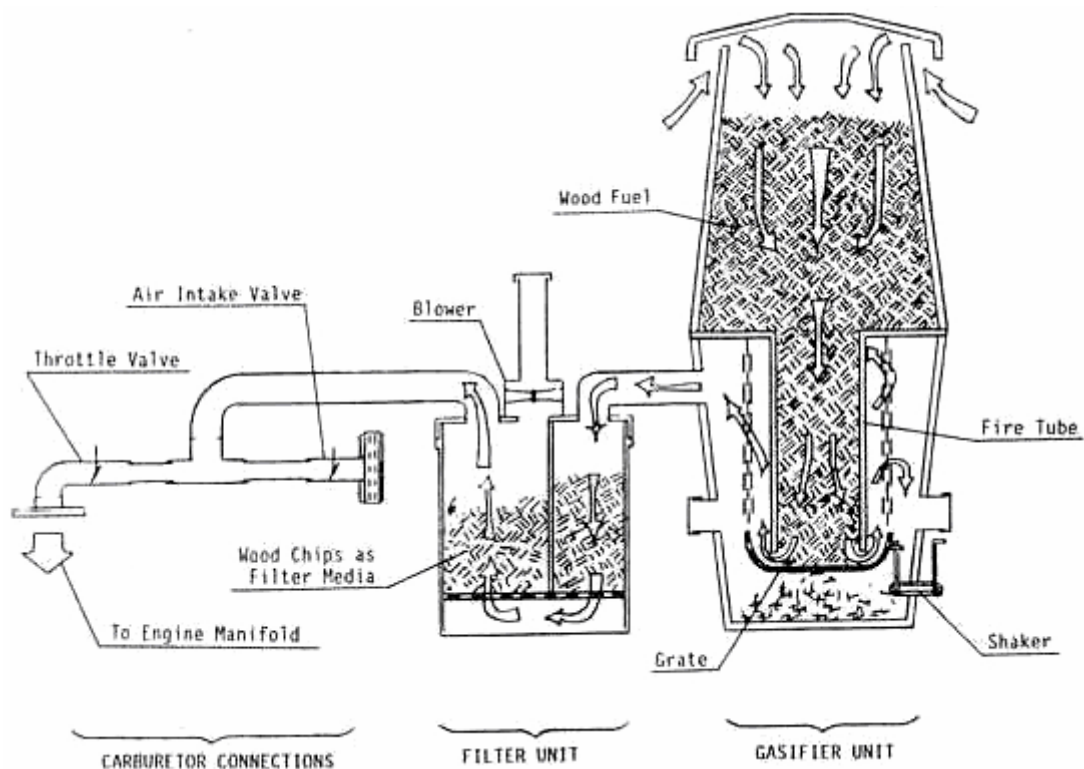


**THIS WATER-MAKING SYSTEM COULD BE POWERED BY ONE OF THE FREE-ENERGY DEVICES, SAY, THE CHAS CAMPBELL GENERATOR.**

**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 TO BE PREFERRED.**

**ALL OF THE NECESSARY CONSTRUCTION, USE AND MAINTENANCE DETAILS ARE IN THE APPENDIX OF MY EBOOK PJKbook.pdf ALONG WITH DIAGRAMS AND PHOTOGRAPHS :**

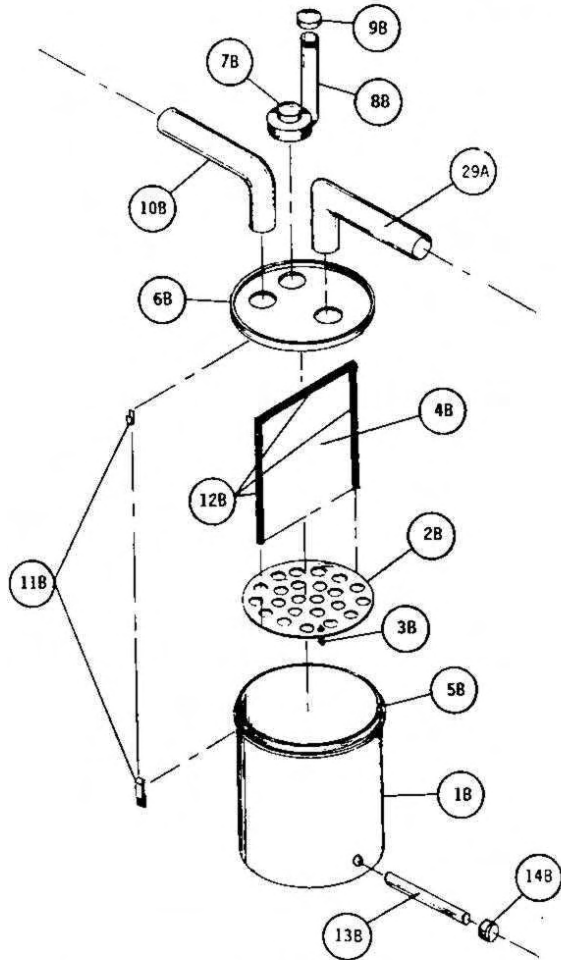


Fig. 2-15. Exploded, schematic diagram of the filter unit.

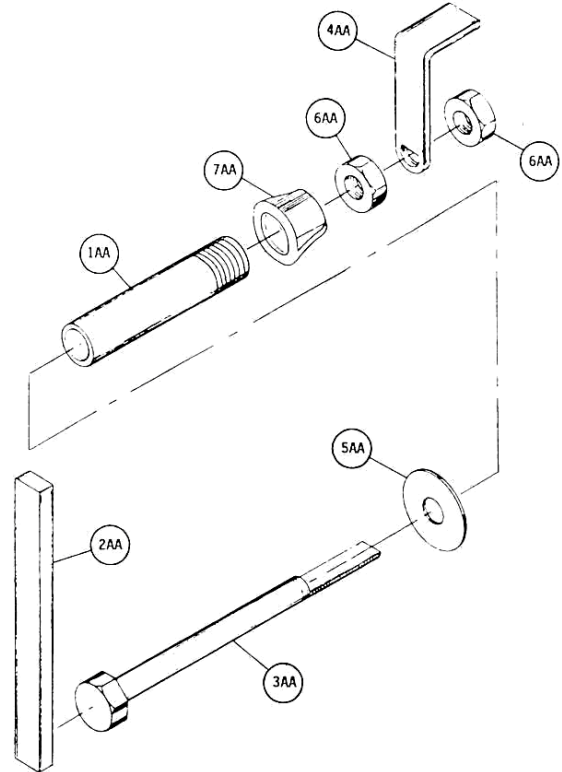
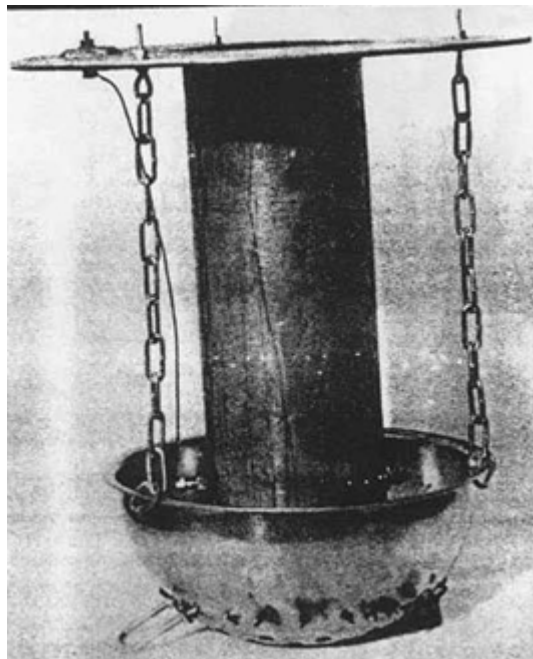
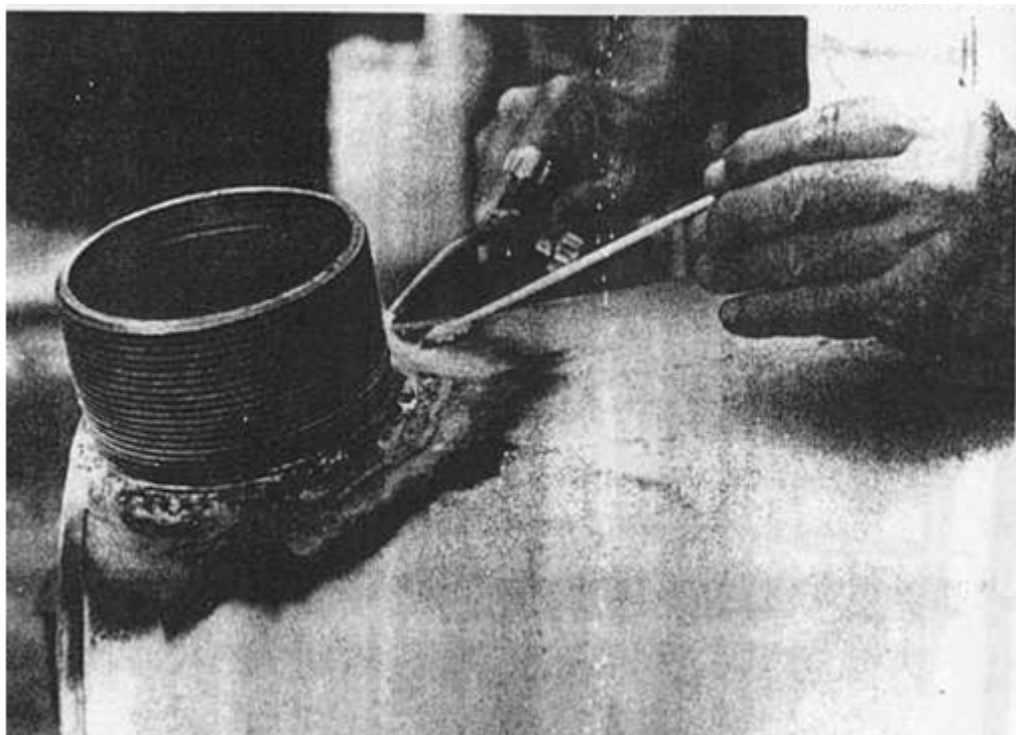
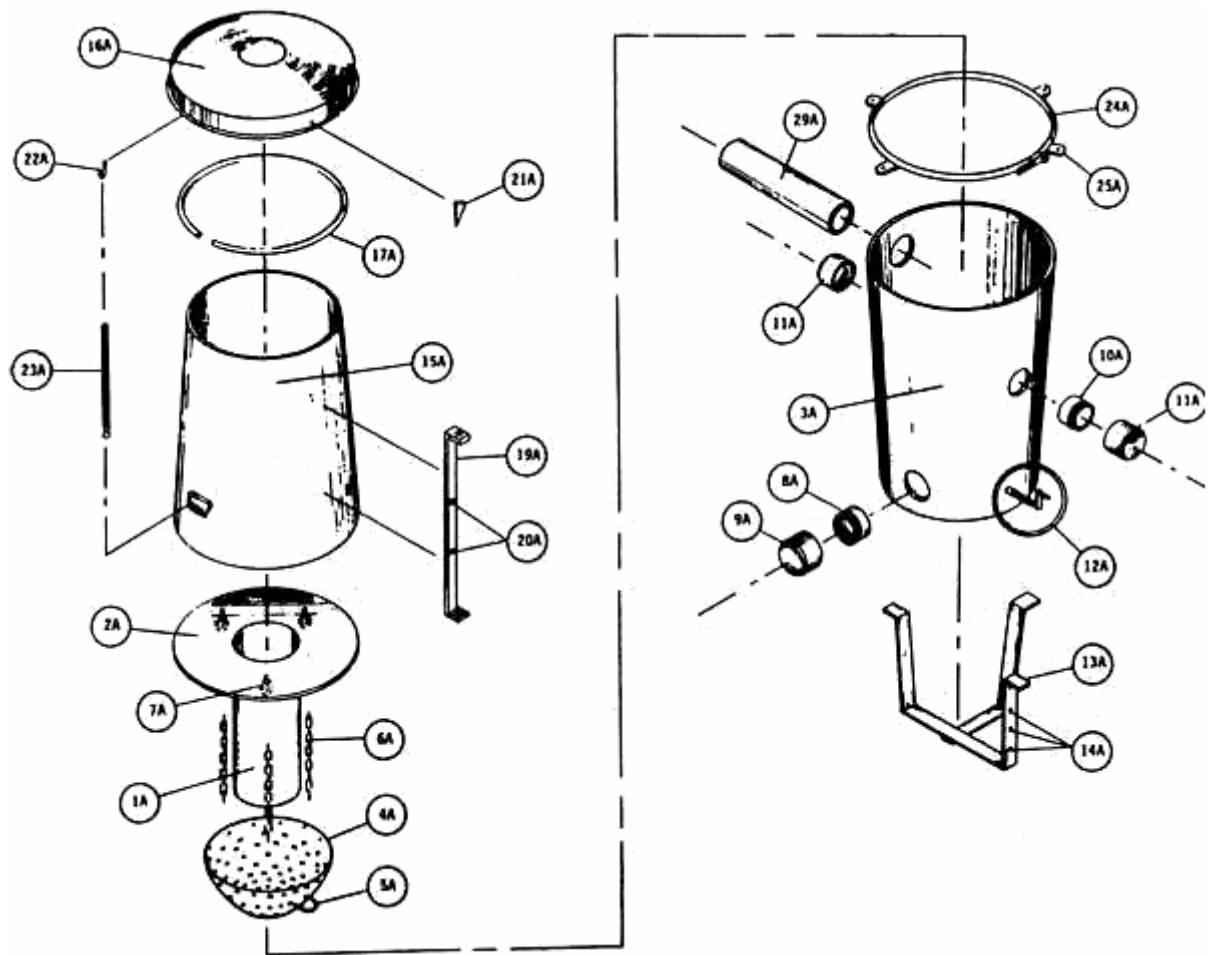


