THE ADAMS PULSED MOTOR GENERATOR MANUAL

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Written and compiled by:-
Robert Adams
46 Landing Road
Whakatane,
Bay of Plenty
New Zealand

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C O N T E N T S

DRAFT ONLY

A C K N O W L E D G E M E N T S

MY CLOSE COLLEAGUE AND FRIEND MR. BRUCE L. CATHIE OF AUCKLAND, NEW ZEALAND, FORMER AIR NEW ZEALAND AIRLINE CAPTAIN AND AUTHOR OF A NUMBER OF SCIENTIFIC PAPERS AND PUBLICATIONS. FOR HIS PART IN ASSISTING IN THE EARLY LATER GENERATION WITH THE IMPLEMENTATION OF THE "CATHIE HARMONIC EQUATIONS". ALSO FOR HIS IN DEPTH EVALUATIONS AND HIS UNSWERVING INTEREST AND SUPPORT THROUGHOUT THE YEARS IN PROMOTING THE MACHINE AND IT'S ADVANCEMENT.

SIR GEOFFREY ROBERTS OF WELLSFORD, NEW ZEALAND, RETIRED CHAIRMAN OF AIR NEW ZEALAND. FOR HIS ENERGETIC AND ENTERPRISING INVOLVEMENT IN THE LATE 1970'S AND THE KEEN SUPPORT AND STERLING EFFORTS HE SUNSEQUENTLY MADE OUT ON MY BEHALF IN PROMOTIONAL ASSISTANCE.

SIR THOMAS DAVIS, FORMER PREMIER OF THE COOK ISLANDS AND RETIRED NASA SCIENTIS,USA. FOR HIS INTEREST AND PARTICIPATION IN THE INVENTION'S EVALUATION DURING THE EARLY STAGES OF IT'S DEVELOPMENT. ALSO FOR HIS ENDEAVOURS

MR. JOHN D.A. MARTIN OF AUCKLAND, NEW ZEALAND, RETIRED AIR NEW-ZEALAND LICENSED AIRCRAFT ENGINEER, FOR HIS ENDEAVOURS IN ASSISTANCE WITH ALL TECHNICAL DRAWINGS, GRAPHS AND ILLUSTRATIONS; FOR HIS ASSISTANCE IN THE AREAS OF THE INTRICATE MACHINING REQUIRED FOR THE NUMEROUS PROTOTYPES AND THE GREAT DEAL OF TIME DEVOTED IN ASSISTING MYSELF WITH LONG AND ARDUOUS TESTING ANALYSES.

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AUCKLAND
NEW ZEALAND
Phone: 818-4291

Robert (Bob) Adams : Inventor,Researcher.

It gives me great pleasure to introduce to the public one of New Zealands formost inventors.During the late 1970^{S} Robert Adams was in the formative stages in the developement of the 'Adams Pulsed Electric Motor' and a small group of technical and engineering people started to take an interest in his work.Some of these people were personnel of Air New Zealand,of which,at that time,I was a flight Captain.I had interests along a similar line to that of Bob and believe that because of our lateral thinking and method of approach to technical problems,it was inevitable that some day we would meet.

Sure enough,probably encouraged by our mutual connections in the airline,he phoned me one day in 1981 to discuss my publications which set forth my technical theories regarding the UFO enigma.Unknown to me he had been following my work for a number of years and wished to delve deeper into the mathematical aspects of my research.

We had intermittant contact over the next few years and cautiously sounded out each others ideas.Bobs 'machine' slowly became a topic of discussion.He was pretty cagey at this stage and later became deeply involved with his invention and his own retail business and our contacts became few and far between.

During this time he was being constantly plagued and frustrated by certain contradictions origionating from the scientific establishment of the day,in regards to his efforts to substantiate certain mathematical criteria pertaining to his machine's obviously outstanding performance.I was not aware of this but as I had travelled the same paths for years I was not surprised when I eventually heard of his difficulties.

Bob contacted me again in 1985 and we became reaquainted,this time on a more permanent basis and since 1987 we have been constantly involved in each others ventures and prime objectives.

Bob has great faith in himself and his ideas and once he sets a task for himself he attacks the problem with much energy and tenaciousness.He does not suffer fools, or those of pretense.He is one of the few completely honest men I have met and is not backward in calling a spade a spade,but this is softened most times by his devious sense of humour.He is an ardent music lover and a man of deep religious beliefs and cares for and trusts his fellow man (to his detriment at times) to the extreme. No matter how many times he gets slapped down he will bounce back with a smile on his face..

He loves the companionship of those who are dedicated and committed to a life of science and the progress of humankind and those who battle the injustices of this world.

At the tender age of nine years he took his first step into the world of technology when he delved into the phenomena of 'Radio' and set about to build his own crystal set.From this he progressed into building battery operated radios and power amplifiers.

At the age of fourteen he left school and took up an appreticeship with a local wireless company in Hastings which took him through to the age of nineteen.He then left his home town to take a position in Auckland working for an electronics company at their assembly plant.At age 22 he was promoted to supervisor of factory production and at 27 became the factories design engineer.

After this he moved into the broadcasting field working in various stations and their control rooms.He designed much of the equipment used in the stations and became a co-founder of Radio I,New Zealand Ltd.Following this he designed and commissioned sound and television studio recording systems and became New Zealand's first consulting engineer in broadcasting. In 1968 he published a manual on broadcast engineering. He then worked in some of New Zealands large power stations and designed and manufactured communications equipment for Air New Zealand.

1945 : General radio operators certificate (land and ship stations)
1947 : First class certificate in radio technology.
1947 : Registration board. Registration in radio and electronics.
1953 : Became a member of New Zealand Electronics Institute Inc.
1964 : Became a member of the Television and Electronic Technicians Institute of Australia.
1964 : Became an Associate Member of the Institute of Electrical and Electronics Engineers Inc. ; United States of America.
1968 : Transferred to full membership of the above.
1968 : Became a member of the Auckland Institute and Museum.
1969 : Made a Fellow of the New Zealand Electronics Institute.
1969 : Became the Chairman of the New Zealand section of the Institute of Electrical and Electronic Engineers,United States of America (allowable term : two years).
1970 : Invented the 'Pulsed electric Motor Generator'.
1987 : Invented the 'Self Sustaining Motor Generator'.
1990 : Invented the 'Self Sustaining Orbital Motor Generator'.
1992 : Invented the 'Pulsed Scalar Wave Detector Amplifier Motor Generator'.

Bob has jumped for joy and wepted in despair;suffered incredible treachery and the backs of society; desolation and ill-health.
But he still smiles.

There is still much work to be done - and still more advanced machines to build.
We need more men like Bob.

Captain Bruce L. Cathie
Air New Zealand (Retired)

THE STATE OF SCIENCE TODAY

IN THE FIELD OF QUANTUM PHYSICS TODAY, IT IS ACCEPTED THAT THE SUB-MICRO ATOM PARTICLES ARE IN PERPETUAL MOTION IN RELATION TO BOTH SPIN AND ORBITAL MOTIONS. HOWEVER, IF YOU DESIGN AND/OR INVENT A MACHINE OR DEVICE CAPABLE OF PERPETUAL MOTION AND IT IS DULY DEMONSTRATED TO MEMBERS OF THE ESTABLISHMENT, THEIR STOCK-IN-TRADE REPLY IS INEVITABLY THAT IT CANNOT BE DONE AND WOULD NOT BE A COMMERCIAL VIABILITY.

THE OLD ESTABLISHED SCIENTIFIC SCHOOLS OF THOUGHT, EVEN IN THIS DAY, STILL TEND TO FROWN UPON ANYTHING WHICH TOUCHES UPON 'PERPETUAL MOTION'; THERE IS NEWS FOR THEM! PERPETUAL MOTION ROTARY AND SOLID STATE UNITS OPERATING BEYOND UNITY ARE HERE.

THE ENTIRE COSMOS AND IT'S CONTENT, WHETHER IT BE A GRAIN OF SAND OR A PLANETARY BODY, IS IN PERPETUAL MOTION. LIFE ITSELF, AS WE KNOW IT, WHETHER COSMIC OR EARTHLY IS NO MORE OR LESS THAN A CONSTANT STATE OF GENERATION OR DECAY, OF CHANGE - OF PERPETUAL MOTION. THE MIND OF MAN IS CAUGHT UP IN THE SAME VOID AND SO NOW THE CLASSICAL TEACHINGS OF YESTERYEAR ARE BECOMING OUTMODED AND ON THEIR WAY OUT - GENERATION - AND DECAY.

THESE VARIOUS ROTARY AND SOLID STATE UNITS, MENTIONED ABOVE, ARE NOW IN VARIOUS COUNTRIES THROUGHOUT THE WORLD AND, WHEN EVENTUALLY PUT TO USE ON A LARGE SCALE, AS THEY WILL INDEED BE, WILL RENDER THE FOSSIL FUEL WORTHLESS.

OUR UNIVERSE IS A SEA OF ENERGY - FREE, CLEAN ENERGY. IT IS ALL OUT THERE WAITING FOR US TO SET SAIL UPON.

ROBERT ADAMS.

THE MANUAL

TO WRITE A MANUAL COVERING ALL PARAMETERS OF THE ADAMS MOTOR GENERATOR STEP BY STEP WOULD BE A MONUMENTAL TASK BESIDES BEING EXCESSIVELY TIME CONSUMING. AT THIS PARTICUALR JUNCTURE IN TIME THE INVENTOR HAS NOT HAD THIS EXTRA TIME NEEDED TO COMPOSE, LET ALONE WRITE, SUCH A TREATISE AS HE IS CURRENTLY DEEPLY INVOLVED IN THE DESIGN AND CONSTRUCTION OF A FURTHER FOUR MACHINES, IN ADDITION TO THE TWELVE ALREADY BEEN BUILT.

WHEN THE DEVELOPMENT OF THE PRESENT FOUR MACHINES HAS MET WITH THE INVENTOR'S REQUIREMENTS AN IMMEDIATE START WILL BE MADE ON AT LEAST TWO SOLID STATE ENERGY-FREE DEVICES: SO IT IS SEEN THE INVENTOR HAS DONE THE BEST POSSIBLE, IN THE CIRCUMSTANCES, TO PRODUCE A MANUAL ON HIS PULSED MOTOR GENERATOR INVENTION IN SUCH A WAY AS TO ENABLE THE AVERAGE NOVICE, ENGINEER, SCIENTIST, ETC., TO GRASP AND FOLLOW THE BASIC FUNDAMENTAL PRINCIPLES WITHOUT MUCH DIFFICULTY.

THE INVENTOR WOULD POINT OUT HOWEVER, THAT AS CONSIDERABLE RESEARCH AND DEVELOPMENT WORK IS CURRENTLY IN PROGRESS IN RESPECT TO THE PRESENT MACHINE, AND OTHERS HE HAS INVENTED, IT IS INTENDED THAT THE NEW INFORMATION COMING TO HAND WILL BE PUBLISHED IN A REVISED EDITION OF THE MANUAL IN THE NOT TOO DISTANT FUTURE.

AS A MATTER OF INTEREST TO THOSE PEOPLE OF THE ENERGY-FREE FRATERNITY, THE INVENTOR'S COLLEAGUE, MR. BRUCE CATHIE, ALSO OF NEW ZEALAND,, AND HIS HARMONIC EQUATIONS, ARE INVOLVED IN THE DESIGN OF CERTAIN OF THE MACHINES/DEVICES WE ARE CURRENTLY WORKING ON - UNDERSTANDABLY, THE SECRETS SURROUNDING SUCH MACHINES/DEVICES WOULD NOT BE AVAILABLE FOR DISCLOSURE FOR SOME TIME YET.

THE AUTHOR HAS ENDEAVOURED TO MAKE IT AS EASY AS POSSIBLE FOR THE AVERAGE KEEN SCIENTIFICALLY-MINDED PERSON TO UNDERSTAND THE GENERAL FORMAT AND PRESENTATION OF THIS MANUAL.

THE AUTHOR HOPES THIS DISCLOSURE OF THE ADAMS PULSED MOTOR GENERATOR AND THE COMPILLATION OF A MANUAL DESCRIBING IT'S CONSTRUCTION AND TEST PROCEDURES WILL GIVE IMPETUS AND SATISFACTION TO MANY WHO ARE INTERESTED IN THE FIELD OF ENERGY-FREE DEVICES. THE AUTHOR ALSO HOPES THAT SUCH INTERESTED PARTIES SHOULD FEEL FREE TO INITIATE AND MAINTAIN CONTACT WITH HIM, EITHER DIRECTLY OR THROUGH THE PUBLISHERS OF 'NEXUS' MAGAZINE, AS HE HAS OTHER EXCITING BEYOND UNITY ENERGY INVENTIONS TO BE DEVELOPED.

A WORD OF ADVICE FOR EXPERIMENTERS - CONSIDERABLE PATIENCE IS REQUIRED IN THE CONSTRUCTION OF THIS MACHINE AND PROCURING THE CORRECT MATERIALS, MACHINING, ASSEMBLY, ETC., ARE ALL TIME CONSUMING; A VERY IMPORTANT FACTOR IS "ACCURACY" WHICH IS, OF COURSE, ALSO VERY, VERY TIME CONSUMING PER SE.

SAFETY IS ANOTHER VERY IMPORTANT FACTOR TO PRACTICE FOR THOSE CONSIDERING THE CONSTRUCTION OF A MACHINE OF HIGH SPEED AND/OR OUTPUT POWER. ATTENTION TO SAFETY PARTICULARLY APPLIES TO A MACHINE DESIGNED FOR A HIGH VOLTAGE OUTPUT. THERE IS THE DANGER OF ONE PLACING ONE'S HANDS IN TOO CLOSE A PROXIMITY TO THE ROTOR WHILST IT IS IN MOTION. AS DESCRIBED IN THE CONSTRUCTION SECTION, A SPEED OF 2,500 RPM IS NO PROBLEM WITH ONLY TWO POLES 180° APART.

