

MJSC motor.

Matthew Jones Simple Circuit & Motor
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Bear with me, I feel a little background is necessary. Its been 3 years I have been working with this circuit now and I have finally found the best combination of motor too employ it. I feel a small need to give credit for how it came about.

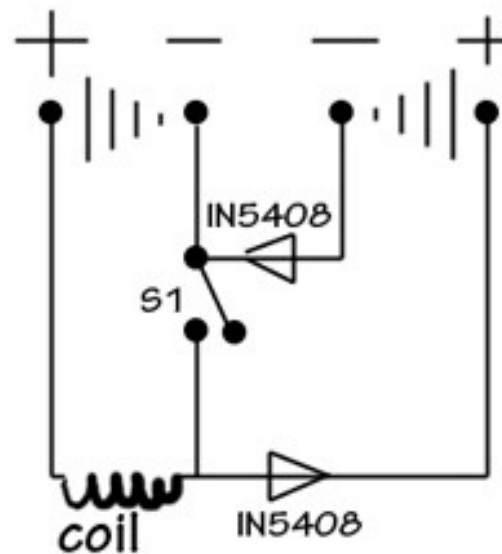
I started like most building small Bedini type pulse motors. 6 in total. Some worked some didn't. The problem I had with them was the electronics. I have no understanding of the details involved with electronic components. So modifying and building offshoot type technology was pretty much a sure loss for me.

For some time I struggled to find a mechanical solution that I could modify and understand. Well one day the Good Lord gave it to me. As I am sure he has given it to others. A picture of a schematic popped in my head. Well minus the details...

Anyway I blew it off as something too silly to regard. It couldn't work, it was too simple. Over the course of the month it kept popping up. I finally tried it. To my surprise it worked. The motor assembly most have seen. I keep 2 short clips at You Tube on it.

[Simple Circuit video](#)

The motor in the video is not much to speak of. Because of the points it had allot of drag and as a recourse the motor pulled allot of amperage. It was different though. It made very large spikes and had similar waveform as a bedini motor. But the charge battery would not absorb more than 50 percent of the total energy it used to run it. I had a 50% percent recovery rate. I believed for some time that the spikes that developed from it were not only a positive type EMF but included a fair amount of negative EMF (cold current). The 2 hitting the battery at or about the same time was causing a disapating effect. Similar to that seen in a conventional motor in regard to Counter EMF.



I felt I had learned a few things from my circuit and decided to move on.

While I was working with the circuit I had also started building mechanical Tesla Switch's. This was a worth while adventure. The Tesla switch showed me allot of neat things you will not see when dealing other open loop systems.

The largest problem I had was sustaining the batteries charge. The battery would rise in potential from the rapid switching and the inductive load (a conventional motor), but would in time lose charge all together. The motor though ran 8 times longer. Over this period of time (A couple of moths ago) I started to look into building something that did not produce any counter EMF in an open loop system. I knew the Bedini motor had none, but it was not capable of charging its run battery

therefore it could not add the extra charge back into the system. Or at least I wasn't capable of making it happen.

I finally came across a good setup in which I was pretty sure would work. I thought I had achieved what I was looking for. But the timing issues turned out to be complicated to achieve mechanically. Basically it was a standard motor that only used one pole of the magnet no matter what position it was in in the rotation.

Hard!!! to some it up....

I went on and employed a motor of what I thought was my own design and it turned out to be too similar to the Callow Pulse motor mentioned at Keely Net, in the Edwin Gray article. So I just give the credit for it to him.

It is a neat setup for handling the spikes. But the discharge on the battery gets higher the longer it runs. Or that's what my test showed. I believe most of what comes out is radiant energy and the battery gets overfilled with this stuff and it doesn't convert fast enough.

By this time I had built a fairly stable motor assembly that could be wired in any number of configurations. I basically built what was outlined as an Adams motor in the FreeEnergyGuide.PDF. The motor employs both ends of the coil for torque against the magnets. I have 5 magnets per side and 2 coils.

Well, I was at my limit for how to wire it up. It runs real good but always consumed heavy.

So I decided to go ahead and try old reliable Simple Circuit. I hooked her up and did some quick 5 and 10 minute load tests.;

BINGO....