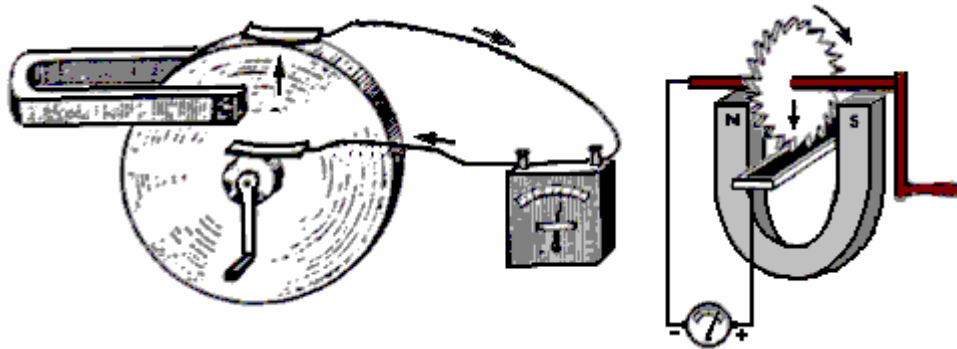
Fig. 2-8. Exploded, schematic diagram of the grate shaking mechanism.







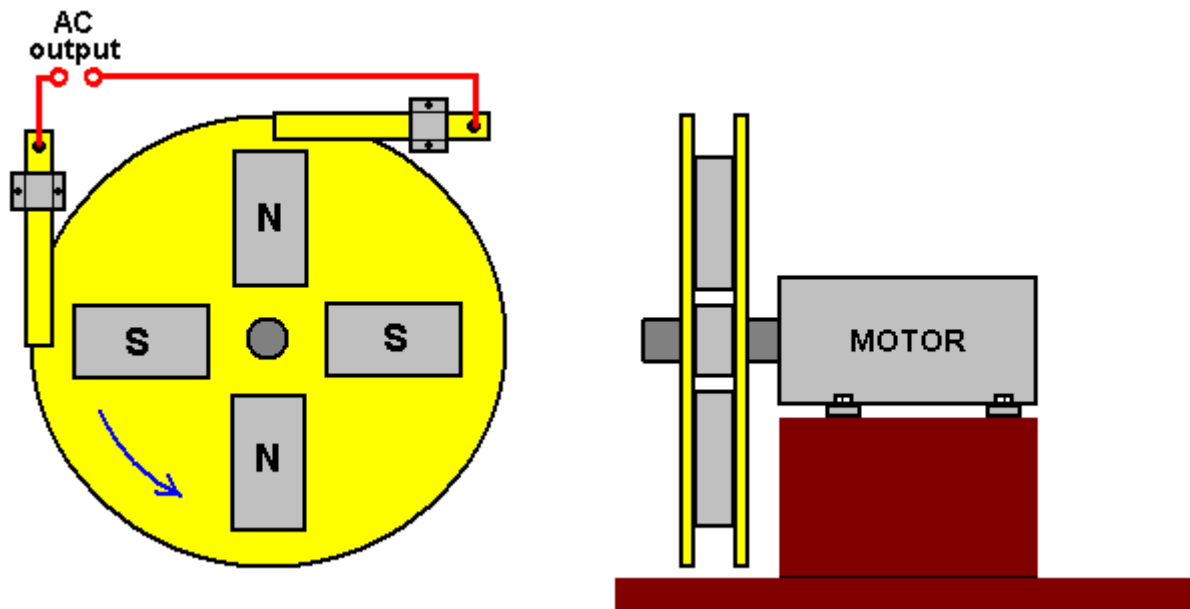
THE HOMOPOLAR OR N-MACHINE OF **MICHAEL FARADAY** (1831) HAS THE PROBLEM OF VERY LOW DC OUTPUT VOLTAGE OF LESS THAN ONE VOLT, ALTHOUGH THE OUTPUT CURRENT CAN BE UP TO 1000 AMPS. THAT COMBINATION SUITS SIMPLE ELECTROLYSIS BUT LITTLE ELSE. FARADAY'S ARRANGEMENT WAS :



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 :



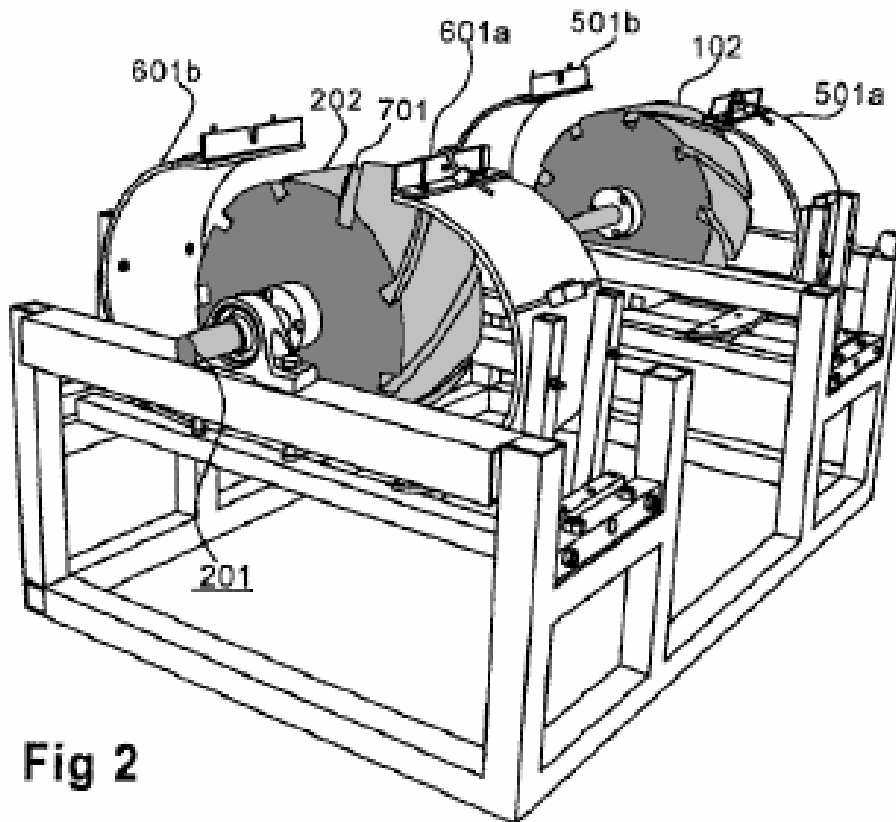
THE OUTPUT CURRENT WAS ESTIMATED AT 100 AMPS. THE OUTPUT VOLTAGE WAS NOT AFFECTED BY THE SPEED OF ROTATION BUT THE FREQUENCY OF THE OUTPUT AC WAS. IT SEEMS IMPOSSIBLE THAT THERE SHOULD BE A VOLTAGE DIFFERENCE ACROSS THE DIRECT SHORT-CIRCUIT ACROSS A SHORT SECTION OF COPPER DISC, BUT THAT JUST DEMONSTRATES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