THE AUTHOR HAS TESTED VARIOUS MINIATURE IMPORTED PERMANENT MAGNETIC MOTORS, AND THESE MACHINES, IT WAS FOUND, ON AVERAGE, CONSUMED 900% MORE INPUT CURRENT THAN HIS MACHINES OF SIMILAR OUTPUT RATING, AND THEY, IN TURN, HAD SUBSTANTIALLY LOWER TORQUE AND, ON FULL LOAD, OVERHEATED IN LESS THAN TEN MINUTES.

STATEMENT FROM ROBERT ADAMS, INVENTOR OF NEW ZEALAND ON THE DISCLOSURE OF THE SECRETS OF THE ADAMS PULSED ELECTRIC MOTOR GENERATOR.

SINCE I HAVE NOW RELEASED THE SECRETS OF THIS INVENTION INTO THE PUBLIC DOMAIN, BY PUBLISHING WORLDWIDE, IT MUST BE UNDERSTOOD BY READERS THAT NO PERSON, THEREFORE, HAS THE RIGHT OR CLAIM TO, AND/OR TO APPLY, USE OR INCORPORATE ANY OF THE UNIQUE FEATURES AND/OR PROPERTIES OF/OR PERTAINING TO THE SAID INVENTION, TO WIT;-

THE ADAMS PULSED ELECTRIC MOTOR GENERATOR

FOR THE PURPOSE OF APPLYING FOR A PATENT.

ROBERT ADAMS: OCTOBER 1992:

Patents—28

THE PATENT OFFICE,

DEPARTMENT OF JUSTICE Wellington, C.1.

NEW ZEALAND

Your Ref. _____

To: Mr R. G. Adams,
6 Boler Place,
NEW LYNN

APPLICATION FOR A PATENT No. 181526

Applicant: ROBERT GEORGE ADAMS

Title of Invention: " Permanent Magnetic Electric Generator"

Date application filed: ~~21 July 1976~~ Convention date(s) XXXXXXXXXXX

RECEIVED the following:

Application
~~Authorisation~~
Provisional Specification (and duplicate)
~~Complete Specification (and duplicate)~~
~~Drawings XXXXX sheets (and copies)~~
~~Convention Document~~
~~Declaration of Inventorship (form No. 6)~~
~~Other Documents~~

N.Z. PATENT 21 JUL 1976 RECEIVED

for Commissioner of Patents

Patents—2

THE PATENT OFFICE

DEPARTMENT OF JUSTICE Wellington, C.1.

NEW ZEALANI

Your Ref. P140/75R

To: J. D. HARDIE & CO.
P.O. BOX 1534,
AUCKLAND.

APPLICATION FOR A PATENT No. 187752

Applicant: ~~&~~ ROBERT GEORGE ADAMS

Title of Invention: ELECTRIC MOTOR

Date application filed: 23 JUL 1979 Convention date(s) -

RECEIVED the following:

Application ~~XXXXXXXXX~~
Authorisation
Provisional Specification (and duplicate)
~~Complete Specification (and duplicate)~~
Drawings 4 sheets (and copies)
~~Convention Document~~
~~Declaration of Inventorship (form No. 6)~~
~~Other Documents~~

J. D. H. & CO.

NEW ZEALAND PATENT OFFICE 30 JUN 1976 RECEIVED

L.W.

for Commissioner of Paten.

DEPARTMENT OF JUSTICE

THE PATENT OFFICE,
Wellington, C.1.
NEW ZEALAND

Your Ref.

R.G. Adams
P.O. Box 6801
Auckland

APPLICATION FOR A PATENT No. 176958

Applicant: ROBERT GEORGE ADAMS

Title of Invention:
Ferrite magnetic Alternater

Date application filed: 18-3-75 Convention date(s)

RECEIVED the following:

Application
~~Authorisation~~
Provisional Specification (and duplicate)
~~Complete Specification (and duplicate)~~
Drawings ____ ~~sheets (and copies)~~
Convention Document
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~~Other documents;~~

PATENT OFFICE 18 MAR 1975 RECEIVED

for Commissioner of Patents

DEPARTMENT OF JUSTICE

THE PATENT OFFICE,
Wellington, C.1.
NEW ZEALAND

Your Ref.

To: R.G. Adams
P.O. Box 6801
Auckland

APPLICATION FOR A PATENT No. 176959

Applicant: ROBERT GEORGE ADAMS

Title of Invention:
FERRITE MAGNETIC MOTOR

Date application filed: 18-3-75 Convention date(s)

RECEIVED the following:

Application
~~Authorisation~~
Provisional Specification (and duplicate)
~~Complete Specification (and duplicate)~~
Drawings ____ ~~sheets (and copies)~~
~~Convention Document~~
Declaration of Inventorship (Form No. 6)
~~Other documents;~~

PATENT OFFICE

for Commissioner of Patents

FORM 4.

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NEW ZEALAND

APPN. No. 187752
DATE FILED: 30 JUNE 1978
J.D.H. & CO.
REFERENCE — P

PATENTS ACT 1953

PROVISIONAL SPECIFICATION

Insert Title of Invention.

ELECTRIC MOTOR

Insert full name, full street address and nationality of (each) applicant.

I/ ROBERT GEORGE ADAMS, a New Zealand citizen of 30 Wattle Street, Kelston, Auckland, New Zealand

do hereby declare this invention to be described in the following statement:-

Indicate if following page is numbered '1(a)'

1.4.77

This invention relates to a DC Electric Motor.

In the past direct current electric motors have operated on a continuous flow of electric current regardless of the phase of the motor. This has meant that some portions of the current flow have been less efficiently used than other portions of it.

The object of the present invention is to provide a direct current electric motor which makes efficient use of all of the electric current which is supplied to it.

In a first aspect the present invention broadly consists in an electric motor comprising a rotor and a stator, a first one of the rotor and stator comprising a plurality of radially aligned permanent magnets, the outer ends of the magnets all having the same polarity, the other one of the rotor and stator comprising a plurality of radially aligned coils, the magnets or coils of the stator being positioned about the rotor such that the centre of the radial alignment of the magnets or coils of the stator is substantially the same as the centre of the radial alignment of the coils or magnets respectively of the rotor, the centres lying on or near the axis of rotation of the rotor, the coils being arranged to have current delivered to them via a current controller, which current controller is adapted to allow current to flow to the coils only when there is a magnetic pole of said permanent magnet adjacent each said coil, that is, in use the current is permitted to flow only in impulses the timing of which is

controlled by the current controller according to the relative positions of the coils being so arranged that when current is passed through the coils the magnetic polarities of their inner ends are all the same.

Preferably the current controller is so arranged that current is supplied to the coils only when the axes of the coils or magnets of the rotor are just past their position of alignment with the axes of the magnets or coils of the stator.

Preferably magnets are mounted on the rotor and the coils comprise the stator.

In a second aspect the present invention broadly consists in a method of operating a direct current electric motor, the motor comprising a rotor and a stator, one of the rotor and stator being provided with a plurality of permanent magnets arranged radially around the said one of the rotor and stator, the magnetic polarities of the outer ends of the magnets all being the same, the other of the said rotor and stator being provided with a plurality of coils arranged radially around the said other of the rotor and stator, the windings of the coils being such that when current is supplied to the said other of the rotor and stator, the magnetic polarities of the coils have the same radial sense, the method comprising the step of supplying current to the coils in discrete pulses such that current flows only when the ends of the coils are adjacent ends of the magnets.

Preferably the current is supplied to the coils only when the

longitudinal axes of the coils and magnet have just passed the point of alignment with each other.

The above gives a broad description of the present invention, one preferred form of which will now be described with reference to the accompanying drawings in which:

Figures 1 to 4 show, in diagrammatic form, a motor according to the present invention, the rotor being at a different stage of its revolution in each of the various figures, and

Figures 1a to 4a show a representation of the current flow in each of the stages shown in Figures 1 to 4.

The drawings show a form of motor according to the invention which has a rotor 5 comprising four permanent magnets, 1 to 4, and a stator comprising two coil windings 6 & 7. The motor can be operated when the coil windings are connected to an appropriate DC voltage source at 9.

The supply of current to the windings is controlled by a current controller 10 shown diagrammatically in the drawings as a switch. The current controller 10 is operated in synchronism with the rotation of the rotor 5, so that current is supplied to the stator windings 6 & 7 only when the magnets 1 to 4 have just passed their central point of alignment with the stator windings.

As is shown in Figure 1 the stator windings are activated

14

to produce a north magnetic pole adjacent the ends of the rotor magnet, 1 & 3. As indicated in Figure 1a, this is the point at which the current is first permitted to pass through the windings. Thus there is a magnetic field repulsion established between the stator and the rotor which causes the rotor to rotate in the direction indicated by the arrow 11. The magnetic repulsion is commenced when the rotor is at a small angle x degrees past the point of alignment with the stator windings.

Then, as shown in Figure 2, the current is maintained in the stator windings until the rotor has moved to an angle of y degrees past the point of alignment with the stator windings. Then at this point the current controller 10 cuts off the supply of current to the windings 6 & 7. The resulting collapsing magnetic field now reverses magnetic polarity attracting on coming rotor poles, thereby stator windings are pulsed again repeating the cycle.

Figure 3 shows the motor with the rotor 5 having just passed the position shown in Figure 2 and there is no supply electric current remaining in the stator windings 6 & 7. The rotor is continuing to rotate under its angular momentum. This continues until the position shown in Figure 4 is reached. The pole 1 of the rotor is now at an angle of z degrees passed its point of alignment which is the stator windings 6 and the angle z is just less than 90 degrees more than x.

Thus the pole 4 of the rotor 5 has almost reached the position of the pole 1 in Figure 1. In other words, the current controller 10 is just about to allow current to flow through the stator windings once more.

The cycle is then repeated, four times for each revolution of the rotor 5. Of course if the rotor has a different number of magnets or magnetic poles, then the number of times the cycle is repeated for each revolution of the rotor will vary accordingly, and so too stator windings may be of any desired number according to design requirement.

It is possible to arrange the motor so that the stators are permanent magnets and the rotors are in the form of coils although this could be a little more awkward to arrange since it would require slip rings or the like, to pass current into the moving rotor.

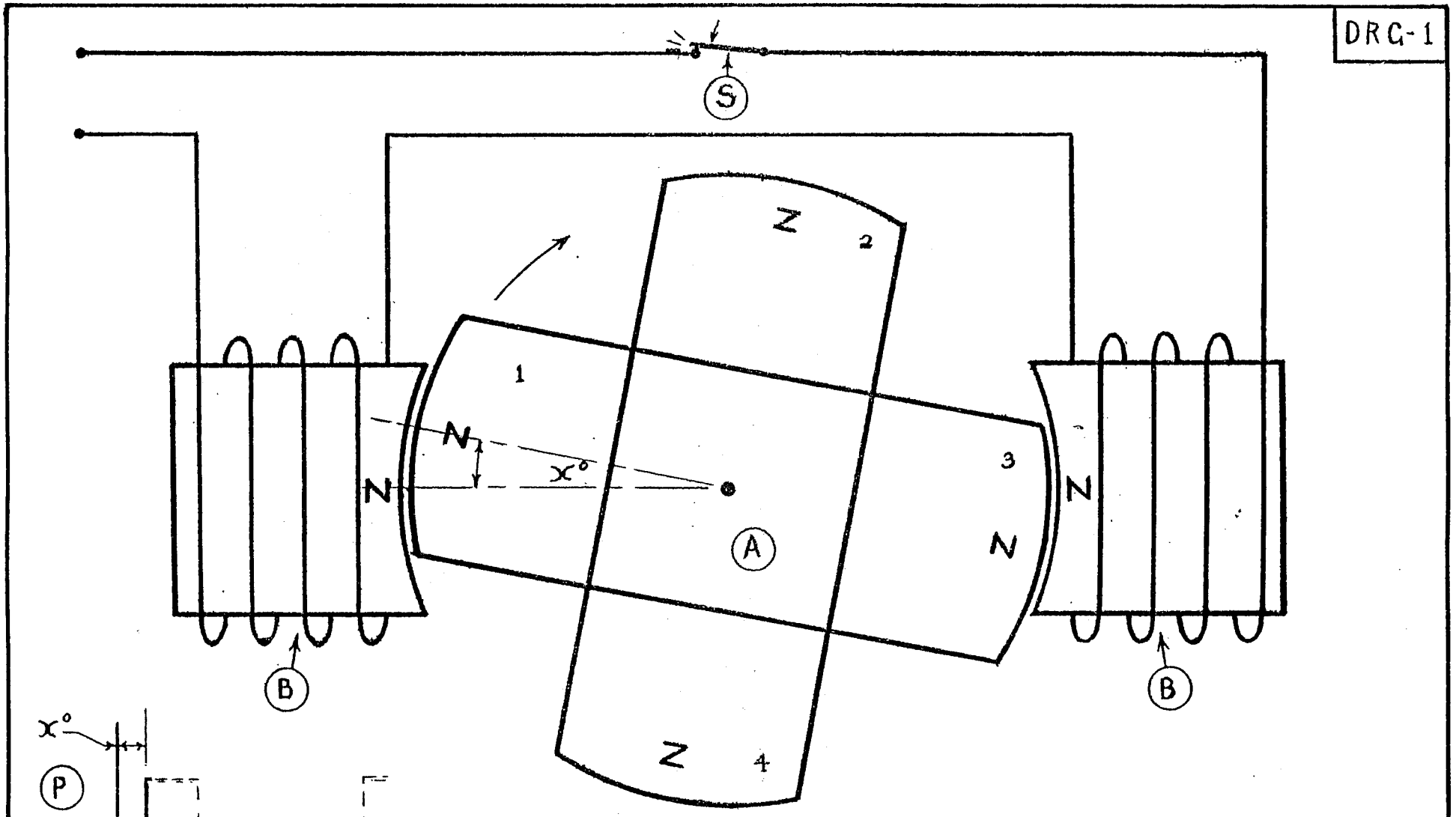
According to machine design requirements re speed torque etc, any number or combination of windings, series, parallel, compound etc may be used. The current controller 10 can take any one of a number of different forms. For instance, it could comprise a segmented slipping arrangement which passes current between two contacts only when the rotor is in specified angular positions, hall effect magnetic switching may also be utilised or photo interrupter, inductor pick-up etc.