I found what I was looking for. I can now charge at a greater rate than I consume. I think I have found what Adams had. Negative energy by the bucket load. The circuits that surround his motor do not achieve at least in my experience anything like this. So who knows.

Hopefully my motor will be duplicated soon and we can find out.

Sorry if I bored ya. I just felt the need to mention all the things out there that help lead me to it.

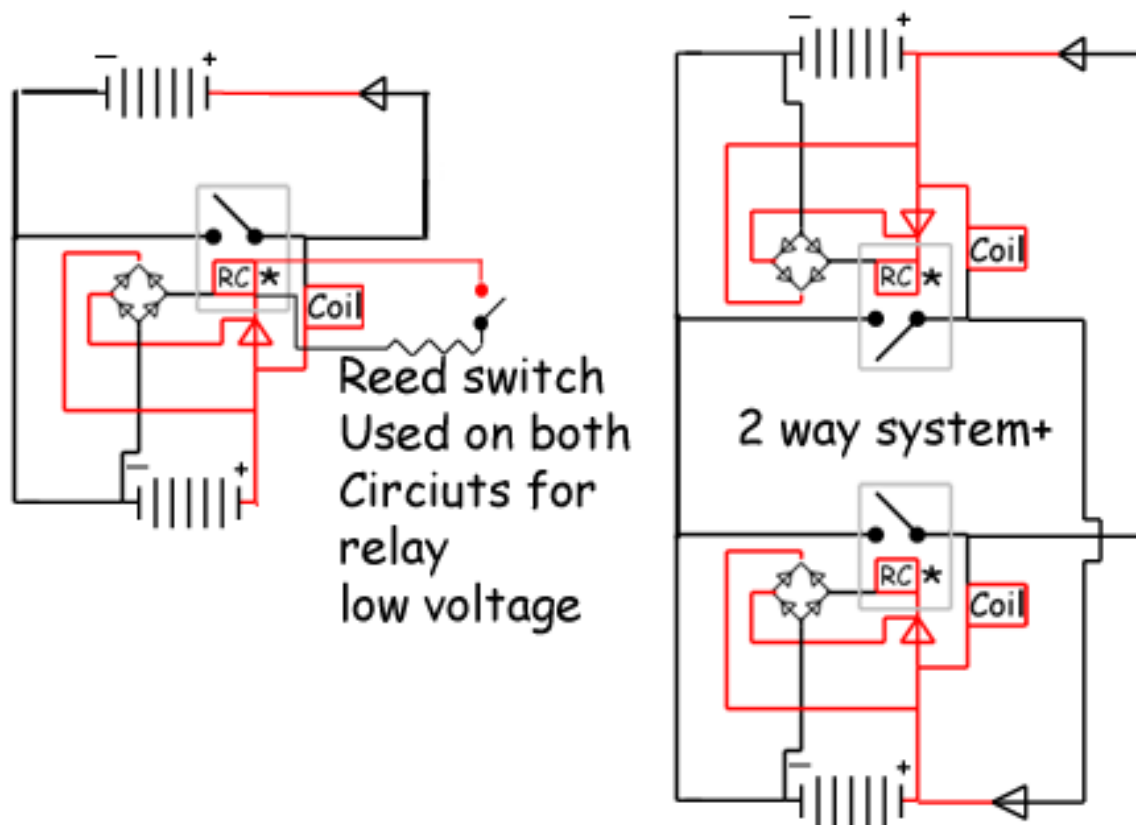
I'm first going to put the material in on the construction and circuit for you to review.

The schematic needs to be followed but the rest may be open to change. One thing I do know for sure is if you DO NOT use both ends of the coil you may not see the same effects. If I remove one rotor from the motor it does not happen.