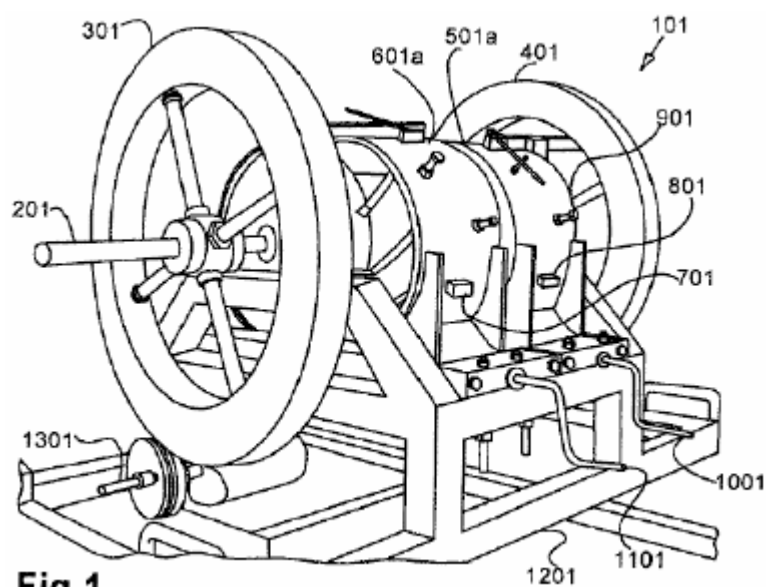


**THE VICTOR DIDUCK PERMANENT MAGNET MOTOR.**

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**

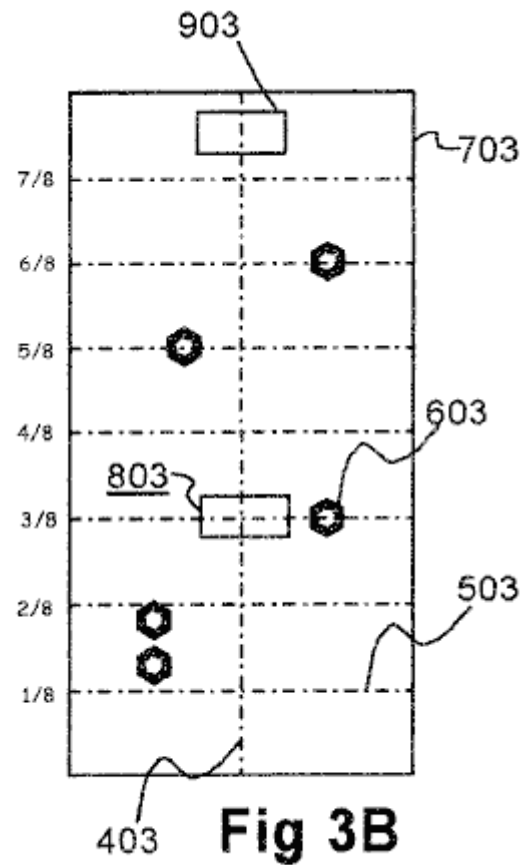
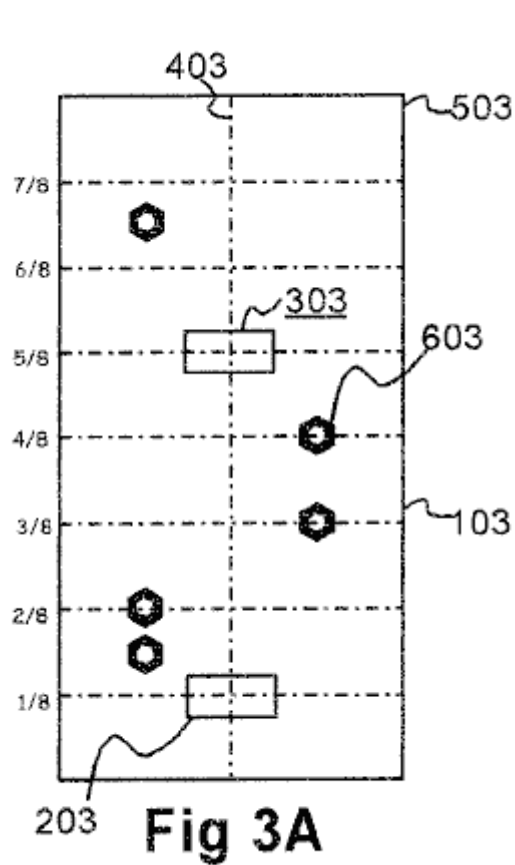
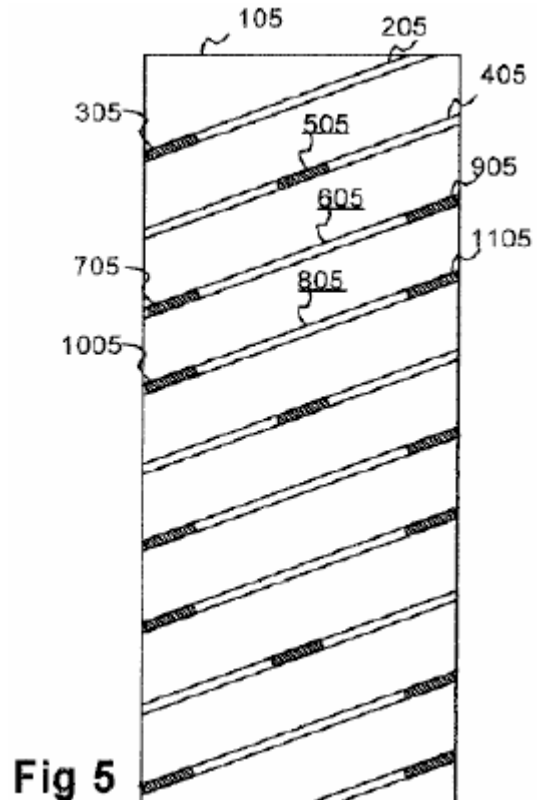
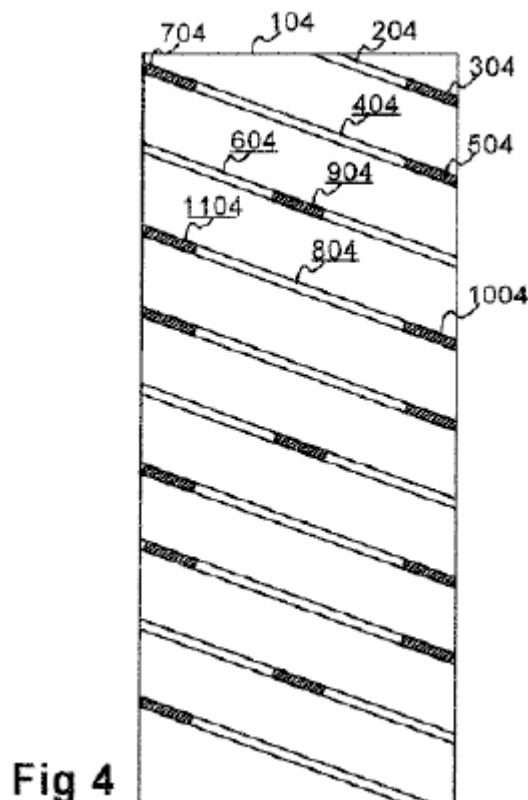


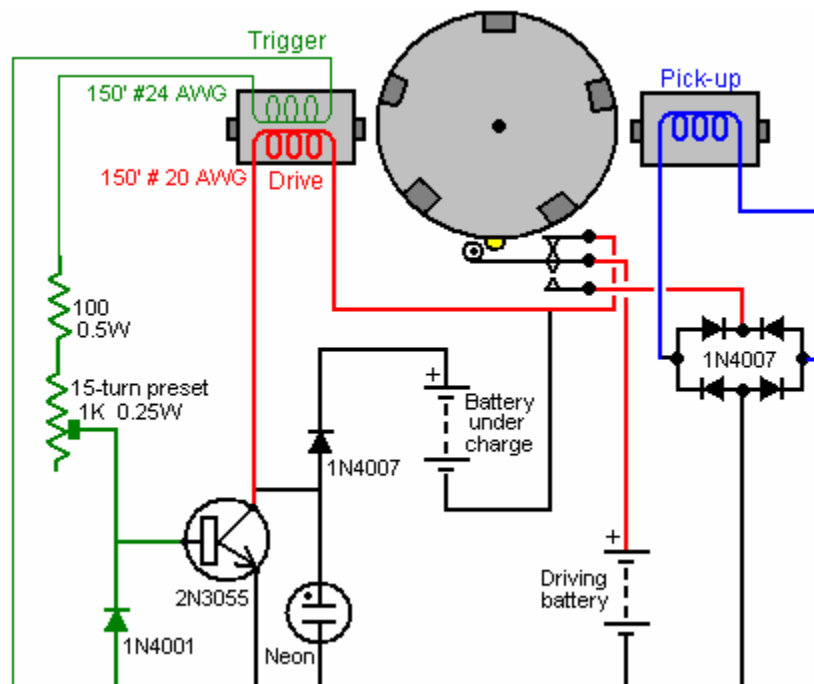
Fig.3 is a diagram of the magnet placement on the cowling.

**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 :**



**THE SELF-CHARGING BATTERY CHARGER. THIS IS A BASIC STARTER-LEVEL JOHN BEDINI STYLE BATTERY CHARGER WITH ONE SMALL ADDITION TO MAKE IT SELF-POWERED.**

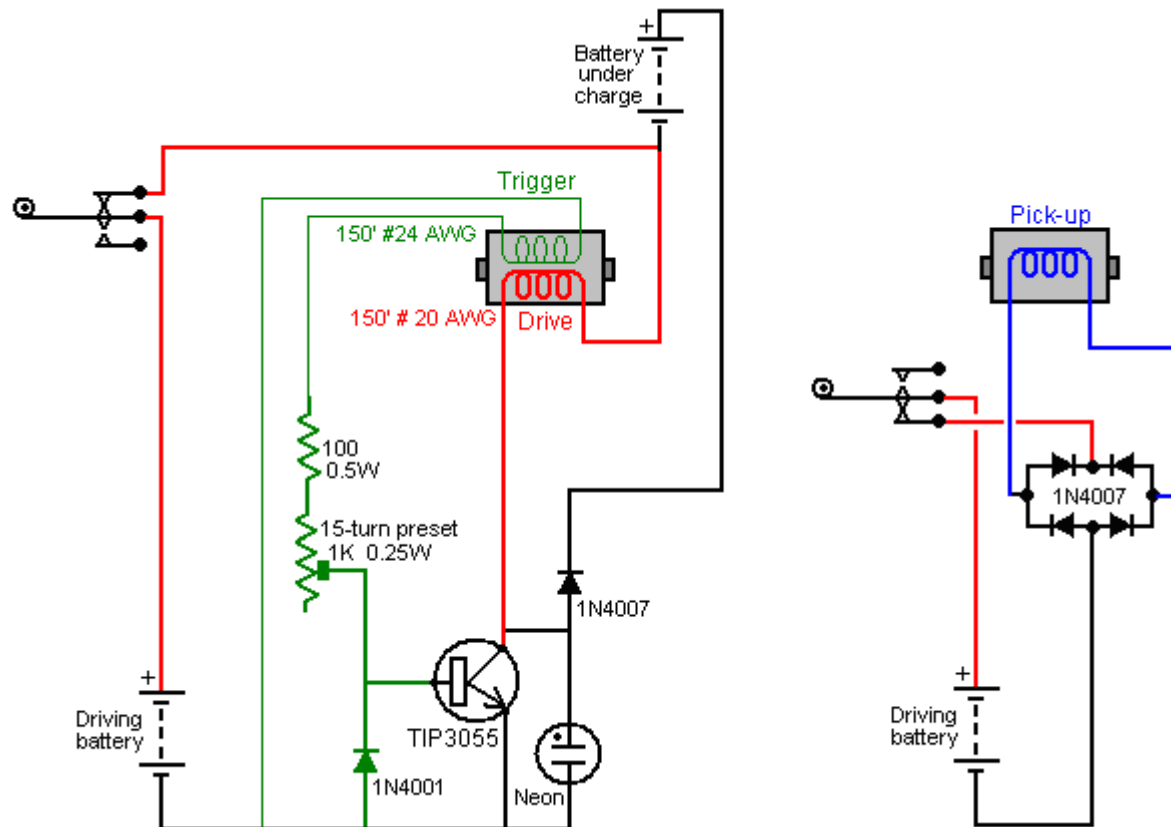
**MOST BATTERY CHARGERS HAVE THE PROBLEM THAT THEY RUN THEIR DRIVE BATTERY DOWN WHEN THEY OPERATE. USUALLY, THE BATTERY BEING CHARGED HAS TO BE AT A DIFFERENT VOLTAGE LEVEL IN ORDER TO AVOID DRAINING THE DRIVE BATTERY DIRECTLY INTO THE BATTERY BEING CHARGED INSTEAD OF POWERING THE CHARGING CIRCUIT (JOHN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



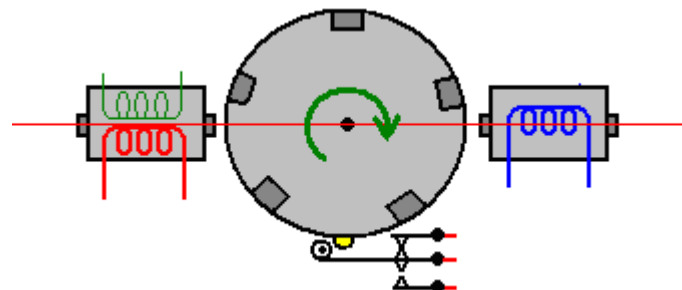
**THIS CIRCUIT IS SUBTLE. THE CIRCUIT ON THE LEFT FEEDS PULSES INTO THE BATTERY UNDER CHARGE FIVE TIMES PER REVOLUTION IN THE SAME WAY AS A BEDINI CIRCUIT. HOWEVER, ONCE PER REVOLUTION THE MICROSWITCH DUMPS CHARGE FROM ONE MAGNET PASSING THE BLUE PICK-UP COIL ON THE RIGHT, STRAIGHT INTO THE DRIVE BATTERY,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