Alternatively it could be an electronic circuit which emits pulses synchronised with the rotation of the rotor, or it could be a pulse generator which generates pulses at a frequency corresponding to the desired speed of the motor, and the motor will be caused to run at speed corresponding to the rate of receipt of pulses from the controller 10. In an alternative arrangement a motor according to the present invention can be arranged so that the coils when activated have poles which attract the poles of the permanent magnets. In this case, the current controller 10 would be operated so that the coils are activated only when the poles of the permanent magnets are approaching the coils rather than moving away from them as described above. Thus the magnetic fields are such that the rotor and stator poles are attracted to each other, thus drawing the rotor towards the stator. Then by the time the rotor and stator axes have reached their point of alignment the coil will have been switched off and the collapsing field reverses magnetic polarity thereby boosting momentum between pulses and the rotor continues to rotate under its own momentum. The operation is similar to that described above except that the current controller 10 is arranged to activate the coils at a slightly different phase of the rotation of the stator.

Thus a direct current electric motor is described which draws current only when the most effective use can be made of it, thus allowing the motor to run very efficiently.

It would probably be desirable to provide the motor with a separate starter winding or a starter motor which has a centrifugal cut-out which operated when it reaches a pre-determined speed which is sufficient for the motor of this invention to continue on its own.

DRG-1



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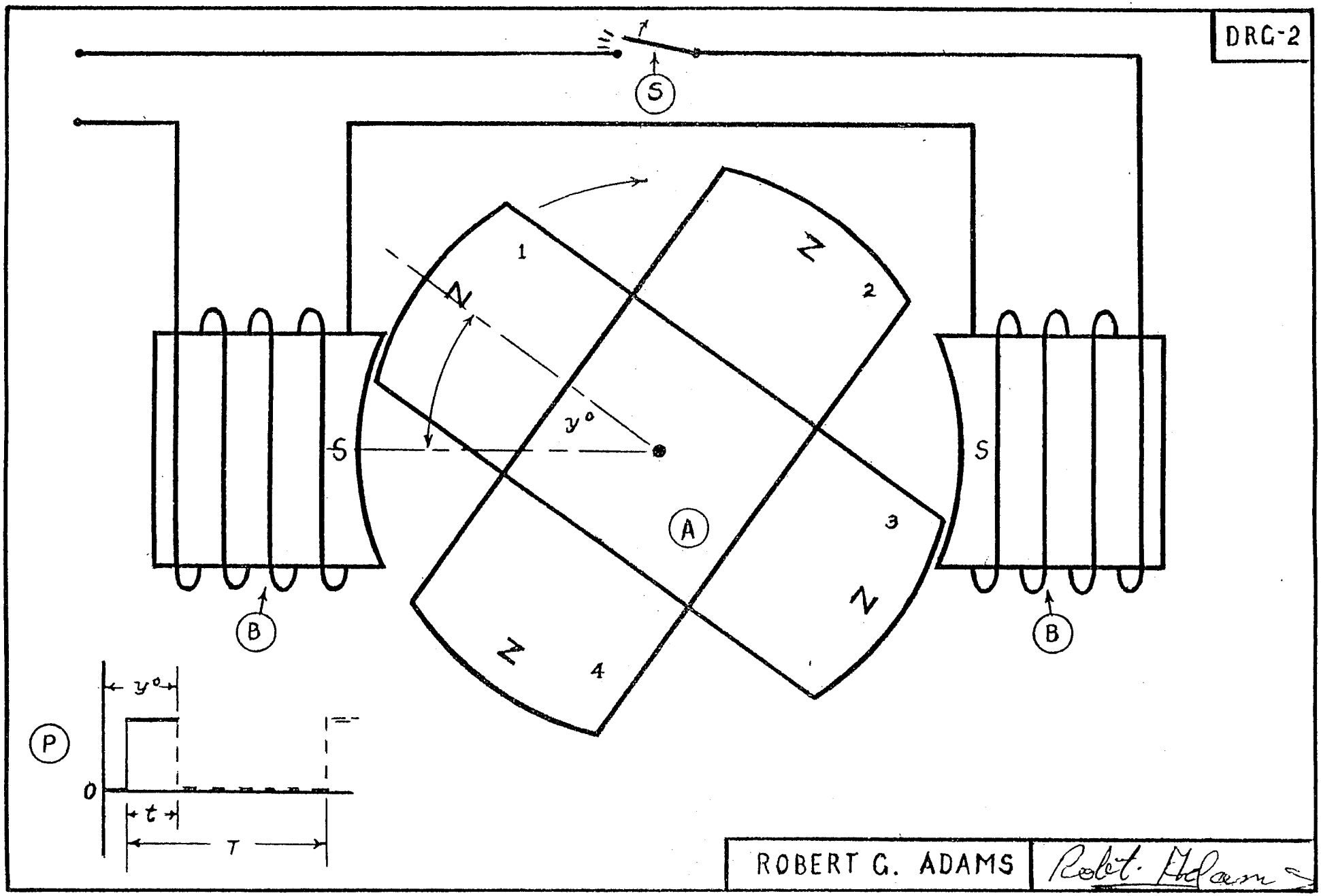
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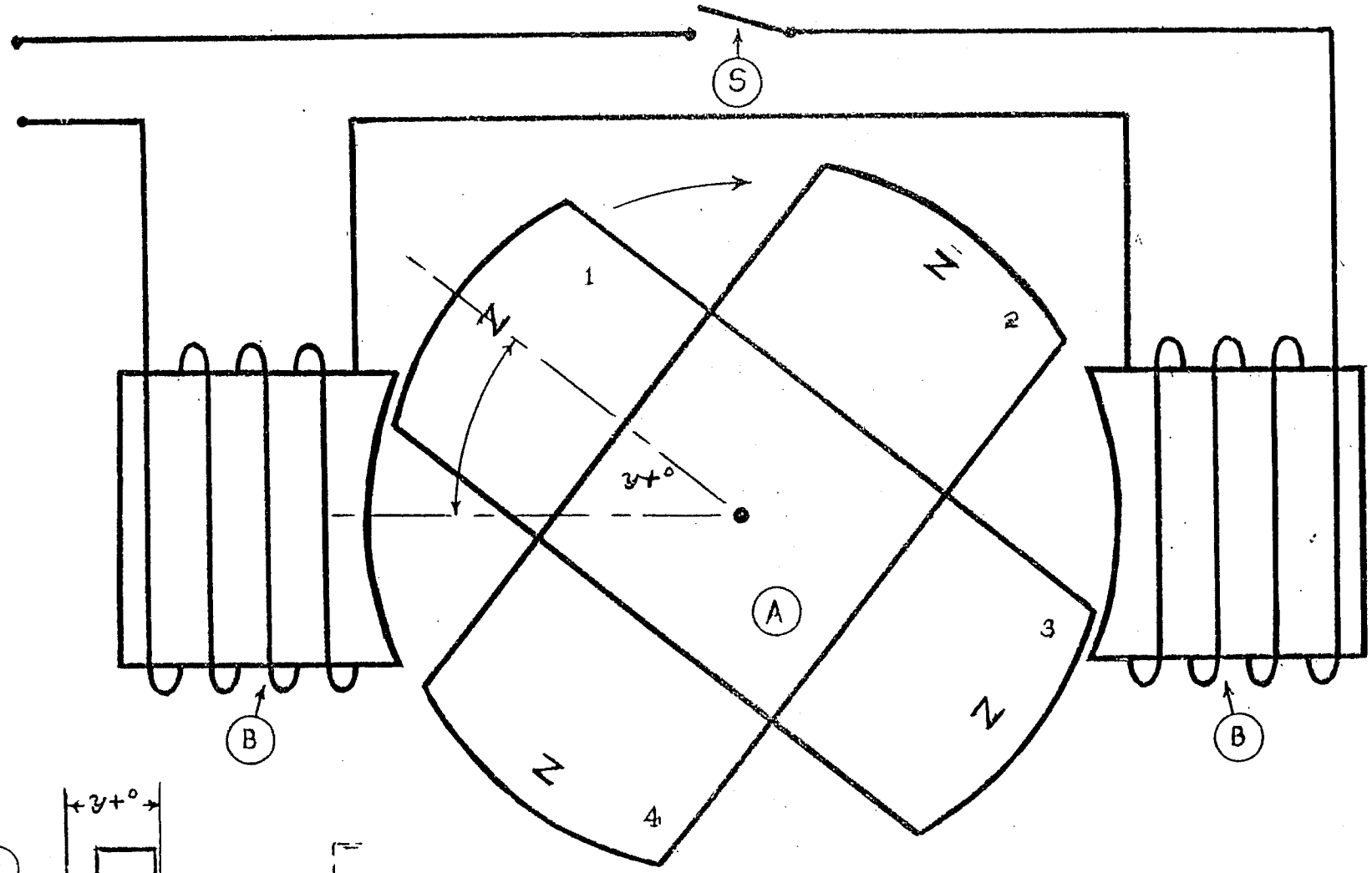

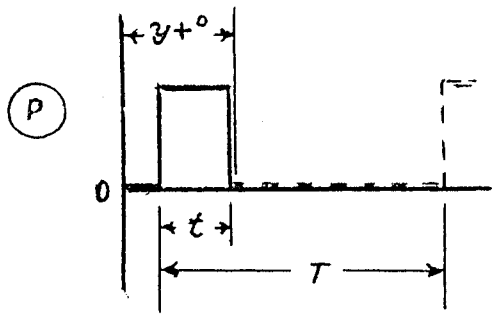

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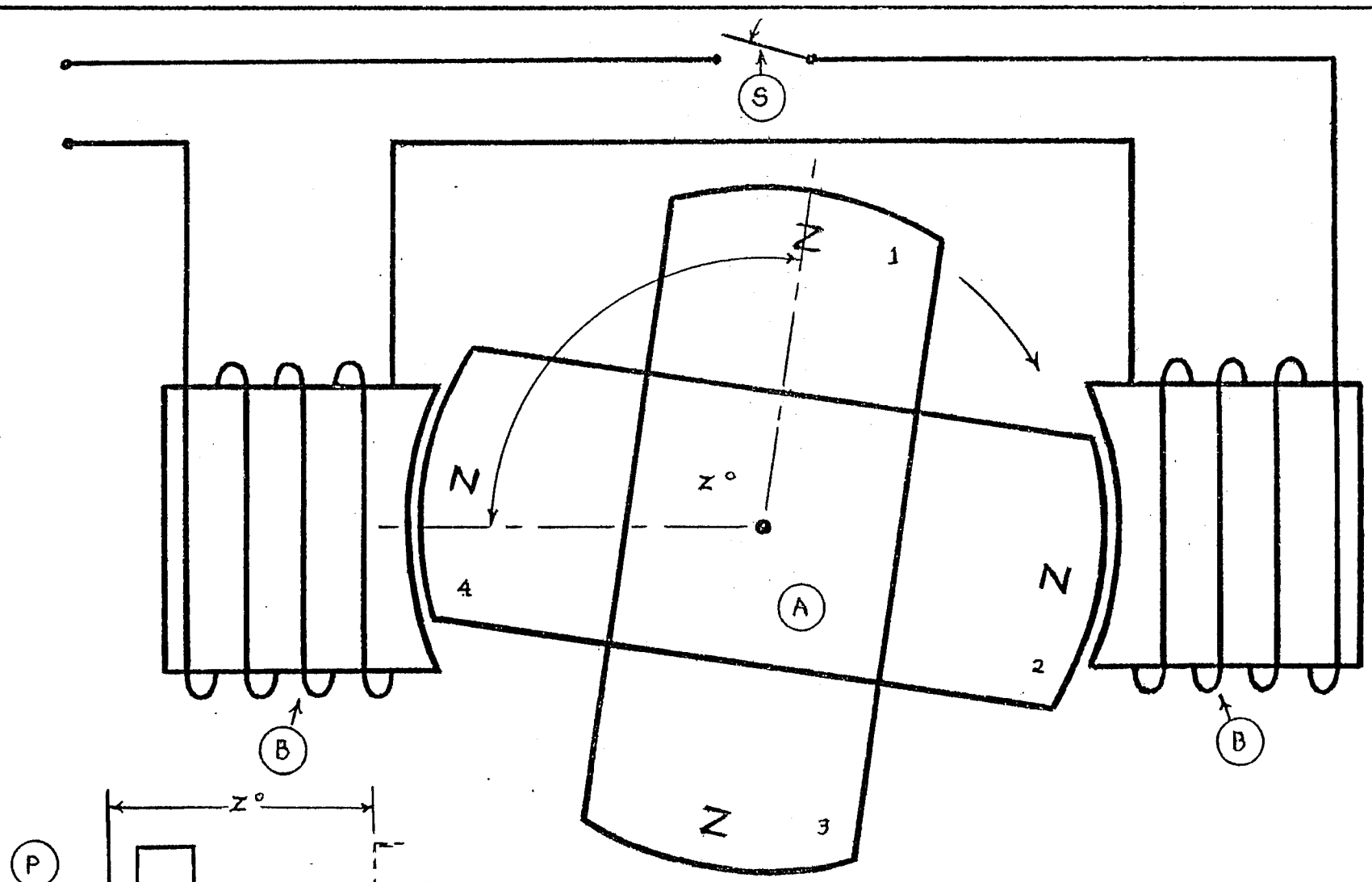

ROBERT G. ADAMS

PERMANENT MAGNETIC ELECTRIC D.C. MOTOR GENERATOR

GENERALISED DESCRIPTION OF THE ADAMS ELECTRIC MOTOR GENERATOR:

IT IS ESSENTIALLY A D.C. MACHINE BUT MAY BE FED A.C. INPUT WITH THE USE OF A SOLID STATE CONVERTER.