Matt

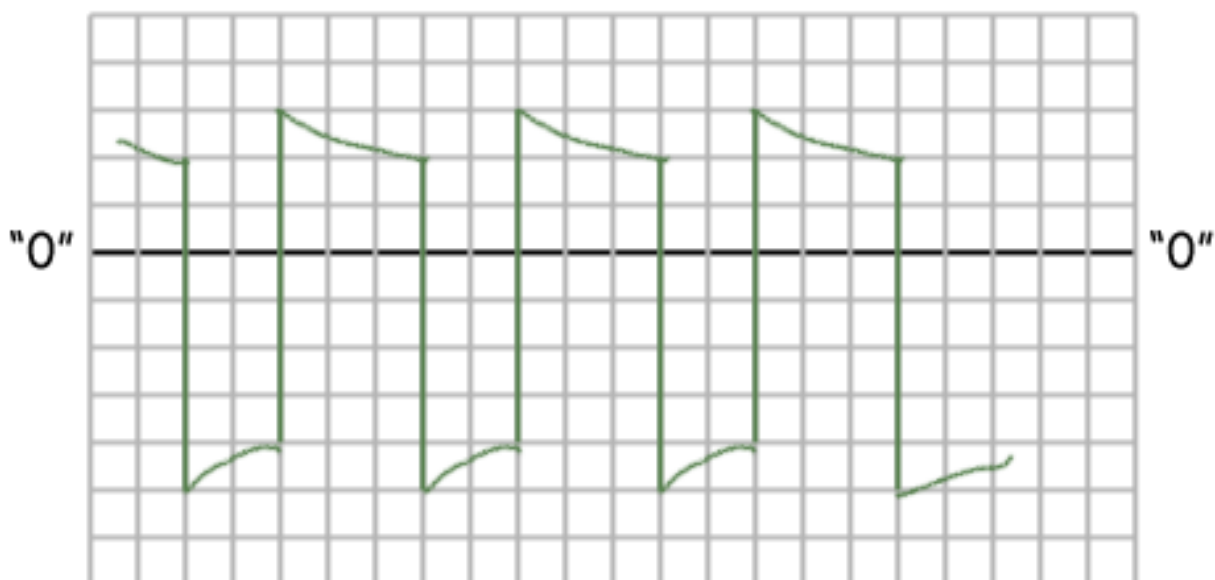
★RC = Relay Coil

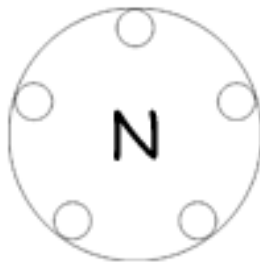
Relay must be Electro-Mechanical type. Solid state will not recover spikes. If solid state is used recovery for this may not be needed.



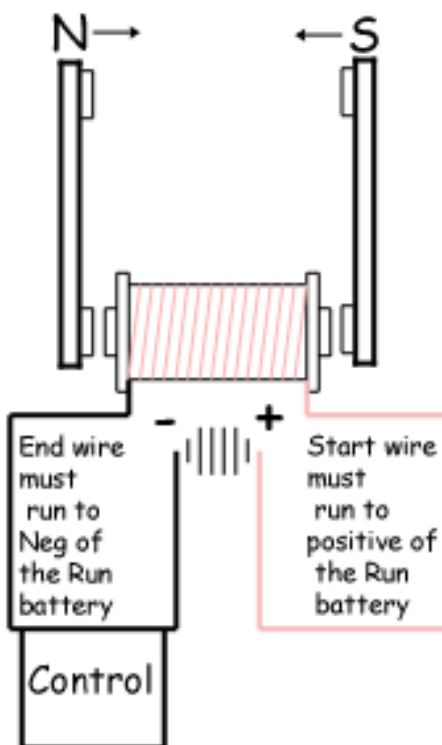
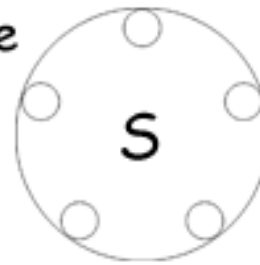
WaveForm.

Output from ground side of coil-





2 Rotors Face to face
Each side with
opposite poles



Wire Coil:

Coil **MUST** be wound from top to bottom clockwise. Ensures North pole on top South pole on bottom.-

20AWG at 1000 turns. 1 WIRE ,
5.2 ohms +-

First 300, if not all turns should be wound tight and in order.

Wrap exterior with tape.

Metal Core:

High carbon steel core. 2x as long as lift space of Neo Magnet(paperclip test).