**IT IS PROBABLY EASIER TO UNDERSTAND THE CIRCUIT IF THE TWO PARTS ARE SHOWN SEPARATELY:**



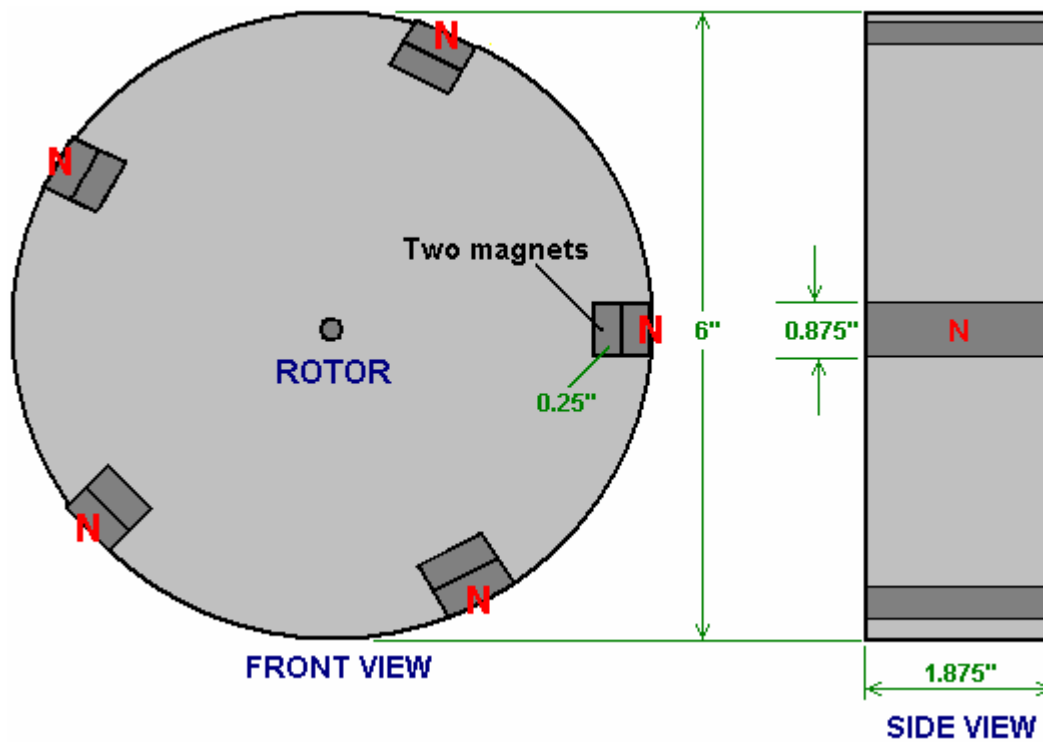
BECAUSE THE PICK-UP COILS ARE ALIGNED AND THERE IS AN ODD NUMBER OF ROTOR MAGNETS, THE PULSES FROM THE TWO COILS ARE ALWAYS AT DIFFERENT TIMES:



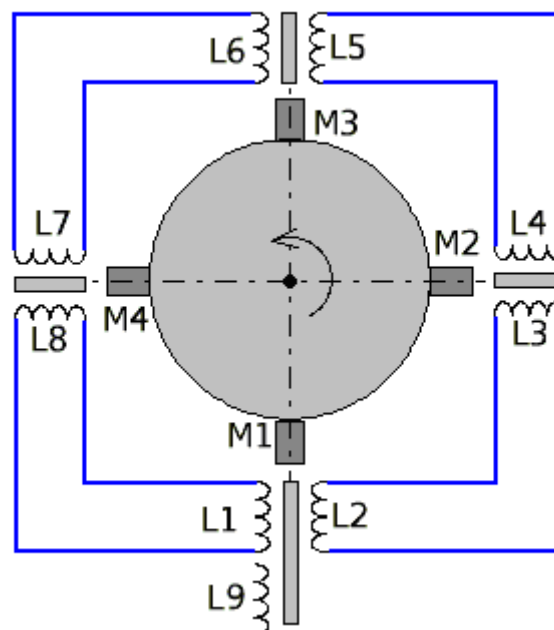
CONSEQUENTLY, THE TWO PARTS OF THE CIRCUIT OPERATE INDEPENDENTLY AND SO THE MECHANICAL SWITCH CAN SELECT BETWEEN THEM.

ADDITIONAL OUTPUT COILS CAN BE POSITIONED AT 72-DEGREE ANGLES AROUND THE ROTOR WHICH IS 48 mm THICK AND WEIGHING 2 KILOGRAMS, BEING CONSTRUCTED FROM LAMINATE FLOORING MATERIAL AND HAVING A 6-INCH (150 mm) DIAMETER. THE ROTOR IS PUSHED AROUND WHEN THE TRANSISTOR SWITCHES ON IN RESPONSE TO THE SIGNAL FROM THE TRIGGER COIL CAUSED BY A MAGNET PASSING BY THE COIL.

HOWEVER, IT IS LIKELY THAT THE THICKNESS OF THIS PARTICULAR ROTOR WAS CAUSED BY THE USUAL FACTOR OF WHAT WAS TO HAND AT THE TIME AND THE DESIRE TO MATCH THE SIZE OF THE MAGNETS USED :

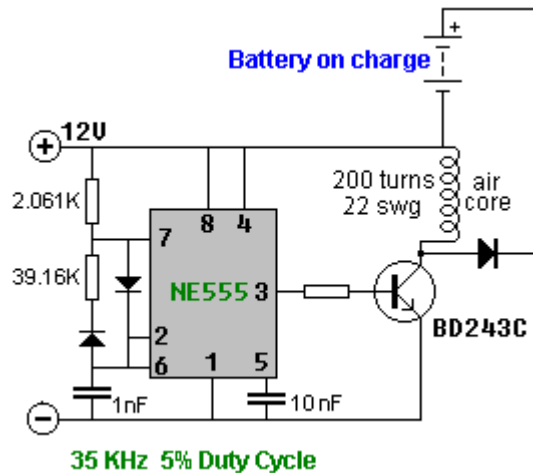


WHILE NOT PART OF THIS ACTUAL DESIGN, IT IS SUGGESTED BY THE RUSSIAN EXPERIMENTER "VIKNEI" THAT A MUCH GREATER EFFECT CAN BE HAD FROM ANY SIMILAR SYSTEM IF THE STATOR COILS ARE WOUND WITH TWO STRANDS OF WIRE AND CONNECTED LIKE THIS :



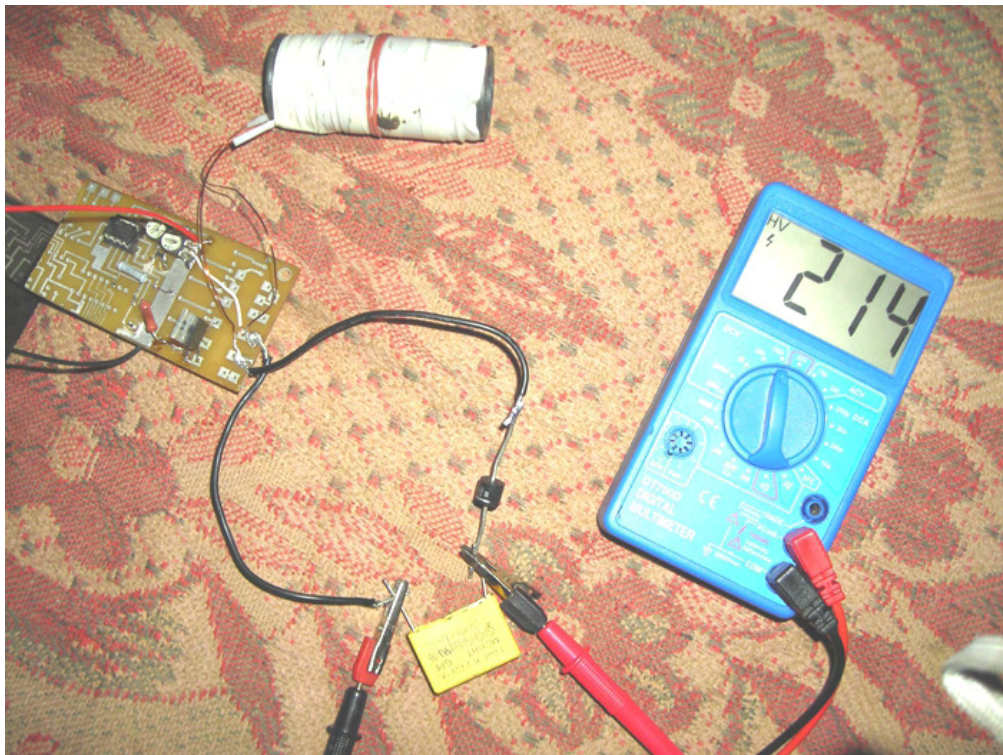
## ALEXKOR'S FIRST BATTERY CHARGER.

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 AS SHOWN ON THE METER BELOW.

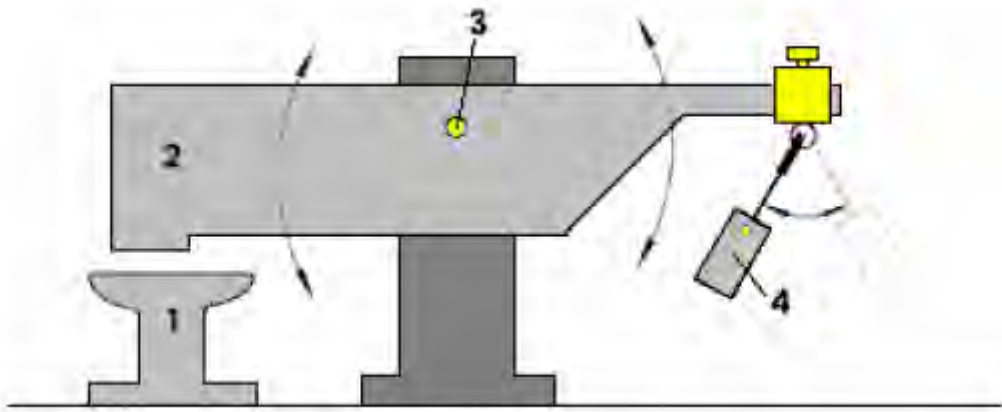
ALEXKOR BUILT THE CIRCUIT VERY SIMPLY :



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. THIS CIRCUIT COULD CHARGE FOUR BATTERIES CONNECTED IN SERIES (IN A CHAIN).

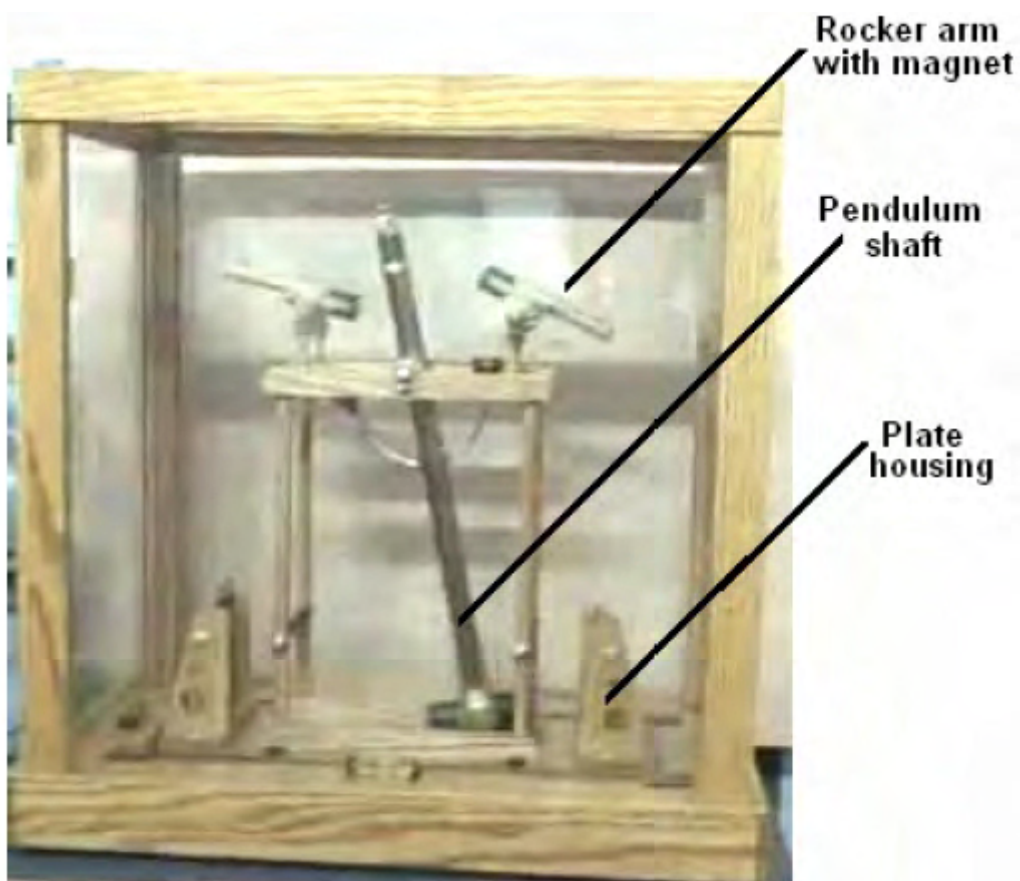
**VELJKO MILKOVIC** DESIGNED A MECHANICAL FREE ENERGY DEVICE WITH A COP=12.