PUT INTO EFFECT :-
ONE - THE ROTOR HAS A NUMBER OF SIMILAR POLARITY PERMANENT MAGNETIC POLES, I.E., ALL SOUTH-GOING OR ALL NORTH-GOING.
TWO - THE DRIVE STATOR WINDINGS ARE FED PREDETERMINED PULSES OF D.C. ENERGY.

THE RESULT IS THAT ONCE THE ROTOR IS MOVED FROM THE POSITION OF EQUILIBRIUM, EACH POLE IS ATTRACTED TO OR REPULSED BY THE STATOR POLES, BUT AT A PRECISE GEOMETRICAL POINT WITH RESPECT TO THE STATOR POLES THE INPUT CURRENT TO THE DRIVE COILS CEASES. AS A RESULT THE COLLAPSING FIELD CURRENT IS NOW IN THE OPPOSITE DIRECTION OF THE APPLIED FORCE, THUS REVERSING THE MAGNETIC POLARITY OF THE STATOR POLES. THIS FORCES THE ROTOR POLES AWAY (REACTION), WHICH IS THE INSTANTANEOUS RESPONSE OF A SYSTEM TO AN APPLIED FORCE AND IS MANIFESTED AS THE EXERTION OF A FORCE EQUAL IN MAGNITUDE, BUT OPPOSITE IN DIRECTION, TO THE APPLIED FORCE.

TO EXPLAIN IN FURTHER DETAIL THE MACHINES OPERATION AND RESULTANT REMARKABLE EFFICIENCY, SOME CLASSICAL ELECTRICAL ENGINEERING THEORY IS CONSIDERED IN ORDER. EFFICIENCY IS GREATER THE MORE NEARLY EQUAL THE BACK E.M.F. IS TO THE APPLIED VOLTAGE, I.E., THE LOWER THE INPUT CURRENT: THIS MUST PERTAIN IN PRACTICE BECAUSE IT IS SEEN THAT FOR EFFICIENT RUNNING THE BACK E.M.F. MUST BE NEARLY EQUAL TO THE APPLIED E.M.F. SO WE FIND IT JUSTIFIABLE, FROM LENZ'S LAW, THAT IN CONVENTIONAL MACHINES USING A NORTH-SOUTH MAGNETIC CONFIGURATION, REQUIRING A HIGH CONSTANT CURRENT INPUT, THE BACK E.M.F. IS NOT ONLY WASTED IN HEAT BUT ALSO, AS LENZ,S LAW STATES, THE INDUCED BACK E.M.F. WILL BE IN SUCH A DIRECTION AS TO OPPOSE THE ROTATION WHICH IS PRODUCING IT; THE ROTATION IS CAUSED BY THE EXTERNAL CURRENT SUPPLY TO THE INPUT WINDINGS. ATTENTION IS

. . . . / 23

DRAWN TO THE ACCOMPANYING GRAPH NO. 100 PROVING A MINIMUM 100% FEEDBACK TO SUPPLY SOURCE OF D.C., VIRTUALLY DEPICTING AN A.C. SINE WAVE.

TORQUE:

INPUT POWER VARIES AS THE DUTY CYCLE PULSE, I.E., THE LOWER THE DUTY CYCLE THE LOWER THE INPUT CURRENT, HENCE THE GREATER THE EFFICIENCY. THE LOWER THE SPEED THE GREATER THE TORQUE. AS IN A CLOSED CIRCUIT, CONSTANT CURRENT FLOWS THROUGH THE STATOR/ARMATURE WINDINGS AND SO THEY REPRESENT CURRENT CARRYING CONDUCTORS PLACED IN A MAGNETIC FIELD. THUS EACH CONDUCTOR IS BEING ACTED ON BY A FORCE WHICH, BY FLEMING'S LEFT-HAND RULE, IS SEEN TO BE IN THE OPPOSITE DIRECTION TO THE DIRECTION OF ROTATION. THIS ELECTRODYNAMIC TORQUE HAS TO BE OVERCOME IN THE CONVENTIONAL MACHINE AND, TO DO SO, ADDITIONAL POWER MUST BE SUPPLIED FOR THIS PURPOSE, BY THE INPUT SOURCE OF POWER, BE IT MECHANICAL OR ELECTRICAL. SO, TOO, FURTHER POWER IS LOST DUE TO THE RESULTANT REQUIREMENT OF A COOLING FAN.

ALL THE FOREGOING DISADVANTAGES OF CONVENTIONAL MACHINES IN THE WORLD TODAY HAVE BEEN OVERCOME WITH THIS INVENTION.

CONSTRUCTION AND OPERATIONAL NOTES

CARE MUST BE EXERCISED WHEN ASSEMBLING AND WIRING DRIVE WINDINGS IN ORDER TO BE SURE THAT MAGNETIC POLARITIES MATCH ROTOR POLARITY.

COMMON EARTHING MUST BE AVOIDED TO PRECLUDE VOLTAGE AND/OR CURRENT LOOPS. IF A NUMBER OF DRIVE WINDING LEADS NEED TO BE COMMONED, USE VERY LOW RESISTANCE CONDUCTORS AND EMPLOY ONLY A TRANSMISSION TYPE EARTHING SYSTEM. THE FOREGOING FACTORS ARE IMPORTANT:-

DRIVE WINDINGS (STATORS) RESISTANCES ARE YOUR CHOICE: THE INVENTOR'S MACHINES WERE BUILT VARYING FROM 0.03125 TO 27 OHMS PER SET. TWO, FOUR AND EIGHT POLE MACHINES WERE BUILT. MOTOR GENERATORS OUTPUT CAN BE SINGLE, TWO OR THREE PHASE. GENERATOR WINDINGS - AGAIN YOUR CHOICE.

UNLIKE CONVENTIONAL SERIES D.C. MACHINES THIS MOTOR CAN BE OFF-LOADED, FIND IT,S OWN SPEED AND REMAIN SO INDEFFINITELY. NOT SO A CONVENTIONAL SERIES MACHINE - IT WILL RUN ITSELF TO DESTRUCTION ON OFF-LOADING. A FURTHER ADVANTAGE IS THAT THE ADAMS MOTOR CANNOT BE OVERLOADED. PROOF - THE MACHINE CAN BE SHORTED AND WILL STILL REVOLVE SLOWLY, BUT WON'T AND CANNOT OVERHEAT OR BURN OUT. NO OVERLOAD PROTECTION IS REQUIRED AND NO COOLING FAN WITH IT'S ENERGY LOSS IS REQUIRED. ATTENTION IS DRAWN TO THE INVENTOR'S FINAL REPORT SUBMITTED TO THE NEW ZEALAND ELECTRICITY DEPARTMENT, DISCLOSING AN INCREDIBLE DISCOVERY, WHICH THE INVENTOR HAS NOW DISCLOSED.

PEOPLE OF INTEGRITY AND SCIENTIFIC KNOWLEDGE HAVE WITNESSED TESTS AS OUTLINED IN THAT REPORT, INCLUDING NEW ZEALAND ELECTRICITY DEPARTMENT OFFICIAL.

CONSTRUCTION

THERE SHOULD BE NO ATTEMPT TO BUILD A LARGE MACHINE INITIALLY. EXPERIENCE AND KNOW-HOW IS INVALUABLE IN A PROJECT OF THIS NATURE. THE INVENTOR RECOMMENDS, THEREFORE, THAT, FOR STARTERS, ONE SHOULD FIRST BUILD A SMALL MACHINE, PERFECT IT, AND THEN, AND ONLY THEN, PROCEED TO PLAN A LARGER ONE CAPABLE OF DELIVERING ENERGY OF SOME CONSIDERABLE SUBSTANCE.

THE INVENTOR WISHES TO POINT OUT THAT THERE IS ONE VITAL FACTOR WHICH IS THE RESULT OF THIS INVENTION, THAT BEING THE ABILITY OF THE MACHINE TO TO BE CONSTRUCTED IN SUCH A WAY THAT, WITH "FINE TUNING", THE MACHINE IS CAPABLE OF COMPLETELY OVERCOMING THE EFFECT OF "BACK EMF" AND, IN SO DOING, REACHES A STATE OF RESONANCE, IN TUNE WITH THE UNIVERSE, SO TO SPEAK, MAKING IT CAPABLE OF GREATER THINGS.

IT WAS WITH THE INVENTION OF THIS MACHINE THAT THE AUTHOR MADE STRIDES TOWARDS THE OTHER MORE ADVANCED UNITS HE IS AT PRESENT ENGAGED WITH.

GENERAL CONSTRUCTION AND TESTING PROCEDURES OF THE ADAMS MOTOR GENERATOR

AN IDEAL DRIVE WINDING POLE CAN BE VERY READILY AVAILABLE BY OBTAINING SOME B.P.O. 3000 TYPE RELAYS (EX TELECOM). SIMPLY REMOVE PRESENT WINDING, CUT CORE IN HALF, RE-THREAD, ASSEMBLE AND FILL WITH WINDING. THIS IS A QUICK AND CHEAP METHOD OF OBTAINING A VERY HIGH QUALITY NON-RETENTIVE STEEL CORE. AS AFOREMENTIONED, WINDING RESISTANCES USED BY THE INVENTOR VARIED BETWEEN 0.03125 TO 27 OHMS.

THE ABOVE WINDINGS DESCRIBED ARE AMPLE TO DRIVE PROTOTYPES EVEN IN A 180° APPLICATION. YOU WILL FIND SPEEDS UP TO 2500 RPM WITH ONLY TWO OF THESE WINDINGS 180° APART - NO PROBLEM.

FOR A.C. OUTPUT COIL WINDINGS AND CORE:

IDEAL CORES CAN BE BUILT CHEAPLY AND QUICKLY BY DISMANTLING A SPARE POWER OR AUDIO TRANSFORMER AND UTILIZING THE "I" SECTION LAMINATIONS, OBTAIN WINDING FORMER TO FIT SAME AND IT IS READY FOR WINDING. TURNS AND GUAGE WILL DEPEND ON WHAT VOLTAGE AND CURRENT YOU CHOOSE. REMEMBER, AT THIS STAGE, YOU SHOULD ONLY BE BUILDING A DEMONSTRATION MODEL, SO TO SPEAK.

AFTER A FEW CHANGES, CORRECTIONS AND/OR GENERAL MODIFICATIONS YOU WILL BE READY TO PUT A MECHANICAL AND/OR ELECTRICAL LOAD ON THE MACHINE. FOR AN ELECTRICAL LOAD IT IS SUGGESTED YOU FIRSTLY WIRE UP A BANK OF 6 - 12 LEDS. IF EVERYTHING IS GO, THEN SWITCH OVER TO TORCH LAMPS: LATER ON WITH A BIGGER MACHINE - CAR LAMPS, OR MAYBE HOUSEHOLD LAMPS AND A MECHANICAL LOAD SIMULTANEOUSLY.

FOR EFFICIENCY TESTING(FOLLOW DRAWING ILLUSTRATION)

MILLIAMP METERS ARE USELESS FOR THIS MACHINE - DO NOT USE FOR TESTING. USE ONLY HIGH QUALITY DIGITAL TRUE RMS METERS..WITH INPUT POWER, FOR HIGH ACCURACY, USE ONLY A HIGH QUALITY ELECTRONIC WATTMETER: THESE INSTRUMENTS MEASURE EXTREMELY ACCURATELY ANY WAVE-SHAPE. A GOOD TWIN-BEAM OSCILLOSCOPE IS A MUST: SO TOO A HIGH QUALITY ELECTRONIC TEMPERATURE-MEASURING INSTRUMENT WITH APPROPRIATE PROBE.

DRILL DEAD CENTRE OF ONE OR BOTH CORES, AS PER DRAWING. PROBE MUST BE GOOD FIT. IF, AFTER ONE HOUR OF RUNNING ON LOAD AND TEMPERATURE IS AROUND 40°, THAT WILL INDICATE THINGS ARE MOST LIKELY WORKING CORRECTLY.

DON'T FORGET YOUR AMBIENT IN AUSTRALIA WILL BE CONSIDERABLY HIGHER THAN OURS. READ THE INVENTOR'S ROTARY AND SOLID STATE EFFICIENCY MEASUREMENT DATA SHEET.

ROTOR-STATOR AIR GAP IS NOT CRITICAL, BUT THE CLOSER THE BETTER.

AS STATED ELSEWHERE, THE STATOR POLE FACES, IF DESIRED, MAY BE REDUCED TO 25% OF THE ROTOR POLE FACE AREA, HENCE LARGE DRIVE WINDINGS AND HIGH DRIVE CURRENT IS NOT REQUIRED.

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WITH CARE TO DETAIL, CORRECT MATHEMATICAL CALCULATIONS AND HIGH QUALITY INSTRUMENTATION CORRECTLY UTILIZED, INCREDIBLE RESULTS CAN BE EXPECTED. STUDY DATA SUBMITTED SHOWS THOSE RESULTS HAVE BEEN ATTAINED ON SEVERAL MACHINES. TEMPERATURE OF CONVENTIONAL MACHINES INTERNALLY REACH BOILING POINT AFTER FIFTEEN MINUTES RUNNING. CHECK THE ADAMS MOTOR GENERATOR AFTER RUNNING ON FULL LOAD FOR 48 HOURS, OR AFTER FIFTEEN MINUTES IF YOU PREFER NOT TO WAIT THAT LONG. YOU WILL BE VERY PLEASANTLY SURPRISED - I REFER TO MAXIMUM LOADING CONDITIONS, NOT FREE RUNNING.