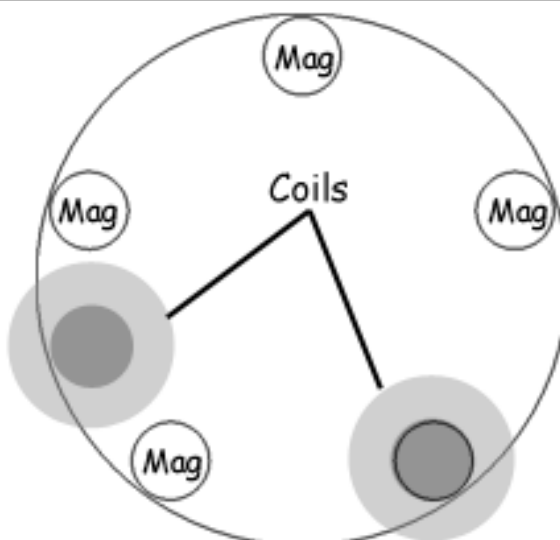
Core same width as NEO Magnet.

1 inch diameter magnet, ==

1 inch diameter core.

1/4 to 1/2 inch core protrusion past wire (1/4 being the better)

1/8 inch space between core and magnet on rotor..



2 Coils:

1 coil should be centered to 1 magnet.

The other coil should be between 2 magnet @50% travel

The following in load test Data. I hope its easy to follow:

Run 1 Used Batteries 2 & 4

1 battery per side 12 volt system

standing voltage of batteries

run(2) 12.76

charge(4) 12.69

motor runs at 1 amp draw with no mechanical load.

1 hr runtime

30min rest

run(2) 12.73

charge(4) 12.88

1hr rest

run(2) 12.74

charge(4) 12.85

1.5 hour rest

run(2) 12.74

charge(4) 12.84

2.0 hour rest

run(2) 12.75

charge(4) 12.82

2.5 hour rest

run(2) 12.75

charge(4) 12.81

Unhooked batteries to start run 2

3.0 hour rest

run(2) 12.75

charge(4) 12.81

A gain of .11 volts in charge battery

Run 2 Used Batteries 1 & 3

1 battery per side 12 volt system

standing voltage of batteries

run(3) 12.77

charge(1) 12.58

motor runs at 1 amp draw with no mechanical load.

2 hr runtime

30min rest

run(3) 12.77

charge(1) 12.85

1hr rest

run(3) 12.78

charge(1) 12.83

1.5 hour rest

run(3) 12.78

charge(1) 12.81

2.0 hour rest

run(3) 12.79

charge(1) 12.80

2.5 hour rest

run(3) 12.79

charge(1) 12.79

3.0 hour rest

run(3) 12.80

charge(1) 12.78

A gain of .23 volts in both batteries***

***** Note: the system is wired as if the 2 batts were in parallel so bleed over of voltage can happen if the system remain hooked up. See detail in next section.**

Run 3 24 volt

2 battery per side 24 volt system

A B

standing voltage of batteries

run(2,3) 12.75 12.80

charge(1,4) 12.71 12.73

motor runs at 1 amp draw with no mechanical load.

4 hr runtime

30min rest

run(2,3) 12.55 12.61

charge(1,4) 12.94 13.02

1hr rest

run(2,3) 12.56 12.62

charge(1,4) 12.93 13.00

1.5 hour rest

run(2,3) 12.57 12.63

charge(1,4) 12.91 12.98

2.0 hour rest

run(2,3) 12.57 12.63

charge(1,4) 12.90 12.97

2.5 hour rest

run(2,3) 12.57 12.63

charge(1,4) 12.90 12.96

3.5 hour rest

run(2,3) 12.57 12.63

charge(1,4) 12.88 12.95

The Why and the How.

I wanna start out explaining my theory for why this works the way it does to achieve an above unity state. For starter the only thing that makes this possible is a rapid exchange of energy with the environment. The magnets and coil are the key but timing is essential. If you have studied the construction detail you should be able to follow what I am going to explain, if not then refer back to them as needed.