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'.

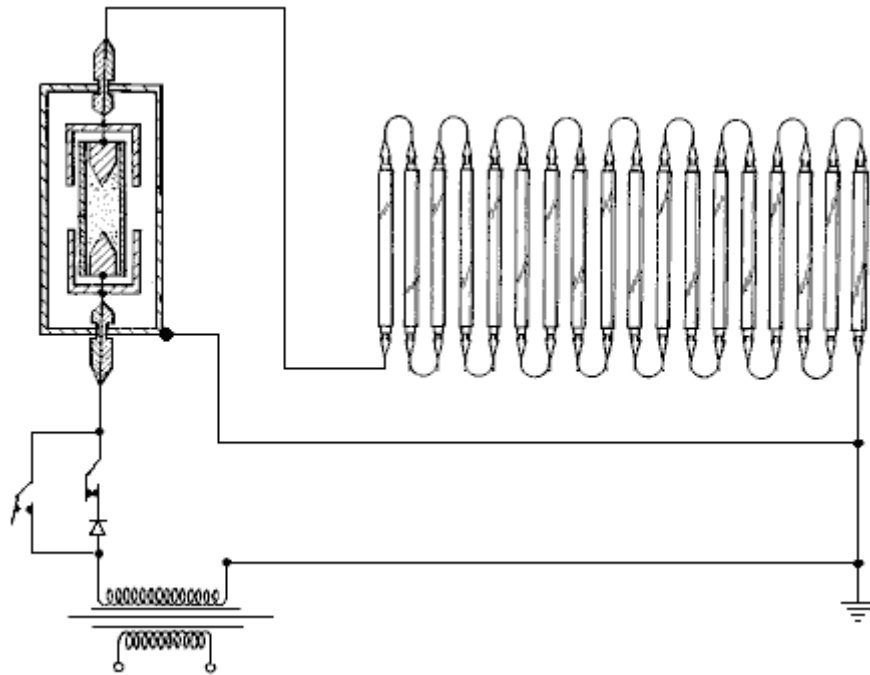




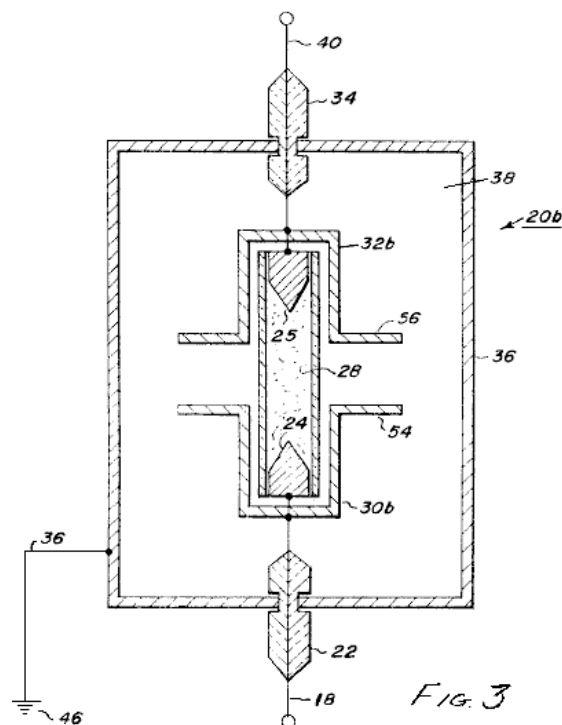
**THE TIPPING OF THE LEVER ARM DROPS THE MAGNETIC PLATE DOWN INTO A STATIONARY SLOT AND THE APPROACHING PENDULUM MAGNET STORES ENERGY IN THE MAGNETIC FIELD BETWEEN THEM. THEN THAT ENERGY IS RETURNED TO THE PENDULUM AS THE PENDULUM MAGNET MOVES AWAY AND THAT SUSTAINS THE PENDULUM SWING INDEFINITELY.**



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.



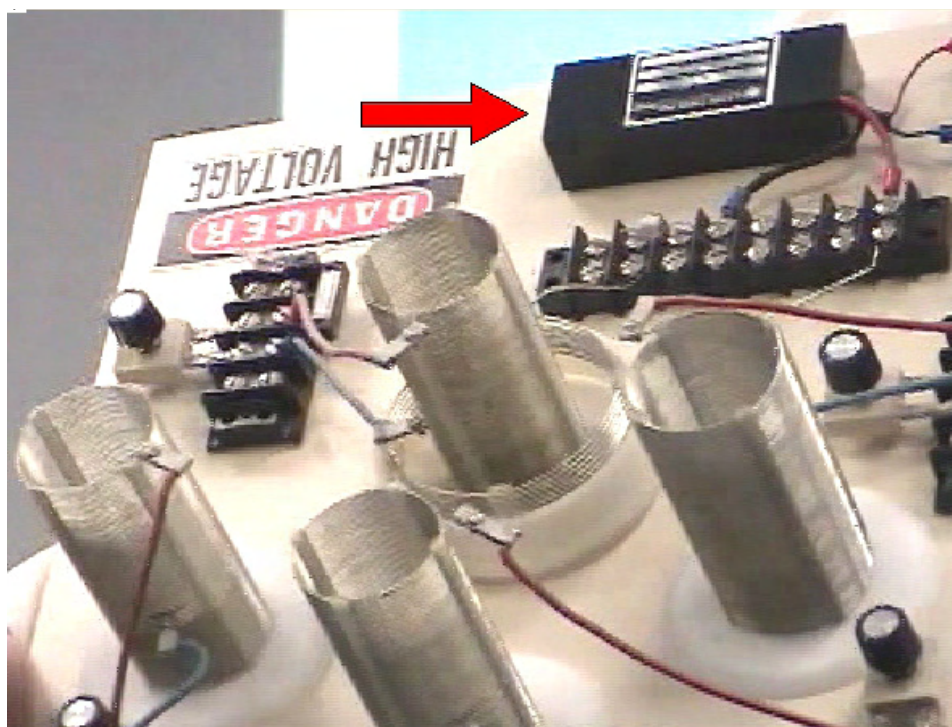
THE PATENT INCLUDES TABLES OF BENCH TEST RESULTS WHERE FLUORESCENT LAMPS WERE TESTED AS THE LOAD. FROM THE POINT OF VIEW OF ANY INDIVIDUAL LAMP, WITHOUT USING THIS DEVICE IT REQUIRES 40 WATTS OF ELECTRICAL INPUT POWER TO GIVE 8.8 WATTS OF LIGHT OUTPUT (THE REST BEING CONVERTED TO HEAT). THAT IS AN EFFICIENCY 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.



**DON SMITH** 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 :

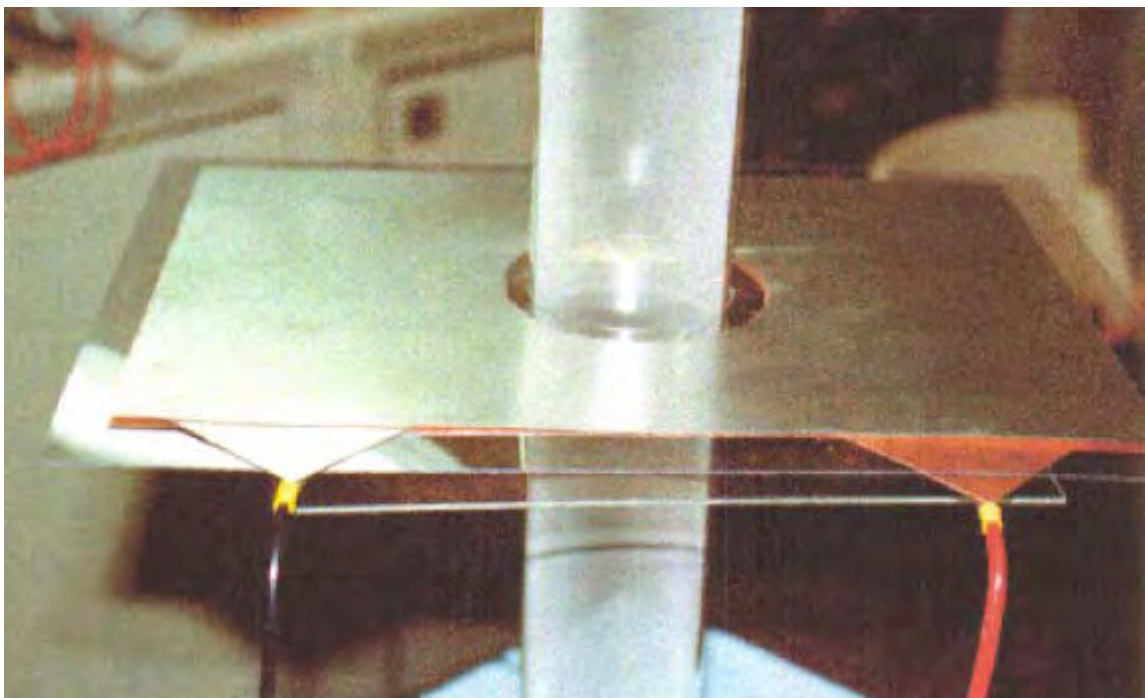
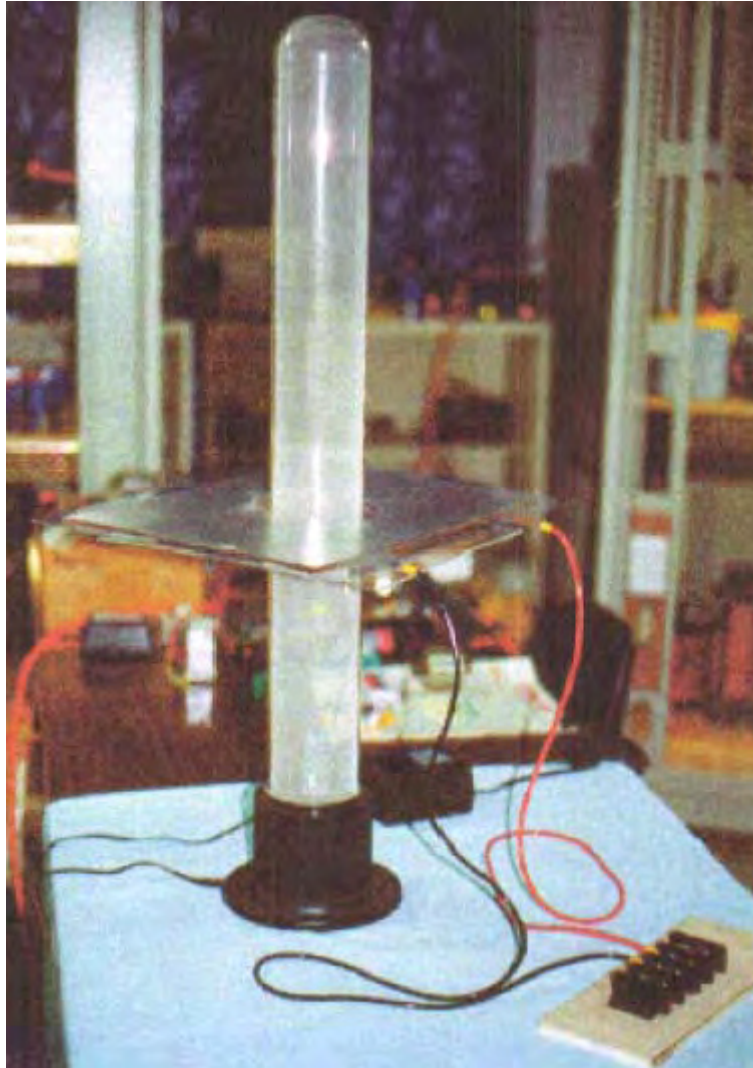


THIS IS AN **EXPONENTIAL** SYSTEM BECAUSE THE OUTPUT IS THE **SQUARE** OF THE VOLTAGE AND THE **SQUARE** OF THE FREQUENCY, SO, DOUBLE THE FREQUENCY AND DOUBLE THE VOLTAGE AND THE OUTPUT INCREASES BY A FACTOR OF SIXTEEN TIMES.