MECHANICAL LOADING TEST:

A HIGH QUALITY STRAIN MEASURING INSTRUMENT MUST BE USED IN THE UNIVERSAL "PONY BRAKE" METHOD OF MECHANICAL LOAD TESTING.

RPM TESTS MUST ALSO BE OBTAINED WITH A HIGH QUALITY TACHOMETER AND/OR OSCILLOSCOPE READING AND USE THE UNIVERSAL EQUATION TO CALCULATE MECHANICAL MACHINE EFFICIENCY.

NOTE: VERY IMPORTANT FACTOR:

AS YOU INCREASE DUTY CYCLE, CURRENT INPUT WILL INCREASE AND EFFICIENCY WILL DECREASE. FROM RANDOM TEST SHEET RESULTS I HAVE CHOSEN IT IS VERY CLEAR WHAT TO EXPECT UPON INCREASING DUTY CYCLE.

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MECHANICAL SWITCHING

FOR MAXIMUM EFFICIENCY RESULTS MECHANICAL SWITCHING IS RECOMMENDED FOR THE FOLLOWING REASONS :-

1) TO GAIN ADVANTAGE OF PARTIAL RECHARGING OF THE BATTERY, WHICH IS AN IMPORTANT AND CALCULABLE EFFICIENCY FACTOR.

2) TO PRECLUDE SOLID STATE SWITCHING DISSIPATION LOSS.

3) TO PRECLUDE COLLAPSING FIELD ENERGY LOSSES DUE TO THE PRESENCE OF THE SWITCHING DEVICE BEING IN SERIES WITH THE MACHINE DRIVE WINDINGS.

CONTACTOR DISC

ANOTHER UNIQUE FEATURE OF THE "ADAMS M/G" IS THE DESIGN OF THE CONTACTOR DISC. REFERRING TO THE SECTION ON DRAWINGS, IT WILL BE FOUND THAT THE DISC CONTACTOR STAR IS TAPERED. THIS DESIGN WAS CONCEIVED AS A MEANS TO GOVERN AND/OR ALTER THE DUTY CYCLE, WHICH ALSO GIVES THE MEANS OF VARYING SPEED, CURRENT AND TORQUE.

DUTY CYCLE

IT IS RECOMMENDED THAT AS LOW AS POSSIBLE A DUTY CYCLE BE APPLIED, AS THE MACHINE EFFICIENCY CAN BE MADE TO VARY SUBSTANTIALLY BY THE POSITIVE OR NEGATIVE ADJUSTMENT OF SAME. AS POINTED OUT ELSEWHERE IN THE CHAPTER ON "GENERALISED DESCRIPTION OF THE ADAMS MOTOR GENERATOR", THE INPUT POWER AND CONSEQUENT EFFICIENCY VARIES AS DOES THE 'DUTY CYCLE PULSE', VIZ., THE LOWER THE DUTY CYCLE THE LOWER THE INPUT CURRENT, THE GREATER THE TORQUE AND THE GREATER THE EFFICIENCY.

EVERY ENDEAVOUR SHOULD BE MADE TO KEEP THE DUTY CYCLE FIGURE LOW, PREFERABLY BELOW .75; AROUND THE ORDER OF .25 IS IDEAL.

POINTS

IT WILL BE FOUND, UPON ADJUSTING THE POSITIONING OF THE POINTS ON THE STAR CONTACTOR DISC, THE AFOREMENTIONED PARAMETERS WILL ALL VARY, AS OUTLINED ABOVE, AND ADJUSTMENT SHOULD BE MADE FOR OPTIMUM OPERATIONAL RESULTS, BEARING IN MIND, AT ALL TIMES, THE DESIRABILITY OF A LOW DUTY CYCLE FIGURE.

IF THERE IS DIFFICULTY IN OBTAINING A LOW DUTY CYCLE FIGURE, THEN YOUR STAR CONTACTOR DISC NEEDS RE-DESIGNING.

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THE POINTS MUST, OF COURSE, BE CHOSEN TO CARRY THE REQUIRED AMOUNT OF CURRENT AND THE CORRECT PRESSURE MUST BE APPLIED. IF EXCESSIVE SPARKING OCCURS AT THE POINTS, THERE IS SOMETHING WRONG. TURN OFF YOUR MACHINE IMMEDIATELY, AS EXCESSIVE SPARKING WILL DAMAGE THE FACE OF THE CONTACTOR DISC AND THE POINTS THEMSELVES. THE MOST LIKELY CAUSE OF SPARKING WOULD BE THE MALADJUSTMENT OF THE POINTS IN RELATION TO THE CONTACTOR DISC AND/OR THE GEOMETRIC POSITIONS OF THE MAGNETS. THE SMALLER POINTS FOUND ON THE RELAYS ARE EXCELLENT FOR UP TO 0.1 AMP CONTINUOUS RATING; THOSE RELAYS WITH THE LARGER SPRING-SET POINTS ARE EXCELLENT FOR UP TO 2 AMP CONTINUOUS RATING.

INITIALLY, DON'T SPEND TIME IN PROVIDING A START WINDING. IT IS ONLY NECESSARY TO GIVE THE SHAFT A QUICK TURN BY HAND AND SHE WILL START IMMEDIATELY.

DUTY CYCLE CALCULATION

IT IS FIRST NECESSARY TO REFER TO THE ILLUSTRATIONS 1 - 4 HEADED "HOW TO CALCULATE THE D.C. PULSE TIMING OF THE STATOR COILS ON THE MOTOR GENERATOR".

TO CALCULATE THE DUTY CYCLE YOU WILL, OF COURSE, REQUIRE THE USE OF AN OSCILLOSCOPE TO MEASURE THE MARK TO SPACE RATIO; THE FIGURE ASCERTAINED IS ALWAYS A DECIMAL

THE ACTUAL DUTY CYCLE EQUATION IS DESCRIBED, TOGETHER WITH AN EXAMPLE, IN THE SECTION HEADED "INSTRUMENTATION AND TEST PROCEDURE - INPUT POWER EQUATION".

TEMPERATURE

THE ADAMS MOTOR GENERATOR RUNS VERY COOL COMPARED TO CONVENTIONAL MACHINES, AS MENTIONED ELSEWHERE. HOWEVER, A ROUGH ESTIMATE OF EFFICIENCY OF THE ADAMS MACHINE IS TO FEEL THE DRIVE WINDINGS BY HAND AFTER 15 MINUTES RUNNING. IF IT IS NOT HOT THEN IT'S EFFICIENCY WILL BE HIGH. REMEMBER, AS MENTIONED ELSEWHERE, WITH CONVENTIONAL MACHINES, AFTER 15 MINUTES RUNNING, THE WINDINGS ARE AT BOILING POINT.

BETTER IF YOU HAVE A DIGITAL THERMOMETER AND USE AS DESCRIBED IN THE SECTION ON ILLUSTRATIONS.

FOR THE PROCEDURE TO MEASURE TEMPERATURE, REFER TO THE SECTION HEADED "GENERAL CONSTRUCTION AND TESTING PROCEDURES OF THE ADAMS MOTOR GENERATOR - FOR EFFICIENCY TESTING".

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INSTRUMENTATION AND TEST PROCEDURES

CARE MUST BE EXERCISED IN MEASURING CURRENT INPUT IF USING DIGITAL MULTIMETERS; IT IS NECESSARY TO ASCERTAIN THE INTERNAL DISSIPATION LOSS - THIS CAN BE AS HIGH AS 20% AND MUST BE CALCULATED ACCURATELY AND THEN SUBTRACTED FROM CALCULATED INPUT CURRENT.

SOLID STATE SWITCHING

IF USING SOLID STATE SWITCHING AND YOU DESIRE AN EFFICIENCY CHECK; THE DISSIPATION LOSS IN THE SWITCHING DEVICE MUST BE CALCULATED AND SUBTRACTED FROM THE CALCULATED INPUT POWER TO OBTAIN TRUE MACHINE INPUT POWER.

BUILDING MOTOR GENERATOR

WHEN BUILDING THE MACHINE AS A MOTOR GENERATOR, ADVANTAGE IS TO BE TAKEN OF THE FACT THAT THE ADAMS MOTOR GENERATOR DESIGN IS SUCH THAT, UNLIKE A CONVENTIONAL MOTOR GENERATOR.,(I.E., THE MOTOR AND GENERATOR ARE SEPERATE ENTITIES AND, ALTHOUGH ON A COMMON SHAFT, REMAIN NONETHELESS TWO SEPARATE MACHINES) IN THE ADAMS MOTOR GENERATOR THIS IS NOT SO. IN THE ADAMS MACHINE, THE SAME ROTOR THAT DRIVES THE MOTOR IS ALSO THE GENERATOR ROTOR.

SIMPLY MOUNT THE (OUTPUT) GENERATOR WINDINGS BETWEEN THE STATOR WINDINGS AND YOU HAVE A VERY SIMPLE COMPACT AND HIGHLY EFFICIENT MACHINE, WHICH LENDS ITSELF TO A VERY HIGH COST-EFFICIENT UNIT FOR MASS PRODUCTION, SURPASSING BY 100 YEARS UNITS LIKE NEWMAN'S, ECKLIN'S AND MANY OTHERS IN THE PIPELINE.

ROTOR

WHEN BUILDING YOUR ROTOR IT IS VERY IMPORTANT TO "FILL" THE 90° GAPS BETWEEN THE 4 POLES; CUT THE TWO CLAMPING DISCS EXACTLY THE DIAMETER OF THE CROSSED MAGNETS. AFTER SEALING TOGETHER, FILL THE GAPS, MAKING SURE YOU HAVE A SYMETRICAL AND SMOOTH FINISH AROUND THE PERIMETER. THIS PROCEDURE IS VERY DESIRABLE AS, LEFT WITHOUT THIS TOTAL ENCLOSURE, THE LOSS OF ENERGY, DUE TO WINDAGE, IS QUITE HIGH AND MUST BE AVOIDED AT ALL COSTS.

GENERATOR WINDINGS

ABOUT GENERATOR WINDINGS, IF YOU HAVE A TRANSFORMER MANUFACTURER IN YOUR AREA, CALL ON THEM AND TELL THEM YOUR REQUIREMENTS, WITHOUT TELLING THEM WHAT YOU ARE ABOUT. THEY SHOULD HAVE PLENTY OF DIFFERENT SIZED STALLOY LAMINATIONS. CHOOSE WISELY THE APPROPRIATE SIZED "I" SECTION LAMINATION. THEY WILL, OR SHOULD HAVE, A COIL FORMER WHICH FITS IT PERFECTLY. IT IS THEN ONLY A METTER OF THEM PUTTING THE WINDING ON THE FORMER. YOU SHOULD BE ABLE TO GET DELIVER THE SAME DAY. MOST OF MY WINDINGS FOR THE GENERATOR SECTION WERE DESIGNED FOR AROUND THE 100v REGION.

MANUAL

A LOT OF VALUABLE INFORMATION IS CONTAINED IN THE MACHINE MANUAL TO ASSIST EXPERIMENTERS AND RESEARCHERS ALIKE TO BUILD ONE OR MORE OF THE VARIOUS VERSIONS OF THE MACHINE. I HAVE BUILT A NUMBER OF VERSIONS BUT OTHERS ARE POSSIBLE (SEE ON CIRCUITS).

ALSO THERE ARE A NUMBER OF ELECTRONIC SWITCHING SYSTEMS WHICH MAY BE EMPLOYED FROM WHICH 100%+ RESULTS ARE STILL POSSIBLE.

CONSTRUCTION EQUATION - ADAMS MOTOR GENERATOR
20 DECEMBER 1976

IT WAS FOUND, AFTER CONSIDERABLE DEVELOPMENT WORK, THAT MAXIMUM ELECTRO-MAGNETIC EFFECT PRODUCED IN THE STALLOY STACKED GENERATING POLE WINDINGS OCCURRED WHEN THE DIMENSION OF THE MATING END OF THE STACKS WERE FOUR TIMES GREATER IN AREA THAN THE ROTOR MAGNET"S POLE AREA. HENCE THE OVERALL DESIGN OF THE MACHINE INCORPORATES THIS DERIVED RATIO OF ONE TO FOUR. (THE ADAMS EQUATION, AS APPLIES ONLY TO THE ADAMS MACHINE).

FEEDBACK
20 DECEMBER 1976

THE FEEDBACK, PRODUCED BY THE OUTPUT GENERATING COIL, PRODUCES A POLARITY REVERSAL NORMALLY RESULTING IN LARGE EDDY CURRENT LOSSES IN CONVENTIONAL MACHINES, BUT, IN THE ADAMS MACHINE, IT IS HARNESSED TO DEVELOP FURTHER ADDITIONAL TORQUE TO THE MAGNETIC ROTOR. THE LARGER THE OUTPUT GENERATING COILS THE GREATER THE TORQUE DELIVERED TO THE ROTOR.

POWER FACTOR
01 JULY 1976

THERE IS NO POWER FACTOR LOSS BECAUSE THE ADAMS MACHINE RUNS IN A CONDITION OF RESONANCE. THEREFORE, THE POWER FACTOR LOSS IS ZERO.

15TH OCTOBER 1992:
ROBERT ADAMS, NEW ZEALAND.

NOTE: THIS DOCUMENT SUPERCEDES THE DOCUMENT RELATING TO THIS DATA, DATED 14TH OCTOBER, 1992.