The primary input of energy into this system does not come from the run batteries. We have a magnet coming into the coil rapidly charging it in direction. As the magnetic field floods the iron in the core and induces the pumping effect on the coil, we open a NODE. The coil at this point is charged maybe only 9 - 10 volts. As the magnet passes the coil and is just at the trailing edge of the coil, we induce a small pulse of energy. The energy we add to the system has the ability to flow with the induced current already on the coil. The combination of the two energies give us an higher than normal amount of voltage with little to no amperage creating a rather fast magnetic field to continue driving the rotor. When the field finally collapses the node dumps a large amount of Negative Energy onto our coil. This in a normal motor would constitute PART OF the Counter EMF(CEMF), or Back EMF(BEMF). Often CEMF in a regular motor shows a lesser potential. This not due to the fact that it is truly a lower voltage. It very well may be higher than the initial voltage we put on the coil, but by the time we measure it has been disapated by our positive potential, we are adding to the system, to a point in which it looks lower in voltage. A closed loop system will also not allow as much energy to flow out of the node. After all the ground is exposed in the circuit and the negative energy from the node is repelled by the ground. It may not even leave the node although its still there. Because of its negative properties it wants to flow to a positive potential, or the hot side of the battery. In a conventional circuit this gets in the way and has to be disapated to point at which is lower than our potential.

In this motor the circuit does not make the energy, flow back the input potential, but gives it a root through the coil out to another battery. And it flows accordingly do to the fields induced on the coil by the incoming magnet. The negative properties are very obvious when charging the secondary battery. The battery rapidly reaches a high potential. If its standing voltage is normally 12.5 volts the battery can quickly climb into the 14-15 volt range and even exceed this. Normally it does not get the time to go that high.

In a one way circuit, the charge batteries grows to point at which is nominal for charging and anything produced past that point gets dumped back into the run battery or back out into the neviroment. How? If you look at the one circuit it is basically 2 batteries in parallel. The only thing that should prevent a parallel response from the batteries is the diode after the coil and before the positive pole of the battery. But we are dealing with Negative energy. It will flow down the common ground after it has started to convert in the electrochemical environment of the battery.

People might be saying where is the proof. When you build you will see. But until then you have to take my word for it.

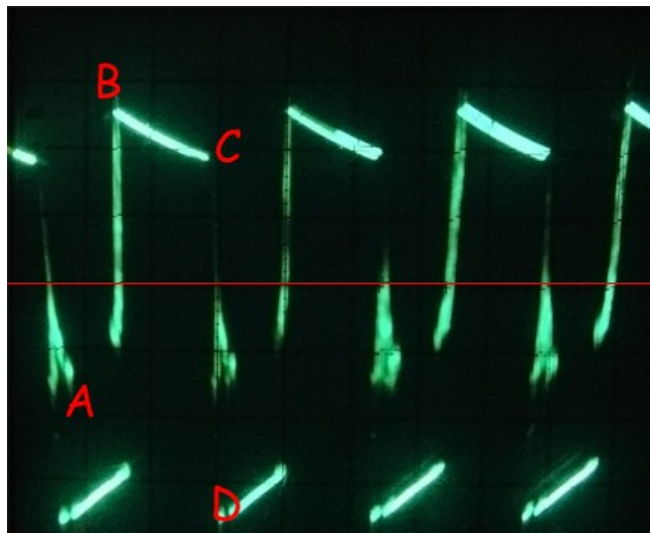
When the system is started up you will notice a rapid decrease in potential from the run batteries. They drop off .4 -.5 volts. I have heard that this is not a favorable response to the load. "Negative charging" or something along the line. This I do not know anything about this so called detriment to the circuit. What I know is that the action of it dropping off in voltage hits a plateau in scale. The Run battery and motor induce enough energy into the charge batteries that the slow leaking of energy back to the run battery will sustain operation of the motor longer than would be allowed by the amp hour rating of the battery. This is when the system achieves a higher than unity state. We may in fact be negatively charging the run batteries back into a sustained charge.

Like I mentioned before the charge batteries achieve a full charge rapidly. This is not accompanied by heat. Conventional charging of a battery will produce heat and gas from the fluid in the battery hydrolyzing. None of this is apparent. In fact the batteries maintain a room temperature or BELOW.

So whats the deal with the wave form??

I wanted to include the wave form from the motor so that anybody could have a baseline for what to look for. I have several issues with this picture next to this that make me wonder if I need a better scope.

My primary issue with the scopeshot is what I can't see, Spikes. High frequency gradient spikes are supposed to be the key to opening the node according to Bedini and Tesla. And I am not for a minute saying they are wrong. I just cannot see any spiking with my scope, if its there. In the schematic I did not include a spike in the drawing of the waveform. But I do believe it is there. It is just past the focus of my scope. On both sides of wave forms sine the scope is incapable of drawing.