IN HIS DESIGNS, DON RAISES THE FREQUENCY FROM AROUND 50 CYCLES PER SECOND TO ABOUT 35,000 CYCLES PER SECOND WHICH IS A FACTOR OF 700, GIVING AN OUTPUT POWER GAIN OF 490,000 AND HE RAISES THE VOLTAGE TO 9,000 VOLTS WHICH IS FORTY TIMES GREATER THAN THE MAINS VOLTAGE, GIVING AN OUTPUT POWER GAIN OF 1,600 TIMES. TOGETHER, THE OUTPUT POWER GAIN OVER THE INPUT POWER IS 784 MILLION ON EACH OUTPUT !!

THE GAP BETWEEN THE TRANSMITTING COIL AND THE RECEIVING COILS IS CHOSEN CAREFULLY AS THAT DISTANCE HAS A MAJOR EFFECT ON THE SIGNAL RECEIVED BY THE RECEIVING COIL.

**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 :

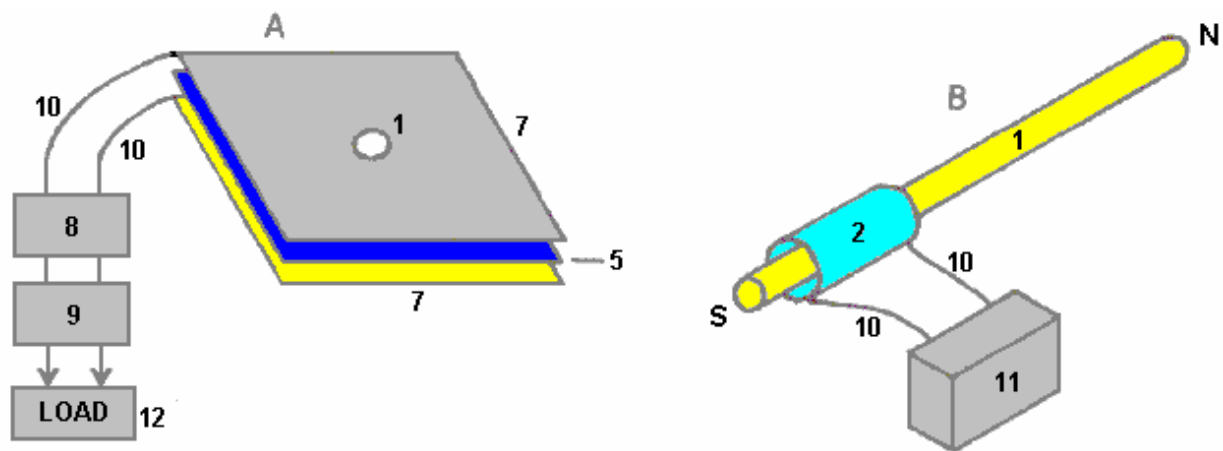


Fig.2 has two parts A and B.

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:

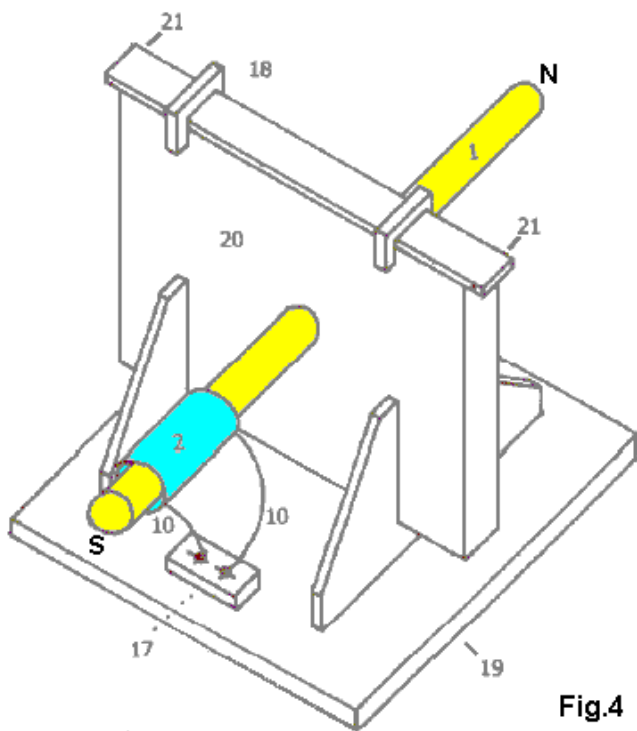
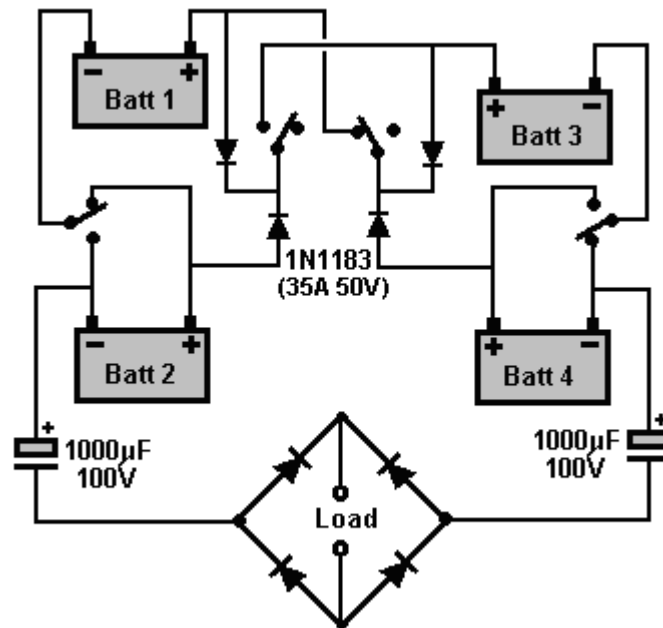


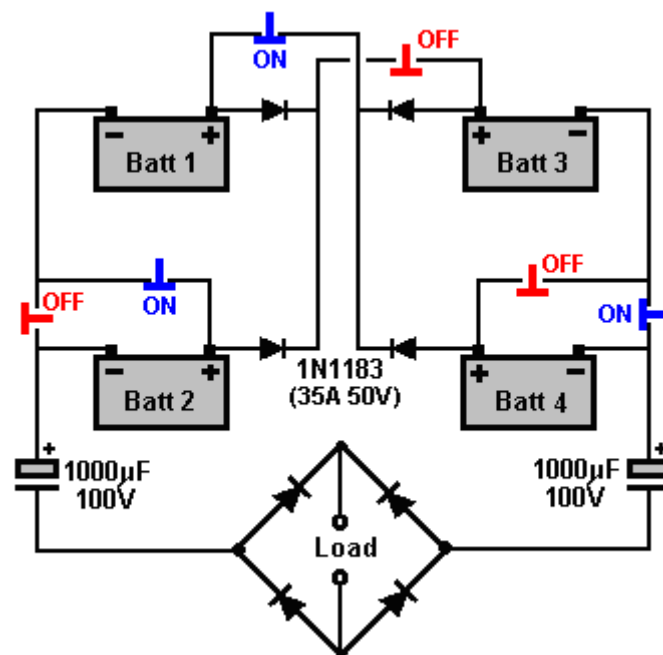
Fig.4

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

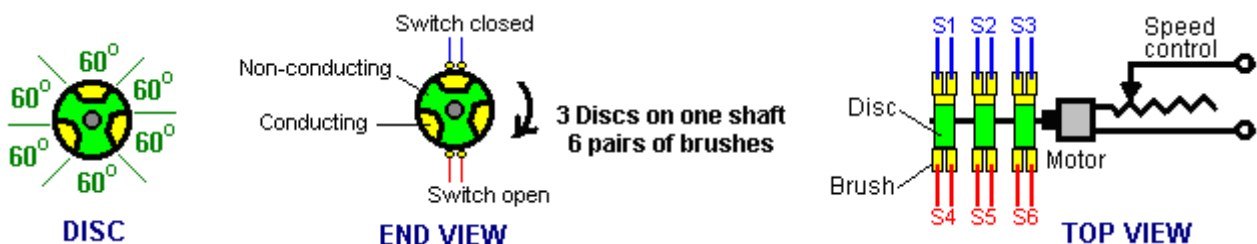
THE TESLA SWITCH WAS MADE FAMOUS BY THE STAFF OF ELECTRODYNE CORP. WHO BUILT AND TESTED IT FOR THREE YEARS (ALTHOUGH ELECTRODYNE CORPORATION DENIES THAT FACT). THEIR CIRCUIT, WHICH USES 36-VOLT CONDITIONED "12-VOLT" BATTERIES WAS :



OR WITH MECHANICAL SWITCHING :