CONFIDENTIAL

28-6-78

COPY OF REPORT LUCAS IND. LTD.

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REPORT ON MR. R. ADAM'S ELECTRIC MOTOR

The above motor is basically a D.C. machine that has been designed to have a wound stator and a permanent magnet rotor. It has no commutator or slip rings in the usual sense. One novel feature is that each rotor pole has the same magnetic polarity and its motion is produced by magnetic repulsion of the rotor by switching the stator current at appropriate times.

By appropriate spacing of the rotor and stator poles advantage may be taken of the collapsing magnetic field to produce incoming rotor pole attraction.

By using square wave current switching high order motor efficiencies can be attained. Over a wide range of speeds the machine exhibits a constant current and therefore constant torque characteristic.

By using a full wave rectification bridge the machine can be adapted to be run from mains A.C. in possibly a synchronous manner. It has been observed on a number of occasions when operating the motor from partially discharged batteries that over a period of a few hours the on load potential of the batteries rise to a constant higher one and remains at this level for up to 150 hours (run terminated). Batteries at the same state of charge, when discharged at the same current as the motor consumes through a fixed resistor, show as expected, a continual decline in voltage.

Specifically, on the small No.1 machine powered by six Ni-Cad batteries at an on load voltage of 5.6 volts within three hours the terminal voltage was pushed up to 6.2 volts where it remained constant. The machine running current was 6.0 M.A. R.M.S. From data on discharging the batteries through a fixed 1K. resistor and subsequent recharges at constant current it appears as if the machine is generating about 12 M.A. of current using 6 M.A. to keep itself running and feeding back about 6 M.A. to charge the batteries.

Some relative measurements made on the magnetic pole strength of the rotor magnets indicate that after running in this mode for many hours there is a decrease in the pole strength. It appears therefore that by some means yet unclear that magnetic energy in the permanent magnets is being converted into electrical energy at a rate approximately 100% larger than that required by the device.

In other words this machine is a two way converter of magnetic to electrical energy. This phenomenon observed on three different machines with lead-acid and Ni-Cad batteries undoubtedly exists and requires further investigation.

Lucas Service

IAN MAWSTON

THE LUCAS REPORT OF 28TH JUNE 1978

WITH REFERENCE TO THE LUCAS REPORT OF 28-06-1978. THE INVENTOR DOES NOT CONCUR WITH THE FINDING OF PARAGRAPH SIX (6).

HAVING TAKEN A NUMBER OF TESTS AND OSCILLOGRAPHS OF THE MACHINES, AFTER 48 HOUR AND 7 DAY RUNS, THERE WAS NO VARIATION WHATSOEVER FOUND IN THE STRENGTH OF THE MAGNETS OF THE ROTORS. IN VIEW OF THIS FACT, THE INVENTOR HAS SEARCHED ALL POSSIBLE DATA ON THE SUBJECT AND FOUND IN MOST CASES THAT THE LIFE OF MAGNETS IN A GENERATOR SITUATION SHOULD HAVE A LIFE-SPAN OF APPROXIMATELY 1300 YEARS.

ONE EXAMPLE THE INVENTOR FOUND OF CONSIDERABLE INTEREST IN RELATION TO THIS WAS IN THE "BRITISH ADMIRALTY HANDBOOK", SECTION 131, CHAPTER 3, ON MOTORS AND GENERATORS, VIZ:-

"THE MOTION OF A CONDUCTOR CARRYING CURRENT WHEN PLACED IN THE FIELD OF A PERMANENT MAGNET, EVIDENTLY INVOLVES A SUPPLY ENERGY FROM SOMEWHERE TO SUSTAIN THE MOTION AND ACCOUNT FOR THE WORK DONE ON THE CONDUCTOR. IF THE MOTION CONTINUED AS IT STARTED THE ACCELERATION IMPARTED TO THE CONDUCTOR BY THE ELECTRODYNAMIC FORCE ACTING ON IT WOULD RESULT IN THE CONDUCTOR ATTAINING LARGER AND LARGER VELOCITIES AND POSSESSING CORRESPONDINGLY GREATER KINETIC ENERGY. ACCORDING TO OHMS LAW, ALL THE ENERGY SUPPLIED TO THE CONDUCTOR BY THE BATTERY, OR OTHER SOURCE OF CURRENT, IS DISSIPATED AS HEAT (I^2R LOSSES). THE MAGNETISM OF THE PERMANENT MAGNET IS ALSO UNIMPAIRED, AND SO THE DIFFICULTY ARISES OF EXPLAINING THE SOURCE OF THE VAST KINETIC ENERGY THE CONDUCTOR WOULD EVENTUALLY ACQUIRE. THE SOLUTION OF THIS PROBLEM WILL BE CONSIDERED LATER (PARAGRAPH 148), VIZ A VIZ - THE APPLICATION OF FLEMING'S RIGHT HAND RULE SHOWS AT ONCE THAT THE EMF IS IN A DIRECTION OPPOSING THE FLOW OF CURRENT IN THE CONDUCTOR. THE CURRENT FALLS AND THE ELECTRODYNAMIC FORCE, BEING PROPORTIONAL TO THE CURRENT, IS CORRESPONDINGLY DECREASED. AS THE CURRENT IS NOW LESS THAN IT'S ORIGINAL VALUE (BATTERY EMF ÷ RESISTANCE) THIS INDICATES THAT THE ENERGY TAKEN FROM THE BATTERY IS NO LONGER BEING COMPLETELY CONVERTED INTO HEAT ENERGY IN THE CONDUCTOR.

THERE IS THUS AN AMOUNT OF ENERGY EQUAL TO INDUCED EMF x I PER SECOND WHICH IS BEING USED UP IN SOME OTHER WAY. IT IS THIS ENERGY WHICH SUPPLIES THE KINETIC ENERGY ACQUIRED BY THE CONDUCTOR."

IT IS THE INVENTOR'S OPINION THAT THE OUTCOME OF THE 'LUCAS REPORT' REGARDING A DROP IN ROTOR MAGNET POLE STRENGTH IS DUE TO UNRELATED PARAMETER, I.E., A FAULTY BATTERY CELL CAUSING A DROP IN INPUT VOLTAGE (INCREASED CELL RESISTANCE), THUS CAUSING A DROP IN OUTPUT VOLTAGE FROM THE GENERATOR WINDINGS. THERE WERE NO ACTUAL MEASUREMENTS TAKEN PRIOR TO OR AFTER TESTS OF THE ROTOR MAGNETS; THIS PORTION OF THE REPORT IS, THEREFORE, SUSPECT, AS THE CONCLUSIONS FOR THIS STATEMENT HAVE BEEN TAKEN FROM INSTRUMENTATION DURING TESTING ANALYSIS OF INPUT AND OUTPUT VOLTAGES AND CURRENTS. ANOTHER OF A NUMBER OF UNPROVEN REASONS PUT FORWARD TO PROLONG ANY PROGRESS IN COMING TO A MUTUAL SATISFACTORY ROYALTY AGREEMENT FOR MANUFACTURE.

ANYBODY WHO HAS STUDIED TESLA COILS AND TESLA'S PIONEERING IN THE FIELDS OF PULSED ENERGIES WITH INDUCTANCES WILL BE AWARE OF THE FACT THAT UTILISING PULSED SWITCHING, COLLAPSING FIELD ENERGIES AS GREAT AS A HUNDRED TIMES THE SUPPLY, CAN BE ATTAINED.

THE SIMPLE FACT IS THAT THE ADAMS MOTOR/GENERATOR TAKES ADVANTAGE OF THE HIGH COLLAPSING (TESLA FIELD) ENERGIES AND, THUS, PRODUCES A MACHINE WHICH HAS CAPABILITIES OF WELL BEYOND UNITY. IN FACT, WITH THE FACILITIES AND NECESSARY EXPERIENCE AND KNOWLEDGE, AN ADAMS MOTOR/GENERATOR IS ABLE TO BE BUILT WITH EFFICIENCY FIGURES INTO SEVERAL HUNDRED PERCENT. IN ALL CONVENTIONAL MACHINES THE DRIVE WINDINGS, AFTER 15 MINUTES RUNNING, REACH BOILING POINT - NOT SO THE ADAMS MACHINE. AS POINTED OUT ELSEWHERE IN THIS TREATISE, THE ADAMS MACHINE RUNS AT VERY LOW TEMPERATURES ON FULL LOAD. IT DOES NOT WASTE ENERGY ON HEATING; HENCE, UNLIKE CONVENTIONAL MACHINES, IT DOES NOT REQUIRE A COOLING FAN, WITH IT'S ATTENDANT LOSSES. IN THE ADAMS MACHINE THERE IS NO CHANGE IN THE DIRECTION OF SUPPLY ENERGY. EDDY CURRENTS AND HYSTERISIS LOSSES, THEREFORE, ARE NON-EXISTENT AND, AS THE MACHINE, IN A HIGH EFFICIENCY MODE, IS VIRTUALLY RUNNING AT RESONANCE, THERE IS THEREFORE ALSO NO POWER FACTOR LOSS. IT HAS, THEREFORE, CONSTANT POWER AND TORQUE CHARACTERISTICS. IT IS SELF-PROTECTIVE. IT CAN BE GROSSLY OVERLOADED AND WILL NOT OVERHEAT OR BURN OUT.

THE ADAMS FEEDBACK, INDUCED IN THE OPPOSITE DIRECTION TO SUPPLY SOURCE, THUS MAINTAINS A CONSTANT HIGH TORQUE AND VERY LOW CURRENT ON ALL LOADS.

THIS ENERGY CAN, OF COURSE, BE RE-CHANNELED BACK INTO THE MACHINE TO PROVIDE ADDITIONAL ELECTROMOTIVE FORCE TO THE ROTOR. TORQUE LOSS, DUE TO MAGNETIC DRAG, IS ALSO REDUCED BY THE UNIQUE DESIGN OF THE ROTOR. TORQUE LOSS, DUE TO THE MAGNETIC DRAG IN CONVENTIONAL MACHINES, IS QUITE HIGH, BUT, DUE TO THE UNIQUE DESIGN OF THE ADAMS MOTOR/GENERATOR, IT IS ALMOST NON-EXISTENT.

TRADITIONAL ESTABLISHMENT BELIEVERS WILL STILL PERSIST IT CANNOT BE DONE. THE INVENTOR HAS PROVEN, HOWEVER, THAT IT NOT ONLY CAN BE DONE BUT HAS BEEN DONE, AND DONE, IN FACT, WITH TWELVE DIFFERENT MACHINES OVER A PERIOD OF MANY YEARS IN THE PRESENCE OF NUMEROUS EMINENT AND EXPERIENCED ENGINEERS AND SCIENTISTS, UNDER SECRECY COVENANCE'. THERE IS NO DENYING TRUTH; THIS IS PRECISELY WHAT TRUE INVENTORS AND SCIENTISTS ARE ABOUT, SEEKING AND EXPOSING TRUTH ACCORDING TO THE VARIOUS FINDINGS OF THE WAY IN WHICH NATURE (THE UNIVERSE) ADMINISTERS HER LAWS.

THE OLD ESTABLISHMENT'S DELIBERATE SUPPRESSION OF CERTAIN INFORMATIONS AND DISCOVERIES BY PEOPLE LIKE NICOLA TESLA (TO NAME BUT ONE) CAN NO LONGER BE QUELLED. THE WORLD AT LARGE IS NOW WAKING UP TO THE FACT THAT VALUABLE IDEAS AND INVENTIONS, THROUGHOUT TIME, HAVE BEEN DELIBERATELY AND SURREPTITIOUSLY SILENCED IN LITERATURE, TEXT BOOKS, SCHOOLS AND UNIVERSITIES ALIKE. THE INVENTOR IS BUT ONE OF MANY WHO ARE NOW EXPOSING THIS BITTER TRUTH - MAY THERE BE MANY MORE IN THE VERY NEAR FUTURE.

INFORMATION ON THE PROVEN FACTS OF THE ADAMS PULSED ELECTRIC MOTOR GENERATOR:

FORTUNATELY, FOR THOSE LIKE MYSELF, WHO DISTANCE THEMSELVES FROM THE MANY CLASSICAL THINKERS, THE ESTABLISHMENT IS NOWADAYS BECOMING QUITE "FAMED" FOR IT'S REPUTATION OF CHURNING OUT THESE CLONES IN THEIR MILLIONS FROM IT'S SCHOOLS AND UNIVERSITIES ALL OVER THE WORLD. NOT THAT THIS PRACTICE IS NEW - IT HAS BEEN GOING ON FOR CENTURIES - SCHOLARS AND SCIENTISTS WHO RELIGIOUSLY ADHERE TO THE PRINCIPLE THAT WHAT THEY HAVE BEEN TAUGHT IS A LAW UNTO ITSELF, IS IRREVOCABLY PRECISE AND NEVER TO BE QUESTIONED. WHAT THEY SEE IS ONLY WHAT THEY HAVE BEEN TAUGHT TO SEE. THE VERY IDEA OF GOING BEYOND SUCH TEACHINGS, TO THE MAJORITY OF THESE CLASSICAL BELEIVERS, IS HEINOUS AND TANTAMOUNT TO SACRILEGE. THE FEEBLEMINDEDNESS OF THIS KIND OF THINKING, IN ITSELF, REPRESENTS THE EXTENT OF THE NEUROSES PLAGUING PRESENT-DAY ENDEAVOURS BY THE RELATIVELY FEW TO BREAK WITH SUCH TRADITIONAL BUT PRECARIOUS ESPIONAGE OF MANKIND'S FUTURE.