Well I guess we'll start at point B. This the point at which we charge the coil. Because of the magnet passing into the coil, well before we fire the B point is higher because we join the generated energy, made by the magnet, with the energy we are passing into the system. Then the energy starts to taper off as the energy flows out of the coil to ground of the primary battery. We shut off our current and negative energy starts to flow into the system. The indicator of this is at point A. We see what appears to be minor fly back voltage. Many little lines in both directions.

The negative energy not only flows in from the coil but also at the zero point between the 2 magnets. If you have studied the Bedini's SSG you should aware of the 0 point between 2 magnets. On a magnetic pole meter (For lack of a more technical name) it appears between 2 magnets at a correct spacing. It is an artificial opposite pole or the "Zero Point"

We also get a flow of Negative energy from the coil and its pumping action. The NODE. Between the 2 of these we find ourselves at point D. The zero point from the rotor then moves away, hence the incline after point D. Now negative energy does not flow like regular energy. It must be pushed if it does not have an obvious pole to race to. Now the magnet is again pushing into the coil, taking the coil back into the positive region (Back to point B). This inductive field implied upon the coils is what send the negative energy out of the coil through the diode and into positive of the charge battery. Charging it with negative time energy.

This is why I mentioned somewhere in this doc that timing is so important. In fact it is the most critical part. If you are not pushing and pulling at the right time you are not able to grab what mother nature gives us. You stop allowing the interaction with the environment to happen.

Timing although critical is very easy achieve with this motors circuit. Place the reed switch at a point in which the motor runs the fastest. Then back it off just a hair. If your motor is doing 2400 rpm's at peak take it down to 2350. There might be a better point for your motor so you also need to look at the way the charge battery is charging. Watch the scope. **Generally my wave form is pretty standard. The**

positive waves are 2 times as wide as the negative. When the wave get pretty equal in size the motor no longer seems to have any torque.

OH YA!!! Torque. This puppy can make some torque. Furthering the true energy output.

So we got to talk about construction of the motor and timing techniques.

Since this is the first one of this style I have built, I don't have much to offer right now for improvement. I will share what I am thinking about moving to.

I believe this process can be improved upon many ways. For starters I have noticed much gain between 12 volt systems and 24 volt systems. But this comes with more amperage. We do not need that much amperage. 1 amp of flow or less produces the effect very well. Much more than that and the effect seems to be negated by the loss on the RUN side of the motor. I believe Ideally 110 VDC at 1/4 of an amp would run this motor through the roof.

I have tried 48 volt at 1/2 amp and it did very well. Except for the little relays I am running quickly burn out. And they stink to high hell.

I also feel that More turns of smaller wire is more appropriate than few turns of big wire. For one it reduces amperage draw and two I believe it furthers the opening in the NODE to have a high impedance coil. This has my experience. It also also confirmed by others. Adams spoke of both of these things as being valuable. Bedini often speaks of the high impedance, and it is very obvious the effect of higher amperage on the monopole negates the free energy flowing from the environment.

One thing I have done before in pulse motors but have not tried in this motor is a TeslaBifiliar or more.

I have used this system to make some very neat small compact low amperage High voltage generators. It really works well. I would probably go with 5 wires of 24 awg at 500 turns and run them in series as Tesla did. But then again that may not work like I think.

I also want to build my next one with more coils. The key to it is again timing. For this I am looking a the Muller configuration without hall sensors. Instead using reed switches or a small mechanical commutator (carbon brushes and Copper contacts). The biggest issue involved with developing high torque, type pulse motor is the amount of Offtime you allow while you magnets travel over the coils. A rotor that gets continuously pushed will generate more torque.

This easier to achieve with only one side of the coil driving the magnet (Pie shaped coils). but then we are losing a fair amount of potential energy to drive it, and our node is not fully opened to allow the negative energy to flow in. You could also use pie shape with an inner and out rotor but the out rotor would not see the same amount of power from the coil as the inner. Thats stuff that needs to be worked out for a larger scale model.

This size model can accommodate 4 coils or maybe more. And soon I wiil have them in. With 4 coils the motor will produce 1/2 horsepower at 2000 rpms. The current state of the motor with one coil is at 1/8 hp if my fish scales aren't lying.

Good luck Too be continued when more data comes in.

Matt