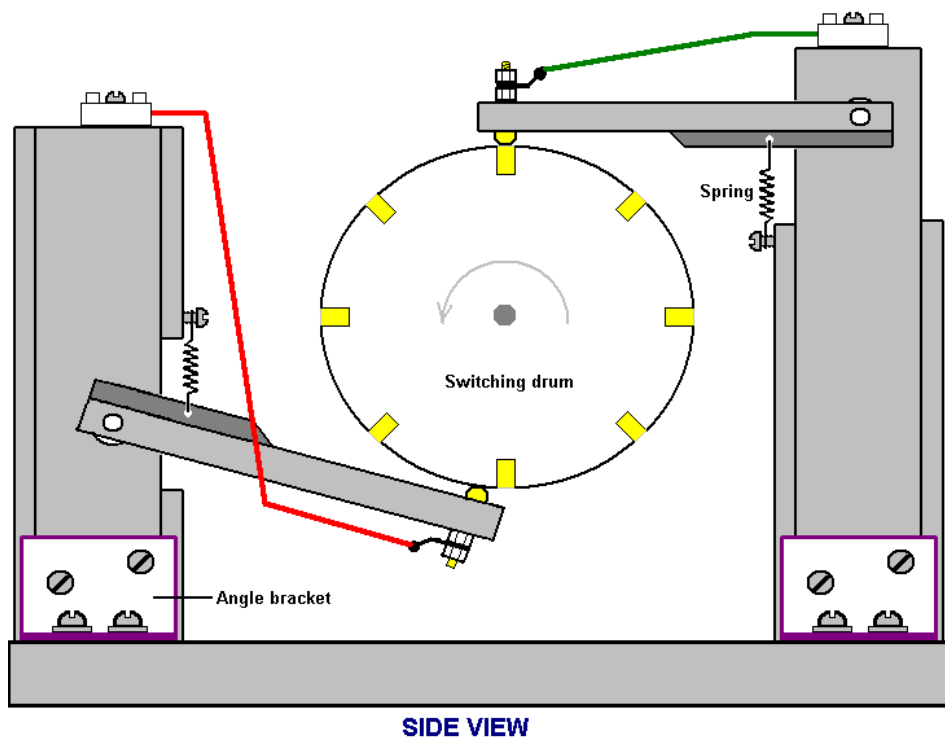
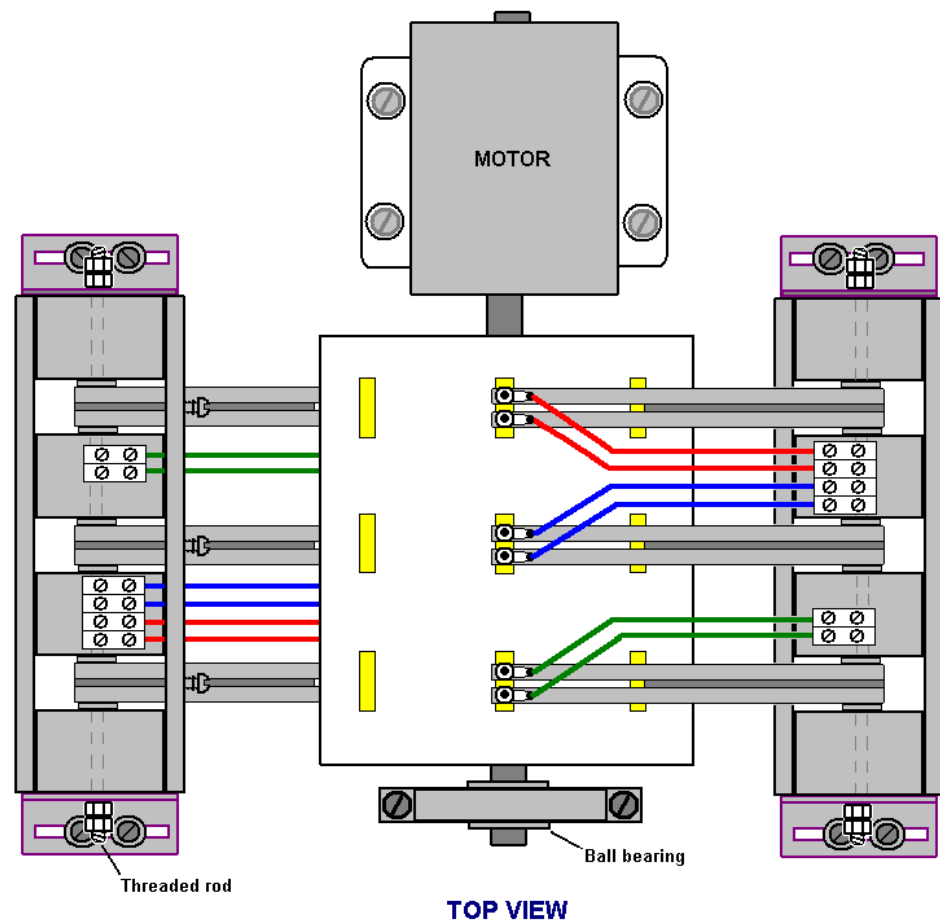
THE SWITCHING BEING ACHIEVED BY A MOTOR DRIVEN ROTARY 6-SWITCH ARRANGEMENT :



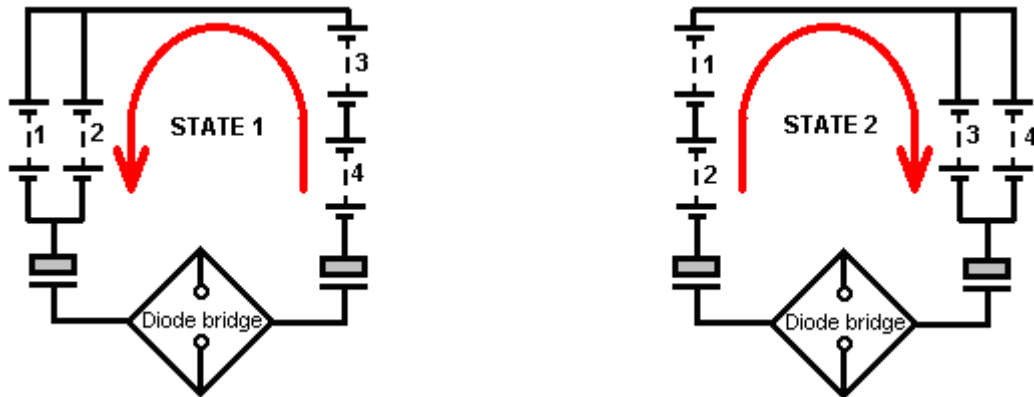


WITH SWITCHING SPEEDS OF 100 TO 800 SWITCHES PER SECOND, THE OUTPUT WAS QUITE REMARKABLE WITH A 30 HORSEPOWER OUTPUT, CAR BATTERIES WHICH CHARGED HAPPILY TO 36-VOLTS EVENTUALLY AND FULLY DISCHARGED BATTERIES WHICH RECHARGED FULLY IN JUST ONE MINUTE.

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

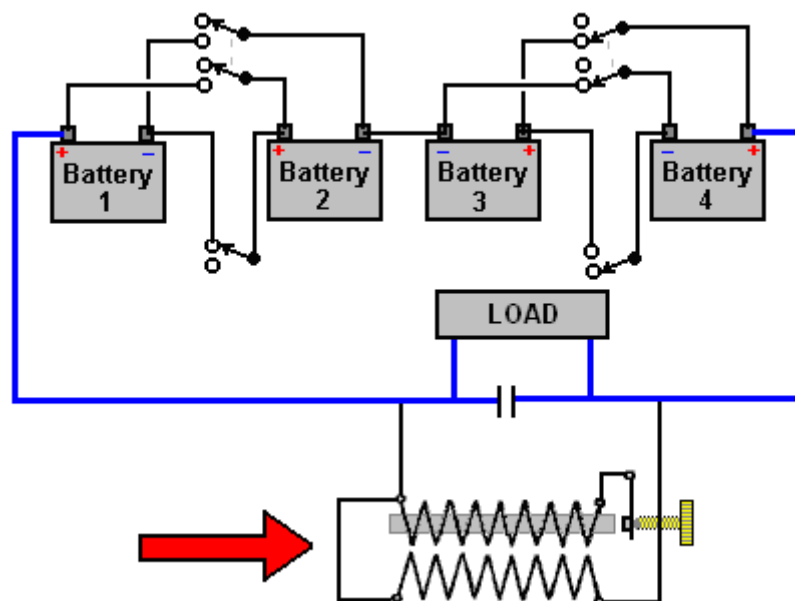


THE SYSTEM OPERATES BY PUTTING THE BATTERIES REPEATEDLY IN SERIES AND THEN IN PARALLEL, SO THAT THE SERIES BATTERIES CHARGE THE PARALLEL BATTERIES :



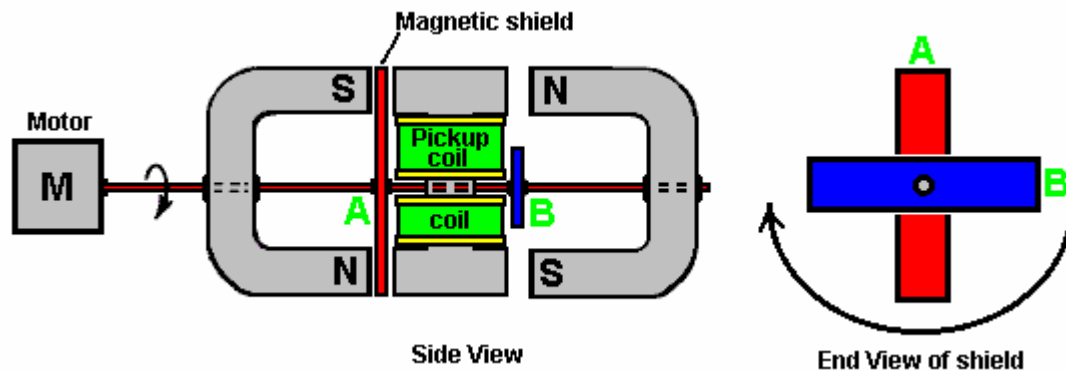
THE LOAD SHOULD BE AND INDUCTIVE LOAD SUCH AS A MOTOR, AND THE DIODES USED SHOULD BE THE 1N1183 AS THEY BREAK DOWN WHEN REVERSED BIASED, FEEDING A SHARP VOLTAGE PULSE TO THE BATTERIES. THE SWITCHING SPEED NEEDS TO BE FAST FOR THIS CIRCUIT TO OPERATE SELF-POWERED.

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.

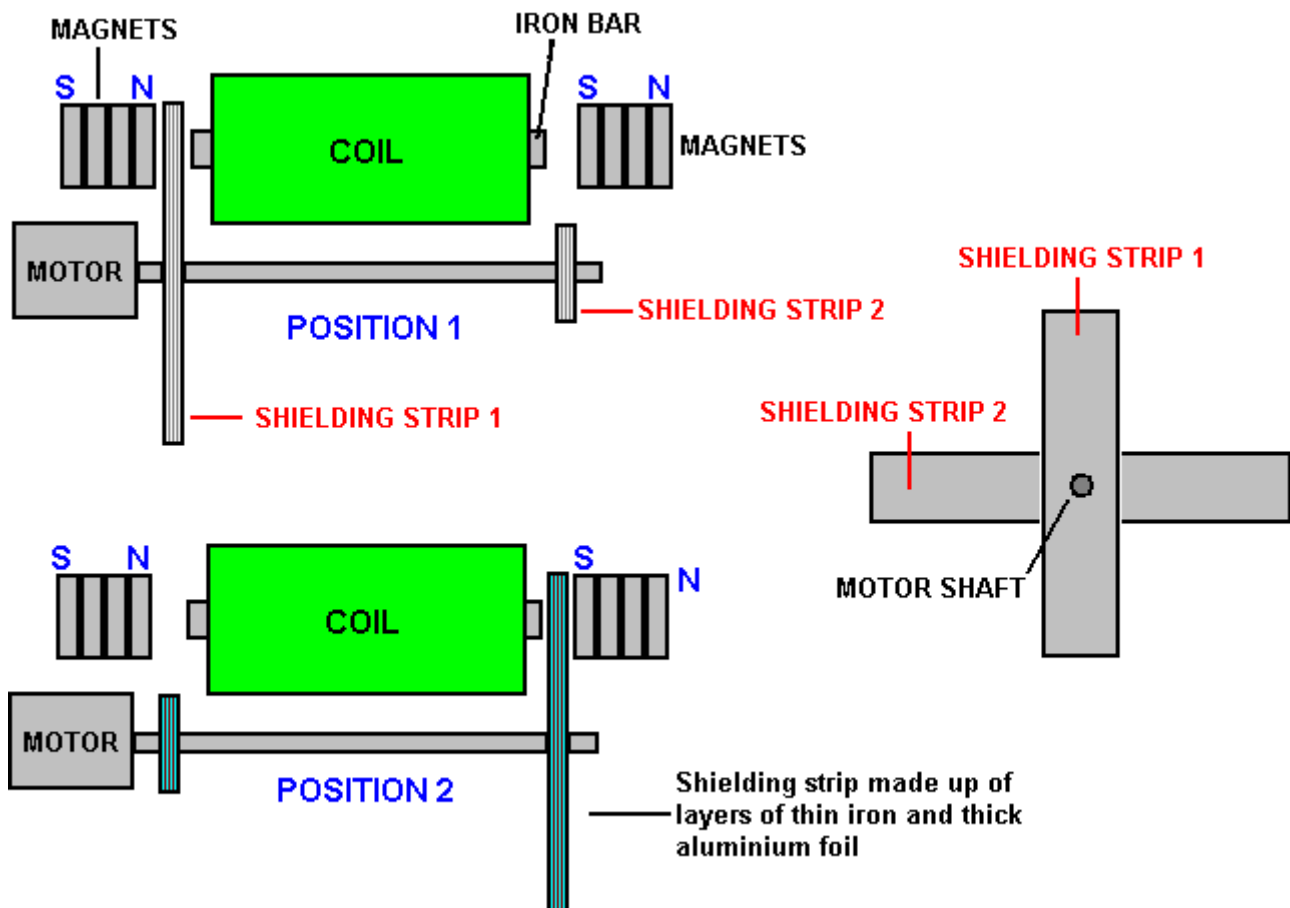
THE **ECKLIN-BROWN** MAGNETIC GENERATOR IS AN INTERESTING CONCEPT. IT PRODUCES AN ALTERNATING MAGNETIC FIELD BY USING A ROTATING MAGNETIC SHIELD :