THESE RELATIVELY FEW ARE SERIOUS INDIVIDUALS FROM ALL CORNERS OF THE GLOBE, WHO, FOR SOME TIME NOW, HAVING BECOME ENLIGHTENED AS TO THE ESTABLISHMENT AND IT'S WAYS, HAVE BEGUN TO QUESTION, TO PROBE, TO COME OUT BRAVELY WITH NEW IDEAS, TO DROP THIS LAXADASICAL CUSTOM OF CONVENTIONALISM. THE PILLORY HAS ALWAYS BEEN THE COMPANION OF THESE COURAGEOUS PEOPLE AND OFTEN HAS CALLED THE FINAL SHOT IN THE PAST. IT' UGLY PRESENCE STILL REMAINS BUT AGE HAS WEARIED IT AND TODAY IT'S RUSTED CHAINS ARE NO LONGER AS EFFECTIVE. AS TIME ADVANCES THE PILLORY WILL ROT WHERE IT STANDS AND CRUMPLE INTO DUST, FOR WHAT MUST HAPPEN WILL HAPPEN, AND THIS, THUS, IS THE STATE OF INEVITABILITY.

AND SO, FOR THE BENEFIT OF THE SKEPTICS AMONG OUR READERS, THE INVENTOR WISHES TO MAKE SOME IMPORTANT FACTORS CLEAR TO DEMONSTRATE THAT THE ADAMS MOTOR/GENERATOR IS NOT A CONVENTIONAL MACHINE AND DOES NOT, THEREFORE, PERFORM OR CONFORM TO ACCEPTED CLASSICAL TEACHINGS.

FIRST AND FOREMOST, THE IMPORTANT FACT IS THAT THE ADAMS MACHINE IS NOT FED A CONSTANT SUPPLY OF ENERGY TO SUSTAIN MOTION. IT IS ESSENTIALLY A PULSED OPERATED MACHINE WHICH HAS VERY DISTINCT ADVANTAGES OVER CONVENTIONAL MACHINES, WITHOUT THE UNDESIRABLE DISADVANTAGES OF THE AFOREMENTIONED, AND, AS A RESULT, IT HAS AMAZINGLY HIGH EFFICIENCY POTENTIAL IN ALL IT'S VARIOUS MODES OF OPERATION.

SECONDLY, AS A PULSED MACHINE, ADVANTAGE IS TAKEN OF THE HARNESSING OF THE COLLAPSING MAGNETIC FIELD (WHICH IS OUTLINED INDETAIL ELSEWHERE IN THIS TREATISE). AS IS WELL KNOWN, THE MORE NEARLY EQUAL THE BACK EMF IS TO THE APPLIED EMF, THE LOWER THE CURRENT AND THE HIGHER THE EFFICIENCY, ETC.

. . . /

NOTE:

BECAUSE A SERIES MACHINE IS DEPICTED IN ONE OR MORE DRAWINGS SO FAR SUBMITTED, THIS DOES NOT NECESSARILY INDICATE THAT THE MACHINE, UPON BEING BUILT, MUST BE A SERIES UNIT. QUITE THE CONTRARY. THE ADAMS MOTOR/GENERATOR WILL DELIVER REMARKABLE RESULTS WHETHER IT BE BUILT FOR A SERIES, SHUNT OR COMPOUND WOUND MODE OF OPERATION; IT IS FOR THE INDIVIDUAL READER TO DECIDE WHICH TO BUILD. OBTAINING A COPY OF THE INVENTOR'S MANUAL WOULD ASSIST THE READER A GREAT DEAL TOWARDS THE MAKING OF A DECISION IN THIS RESPECT, AS THE PURPOSE OF PUBLISHING THIS MANUAL IS TO GIVE ANYBODY DESIROUS OF BUILDING AN ADAMS MOTOR/GENERATOR EVERY OPPORTUNITY TO DO SO. IN ANY CASE, IT IS A SIMPLE MATTER TO RE-WIRE THE MACHINE TO A DIFFERENT PARAMETER ANYWAY.

THE MANUAL WILL CONTAIN A NUMBER OF CIRCUITS TO CHOOSE FROM AND MANY VALUABLE HINTS AND DIRECTIONS ON CONSTRUCTION, TESTING AND GENERAL TECHNICAL ANALYSIS PROCEDURE; KEEPING AS MUCH AS POSSIBLE FROM BEING TOO TECHNICAL, WITH A VIEW TO ASSISTING THE AVERAGE NOVICE AS MUCH AS POSSIBLE, TO BUILD AN ADAMS MOTOR/GENERATOR WITH SATISFACTION (EXPERIMENTER,RESEARCHER, TECHNICIAN, ENGINEER, SCIENTIST)

FEATURES AND ADVANTAGES OF THE ADAMS MOTOR/GENERATOR

1. IT OVERCOMES BACK EMF, WHICH IS THE BIG PROBLEM IN ALL CONVENTIONAL MACHINES.

2. IT, IN TURN, (DUE TO IT'S UNIQUE DESIGN) HARNESSES THE EFFECT OF BACK EMF, I.E., THE COLLAPSING FIELD, THEREBY INCREASING TORQUE AND DECREASING POWER INPUT.

3. IT DOES NOT REQUIRE A SEPERATE MOTOR IN THE MOTOR/GENERATOR MODE TO PRODUCE ELECTRICAL OUTPUT ENERGY.

4. IT UTILIZES THE ONE COMMON ROTOR WHICH RUNS THE MACHINE AND GENERATES OUTPUT POWER.

5. ALL IT'S ROTOR POLES ARE OF SIMILAR POLARITY, I.E., ALL SOUTH GOING OR ALL NORTH GOING.

6. IT'S DRIVE (STATOR) WINDING AND POLE REQUIREMENTS ARE SMALL.

7. THE AIR GAP IS NOT CRITICAL.

8. IT REQUIRES NO COOLING FAN.

9. THE MACHINE DOES NOT REQUIRE CONSTANT CURRENT POWER INPUT.

10. THE UNIQUE DESIGN OF THE MACHINE IS SUCH THAT :-

   a) IT FEEDS ENERGY BACK INTO IT'S BATTERY SUPPLY.

   b) THERE IS VIRTUALLY ZERO MAGNETIC DRAG.

   c) IT'S TEMPERATURE, UNDER FULL LOAD CONDITIONS, IS LESS THAN HALF THAT OF ANY CONVENTIONAL MACHINE.

   d) REGARDING MECHANICAL SWITCHING MODE, THE "TAPERED STAR CONTACTOR DISC" WHICH THE INVENTOR CONCIEVED, IS A MEANS OF GOVERN--ING AND/OR ALTERING THE DUTY CYCLE, WHICH, IN TURN, GIVES AN AUTOMATIC MEANS OF VARYING SPEED, CURRENT AND TORQUE.

11. THE MACHINE, IN HIGH EFFICIENCY MODE, I.E., BEYOND UNITY, IS PRODUCING ENERGY FROM SPACE, VIZ., (ELECTROSTATIC SCALAR POTENTIAL).

12. CONTRARY TO CONVENTIONAL MACHINES, THE SLOWER THE SPEED, THE GREATER THE EFFICIENCY, THE GREATER THE TORQUE, THE LOWER THE INPUT POWER.

13. AS THERE IS NO POWER FACTOR LOSS IN THE MACHINE THERE ARE CONSTANT POWER AND TORQUE CHARACTERISTICS (MACHINE IN RESONANCE MODE).

. . . . /

14. AS THERE IS NO CHANGE IN THE DIRECTION OF SUPPLY ENERGY THERE ARE NO EDDY CURRENT OR HYSTERISIS LOSSES SUSTAINED (REFER "PROVEN FACTS" SECTION).

15. THE MACHINE, IN ALL MODES OF OPERATION, IS SELF-PROTECTIVE FROM ANY LIKELY ADVERSE CONDITIONS OCCURING; THEREFORE NO PROTECTIVE ANCILLARY DEVICES ARE REQUIRED.

16. HIGH SPEEDS WITH THEIR ATTENDANT PROBLEMS ARE NOT NECESSARY.

17. THE MACHINE CAN BE ELECTRICALLY LOADED SIMULTANEOUSLY WITH A FURTHER INCREASE IN OUTPUT ENERGY OF UPWARDS FROM 50% TO BEYOND 100% WITHOUT OVERLOAD OR HEATING ABOVE IT'S NORMAL OPERATING TEMPERATURE.

18. THE MACHINE LENDS ITSELF ADMIRABLY TO SIMPLE AND INEXPENSIVE SPEED CONTROL.

NOTES ON GRAPHS NOS. 01 - 09

RESEVOIR POWER EFFICIENCY TEST
LEAD ACID CELLS

GRAPHS 01 to 09 DEPICT TYPICAL MOTOR GENERATOR FUNCTIONING DURING RUN PERIODS FROM THREE HOURS TO ONE HUNDRED AND TEN HOURS (FIVE DAYS).

ALL GRAPHS ARE CHOSEN TO SHOW VARIATIONS POSSIBLE ON ALTERING DUTY CYCLE.

PARTICULAR ATTENTION IS DRAWN TO :-

GRAPH 08:

AT SWITCH-ON, VOLTAGE OF SUPPLY ACCUMULATOR IS 31.3v AND THE MACHINE RUNS FOR FIFTY-ONE HOURS, KEEPING SUPPLY AT THAT LEVEL FOR THAT PERIOD. TWO HOURS LATER SUPPLY FELL .1v RUNNING AT 31.2v FOR TWENTY-THREE HOURS. AFTER ANOTHER HOUR IT THEN FELL A FURTHER .1v TO 31.1v, LEVELLING OFF FOR THE BALANCE OF THE EFFICIENCY TEST RUN.

TAKE CELL 1 AT 1.22 = 610% UNIT EFFICIENCY
TAKE CELL 2 AT 1.62 = 810% UNIT EFFICIENCY
TAKE CELL 3 AT 1.81 = 905% UNIT EFFICIENCY

GRAPH 06:

CHARGING SUPPLY BATTERY. INPUT CONSTANT FOR SWITCH-ON 29.40v. FORTY-EIGHT HOURS ENTIRE RUN. RUN AT SWITCH-OFF 1v RISE ON INPUT.

GRAPH 05:

CHARGING SUPPLY BATTERY AND A BATTERY ON LOAD FROM 9.95v to 11.66v. RISE OF 1.71v.

GRAPH 04:

DROPP OF .04v TEN HOUR PERIOD, MEAN AVERAGE DROP .02.
CHARGE FROM 3.84v TO 5.84v = 2v RISE = 500%.
FIRST FIVE HOURS - INFINITY. SECOND FIVE HOURS = 0.04v DROP.

GRAPH 0A1:

DROP .04 INPUT MEAN AVERAGE OF 14.56v.
OUTPUT RISE .23v = 575% UNIT EFFICIENCY.

REFER TO SECTION ON LEAD ACID CELLS BELOW.

. . . . . /

A FACTOR I MUST POINT OUT HERE IS THAT RECTIFIER DISSIPATION LOSS SHOULD BE TAKEN INTO ACCOUNT FOR ACCURATE TEST EFFICIENCY ANALYSIS OF THE MACHINE.

THE RUNNING RESULTS SHOWN HERE ARE THE MORE SIGNIFICANT WHEN YOU CONSIDER THAT ALL THE GRAPHS SHOW THE SAME MACHINE IN OPERATION, BUT IN DIFFERENT PULSE MODES AND DELIVERING A MAXIMUM ENERGY OF ONLY TWO WATTS AT ANY ONE TIME. ONE COULD WONDER - IS THERE ENERGY ENTERING THE DEVICE AT CERTAIN PULSE FREQUENCIES THAT STANDARD INSTRUMENTATION CANNOT DETECT? SOMETHING OF THIS NATURE IS OCCURING WHICH CANNOT BE OVERLOOKED AND REQUIRES TO BE INVESTIGATED. AT THE TIME OF WRITING THIS TREATISE THE INVENTOR IS INVESTIGATING THE LIKELIHOOD OF SUCH ACTIVITY OCCURING. ANOTHER IMPORTANT FACTOR IS THAT ALL CELLS USED FOR CHARGING WERE OLD RUN-DOWN CAR BATTERIES FROM 45 AMPERE HOUR TO 80 - NOT EASY TO CHARGE.

IMPORTANT EXPLANATORY SECTION ON LEAD ACID CELLS

IN ANALYSIS OF A TEST RUN SIMILAR TO THE RESULTS OBTAINED ABOVE YOUR ATTENTION IS DRAWN TO AN INHERENT CHARACTERISTIC OF LEAD ACID CELLS.

A) A BRAND NEW LEAD ACID CELL, FULLY CHARGED AND LEFT FOR TWENTY-EIGHT DAYS WILL, AT THE END OF THAT PERIOD, BE FOUND TO BE FULLY DISCHARGED.

B) THIS IS AN INHERENT CHARACTERISTIC OF THE LEAD ACID CELL AND ACCOUNTS FOR THE CURVES AS THEY APPEAR ON THE GRAPHS, I.E., WHEN A LEAD ACID CELL IS TRICKLE CHARGING WITH A VERY LOW CURRENT, AS IT IS IN THIS CASE, THE CURVE WILL EVENTUALLY REACH A PLATEAU AND WILL REMAIN THERE, BECAUSE THE MACHINE CHARGING CURRENT HAS NOW REACHED THE INHERENT DISCHARGE RATE OF THE PARTICULAR CELL, IN A SPECIFIC POINT IN TIME.

TO CLIMB ABOVE THE PLATEAU THE CHARGING CURRENT MUST, OF COURSE, BE INCREASED.

ALSO NOTE GRAPH 04, UPON REACHING PLATEAU LEVEL, EFFICIENCY PROMPTLY DROPS.