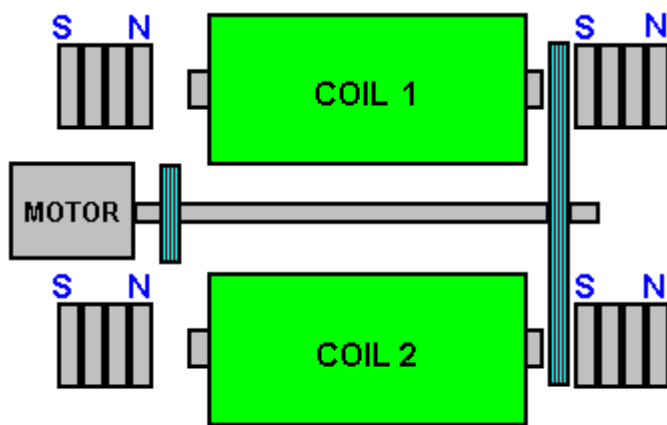
IN THE ILLUSTRATION ABOVE, THE RED ARM OF THE MAGNETIC SHIELD REDUCES THE STRENGTH OF THE HORSESHOE MAGNET ON THE LEFT AND SO THE MAGNET ON THE RIGHT INFLUENCES THE I-SHAPED CENTRAL SECTION WITH ITS OUTPUT COILS. WHEN THE SHIELD ROTATES THROUGH 90-DEGREES, THE BLUE ARM BLOCKS OFF THE RIGHT HAND MAGNET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

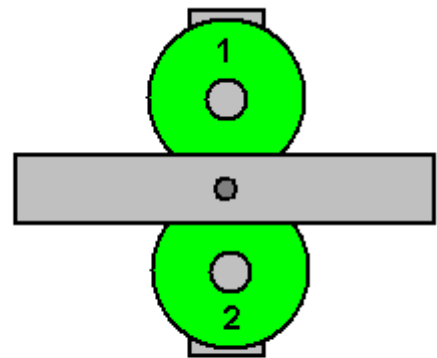
I SUGGEST THAT THE BASIC WELL-KNOWN ECKLIN-BROWN ARRANGEMENT CAN BE UPGRADED A BIT:



THERE COULD BE TWO COILS :

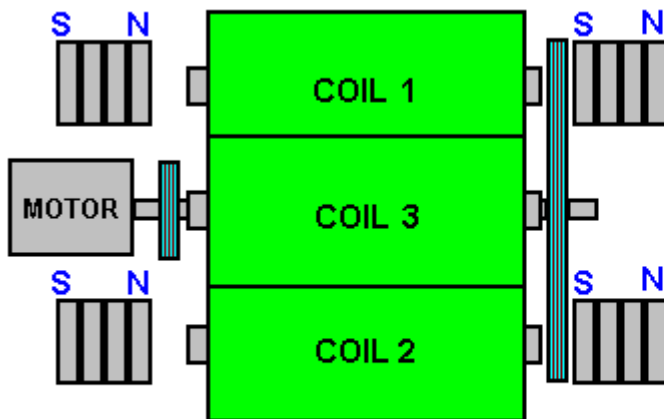


SIDE VIEW

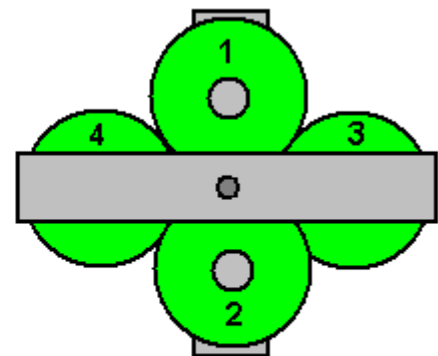


END VIEW

OR THERE COULD BE FOUR COILS :

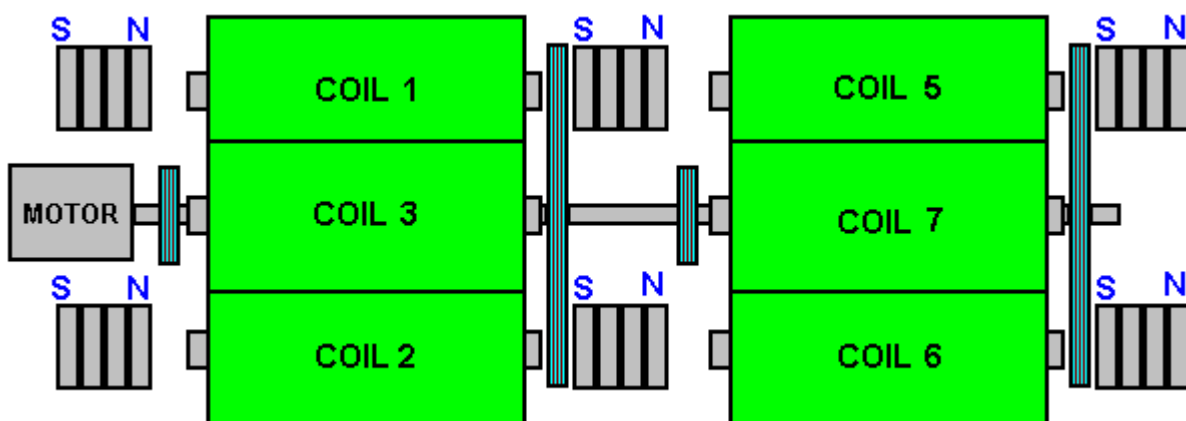


SIDE VIEW



END VIEW

OR THERE COULD BE EIGHT COILS :



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)



FREE-ENERGY COILS ARE OFTEN WOUND USING ENAMELLED COPPER WIRE, AVAILABLE FROM SUPPLIERS SUCH AS <https://www.scientificwire.com/acatalog/ec-wire.html> OR [https://www.esr.co.uk/electronics/products/frame\\_cable.htm](https://www.esr.co.uk/electronics/products/frame_cable.htm) (£3.50 POSTAGE) AND THE "SOLDERABLE" VERSION ALLOWS SOLDERED JOINTS TO BE MADE WITHOUT CLEANING THE ENAMEL OFF THE WIRE AS THE PAINT JUST BURNS AWAY AT SOLDERING TEMPERATURES.

NEODYMIUM MAGNETS AND GENERAL ELECTRONIC COMPONENTS CAN BE FOUND ON eBay :



Qty 10: Standard Miniature Neon Bulb,  
Glow Lamp  
(120842272137)

Quantity: 2

120842272137



10 x Vishay FES8HT-E3/45 Fast Rectifier Diode, 8A, 500V,  
50ns, 2-Pin TO-220AC  
(321712114130)

321712114130



Mallinson  
Electrical

Method	Examples
1. Using an aerial	Alexkor's aerial 100 watts, chapter 7 Lawrence Rayburn's TREC aerial 10 kilowatts, chapter 7 Thomas Henry Moray demonstrations up to 50 kilowatts, chapter 7
2. Gravity	William Skinner – powered his workshop in 1939, chapter 4 James Kwok 100 to 1000 kilowatts, chapter 4 Mikhail Dmitriev's pushed weights, 100 watts, chapter 4
3. A spinning rotor	Teruo Kawai self-powered electric motor cycle, chapter 2 Robert Adams kilowatts, chapter 2
4. Motionless circuit	Carlos Benitez 2 kilowatts, chapter 5 Lawrence Tseung's magnetic frame 100 watts, chapter 3 Valeri Ivanov's magnetic frame 100 watts, chapter 3 Rosemary Ainslie's heater 100 watts, chapter 5
5. Efficient magnetic transfer	Thane Heins' 100 watts, chapter 3 Tewari Paramahansa's 20 kilowatts, chapter 2 Clemente Figuera's 20 kilowatt transformer, chapter 3
6. Efficient electrolysis for heating and powering generators	Dave Lawton, chapter 10 Dr Scott Cramton, chapter 10 Bob Boyce, chapter 10 Selwyn Harris, chapter 10 David Quirey unmodified generator, chapter 10
7. Effective battery charging	Motionless: Lawrence Tseung's FLEET, chapter 5 Alexkor's many systems, chapter 6 Moving: John Bedini / Ron Pugh, chapter 6
8. Permanent magnets only	Muammer Yildiz's motor, 300-watts, chapter 1 Dietmar Hohl's motor, 100 watts, chapter 1 Howard Johnston's motor, 1 kilowatt, chapter 1 ShenHe Wang's generators, 1 to 100 kilowatts, chapter 1 Mini Romag / J L Naudin generator, 35 watts, chapter 13
9. Permanent magnets with electricity	Robert Adams' generator, multi kilowatt, chapter 2 Charles Flynn's motor, unlimited, chapter 1 Steven Kundel's motor, 100 watts, chapter 1 Donald Kelly's motor, 100 watts, chapter 1
10. Passive devices	Dr Oleg Gritschewitch's Toroid 1500 kilowatts, chapter 5 Bill Williams/Joe Nobel's Joe Cell, unlimited, chapter 9
11. Inertia	John Bedini's pulsed flywheel, chapter 4 James Hardy's water-jet generator, chapter 2 Chas Campbell's self-powered flywheel, chapter 4
12. Ground energy	Barbosa and Leal 169 kilowatts, COP=102.4, chapter 3 Frank Prentice 3 kilowatts, COP=6, chapter 5 Michael Emme's Earth Battery, 3 kilowatts, chapter 6
13. Radioactive	Colman / Seddon-Gillespie's 1 kilowatt, 70-year battery, chapter 3 Tesla's generator (spark gap alternative), unlimited, chapter 11
14. Isotope exchange	Meyer and Mace using isotopes of iron, 1 kilowatt, chapter 3
15. Splitting the Positive	Clemente Figuera's 5 kilowatt generator (avoids back-EMF), chapter 3
16. Magnetic Coupling	Raoul Hatem's multi-generator system, unlimited, chapter 2
17. Inert-gas motors	Josef Papp (Volvo 90 HP engine @300 HP 40 min. demo), chapter 8 Robert Britt, unlimited, chapter 8.
18. Optical amplification	Pavel Imris' optical amplifier, multiplier of 9 times, unlimited, chapter 3
19. Friction	Paul Baumann's Thestatika (Wimshurst machine), 3 kilowatts, chapter 13
20. Piezo electricity	Michael Ognyanov's semiconductor battery, 10 watts, appendix



Not included in this list:

Andrea Rossi's Cold fusion, 1 kilowatt modules,  
Floyd Sweet's motionless magnetic system (COP=1,500,000 at 500 watts),  
Steven Mark's self-powered toroid, hundreds of watts,  
Tariel Kapanadze's 1 kilowatt to 100 kilowatt generators,  
Don Smith's high kilowatt designs,  
Alfred Hubbard's 35 HP engine,  
Richard Clem's 300 HP self-powered engine,  
John Searle's power generator,  
Dan Cook's self-powered motionless generator,  
Joseph Newman's motor  
and many others.