OSCILLOSCOPE CURRENT TRACES

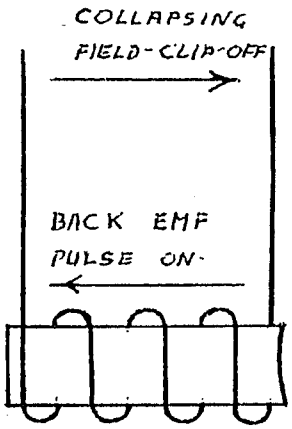
01A DEPICTING CLOSE IMAGE OF A SINE WAVE, SHOWING A COLLAPSING FIELD TRACE COMPLETELY OVERCOMING BACK EMF (TORQUE) WITH ENERGY TO SPARE.

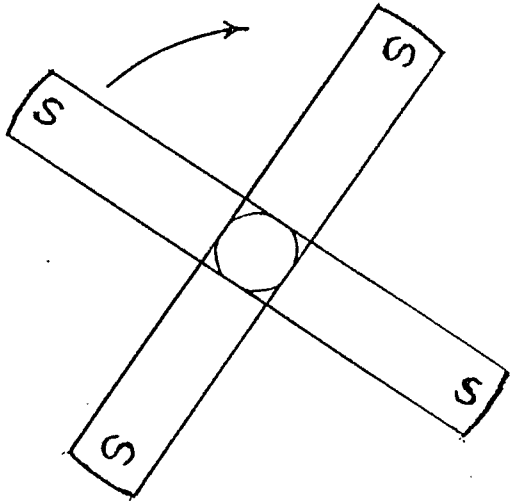
02A DEPICTING A TRACE SHOWING A 400% PLUS SURPLUS ENERGY WHICH CAN BE UTILISED BY FEEDING INTO EXTRA DRIVE WINDINGS, INCREASING OUTPUT POWER ACCORDINGLY.

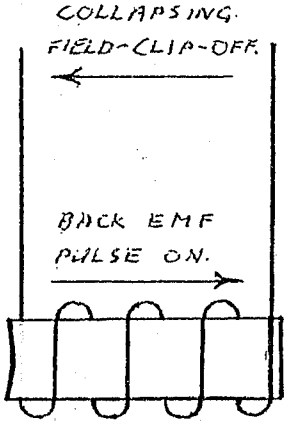
05A SQUARE WAVE PULSE WITH REMARKABLE COLLAPSING FIELD HIGH ENERGY TRACE.

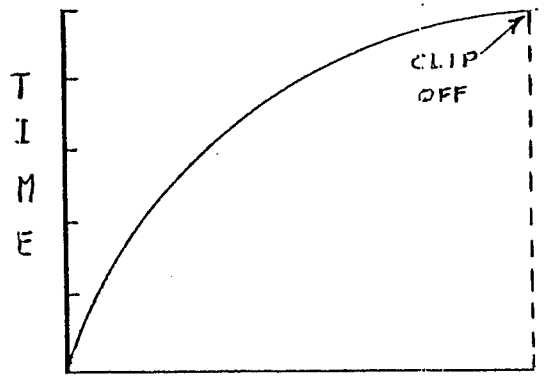
06A EXPONENTIAL CURRENT CURVE WITH A COLLAPSING FIELD HIGH ENERGY TRACE.

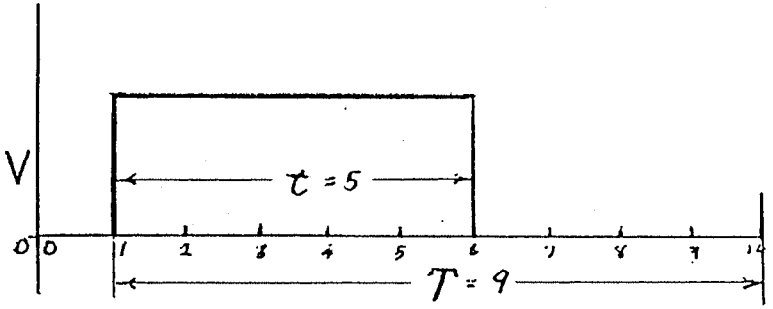
03A IS OF PARTICULAR INTEREST; REFER TO THE SECTION HEADED "THE LUCAS REPORT 28TH JUNE 1978".











NOTES

BACK EMF CEASES AT CLIP-OFF, COLLAPSING FIELD TAKES OVER, OPPOSES OUTGOING ROTOR MAGNET THUS INCREASING MOMENTUM. I.E. FORCE IS APPLIED TWICE DURING EACH PULSE.

TD-		DATE	11 - 3 - 80
		SCALE	—
		TOLERENCE	
	MATERIAL	QUANTITY	
	DESIGNED BY	ROBERT G. ADAMS	
	DRAWN BY	JOHN D. A. MARTIN	

ROTARY AND SOLID STATE MACHINES AND DEVICES
EFFICIENCY MEASUREMENTS

EFFICIENCY FIGURES SUBMITTED AND/OR CLAIMED IN MOST PUBLICATIONS RELATING TO UNITY AND/OR ENERGY FREE DEVICES ARE NOT SUBSTANTIATED WITH TRUE TEMPERATURE READINGS TAKEN DURING TEST RUNS. I HAVE FAILED TO FIND SUCH TEMPERATURE READINGS OF THESE MACHINES DESCRIBED IN VARIOUS PUBLICATIONS, LET ALONE EFFICIENCY TEST ANALYSIS COMPUTATIONS.

AFTER MANY YEARS OF EXPERIENCE IN TESTING MY MACHINES, THOSE OF OTHERS AND CONVENTIONAL MACHINES, I DISCOVERED A VERY ACCURATE METHOD OF CALCULATING THE EFFICIENCY OF A MACHINE WITHOUT SEEING IT IN OPERATION OR BEING PROVIDED WITH TECHNICAL DETAILS. THE ONLY PARAMETERS I REQUIRE ARE -

(A) AMBIENT TEMPERATURE AT TIME OF TEST RUN.

(B) TEMPERATURE OF MACHINE AFTER ONE HALF HOUR OF OPERATION ON FULL LOAD.

(C) TEMPERATURE OF ANCILLARY EQUIPMENT, IF ANY.

(D) INPUT POWER AND OUTPUT POWER.

AND I CAN PROVIDE ACCURATELY THE EFFICIENCY OF THE MACHINE OR DEVICE.

IF THERE IS ANY HEAT PRESENT IN A MACHINE UNDER TEST, AFTER HALF AN HOUR, MEASURING BEYOND 58° CENTIGRADE, THEN THERE IS INVARIABLY ENERGY LOSS AND THIS FACTOR MUST THEREFORE BE CONSIDERED IN DETERMINING ANY EFFICIENCY FIGURE. ANY MACHINE RUNNING AT BEYOND 58°C IN AVERAGE AMBIENT TEMPERATURE CONDITIONS WILL INVARIABLY BE UNDER 100% EFFICIENCY.*

AN ACCURATE METHOD OF CHECKING TEMPERATURE MUST BE APPLIED TO ROTARY OR SOLID STATE EQUIPMENT. FOR INSTANCE, TO OBTAIN AN ACCURATE TEMPERATURE READING OF A ROTARY MACHINE, THE CORE OF A DRIVE-WINDING MUST BE DRILLED DEEPLY INTO IT'S CENTRE TO PROVIDE FOR A TIGHT-FITTING ELECTRONIC PROBE TO ENTER THE CENTRE OF THAT CORE. THE GREATEST DEGREE OF HEAT GENERATED IS AT THIS POINT.

IF THE EFFICIENCY FIGURES SUBMITTED, HOWEVER, ARE IDENTICAL WITH THE TEMPERATURE METHOD OF CALCULATION, THEN THE EFFICIENCY CLAIMED WILL BE A TRUE ONE. THE REASONING HERE, OF COURSE, IS THAT WHERE THERE IS HEAT IN A ROTARY MACHINE OR SOLID STATE SYSTEM, THERE IS LOSS, AND ANY MACHINE CLAIMING TO BE RUNNING AT UNITY OR BEYOND, WHILST DELIVERING A FULL LOAD AND OPERATING BEYOND 68°C WILL, IN FACT, BE RUNNING AT WELL BELOW 100% EFFICIENCY. THIS HEAT LOSS HAS GOT TO BE CALCULATED ACCURATELY JUST AS ELECTRICAL PARAMETERS MUST BE CALCULATED.

. . . . /

MY POLICY IS THAT NO EFFICIENCY CALCULATION IS COMPLETE WITHOUT A TEMPERATURE CALCULATION TO PROVE THAT THE ELECTRICAL AND/OR MECHANICAL EFFICIENCY FIGURE ARRIVED AT AND/OR CLAIMED IS, IN FACT, CORRECT.

* WHERE AMBIENT TEMPERATURE EXCEEDS AVERAGE TEMPERATURE, SIMPLY SUBTRACT EXCESS FROM UNIT UNDER TEST.

DR ROBERT ADAMS EXPOSES THE FALSE TEACHINGS OF THE LAWS OF THERMODYNAMICS, EINSTEIN'S RELATIVITY, LENZ'S LAW AND MORE.....

Establishment teachings in relation to the above were deliberately designed to preclude man from crossing the border and delving into the realm of the ether, and thereby depriving man of a free clean energy.

The establishment knew that to include the ether in their teachings would result in opening up the gates to clean free energy. In their attempt to avoid this situation they decided to make it known that the ether does not exist, and discarded it, result of which the Laws of Thermodynamics, Einstein's Relativity and Lenz's Laws become sacrosanct.

Robert Adams with his many years of experience and research into the problems of energy production pollution, lays the path for the oncoming solution to this insidious problem. "Free Clean Energy without Newton's Thermodynamics", and Einstein's Relativity.

With a long and varied career in the field of technology, inventions and science, Robert Adams presents an insight into the continued use of the outmoded so called "Laws of Thermodynamics" and Einstein's Relativity. Modern society needs clean, affordable energy; nature has provided it, and it is there for the taking and so too, in tapping space energy, it serves to free our planet from further wanton destruction.

It is with the inventions and discoveries of people like Robert Adams that the planet's destruction can be halted.

For those of you following the theme of clean free energy, this "Addendum to the Adams Motor Manual" is a must, it is packed with undeniable evidence of the presence of ether and it's awesome powers.

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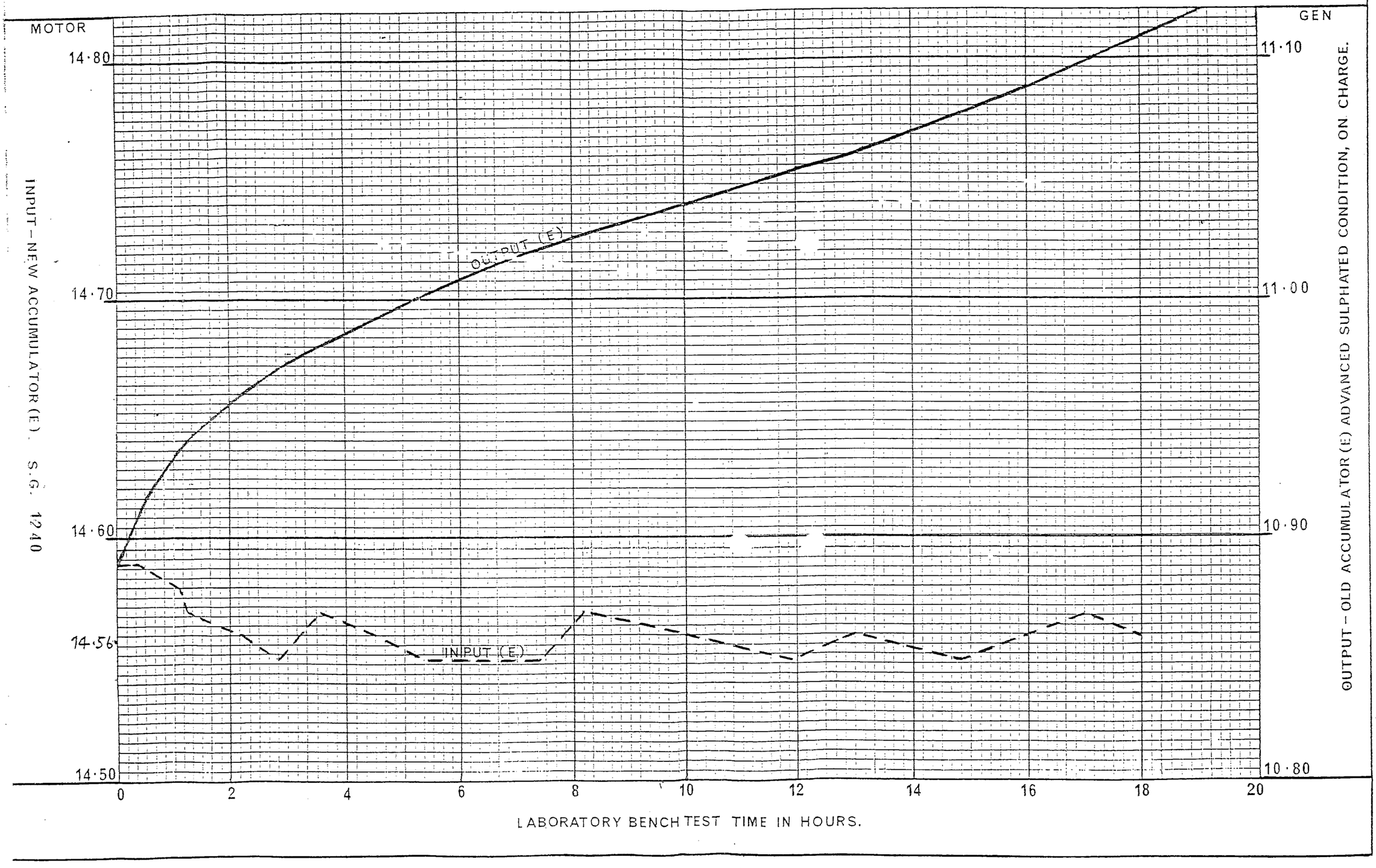
OA1

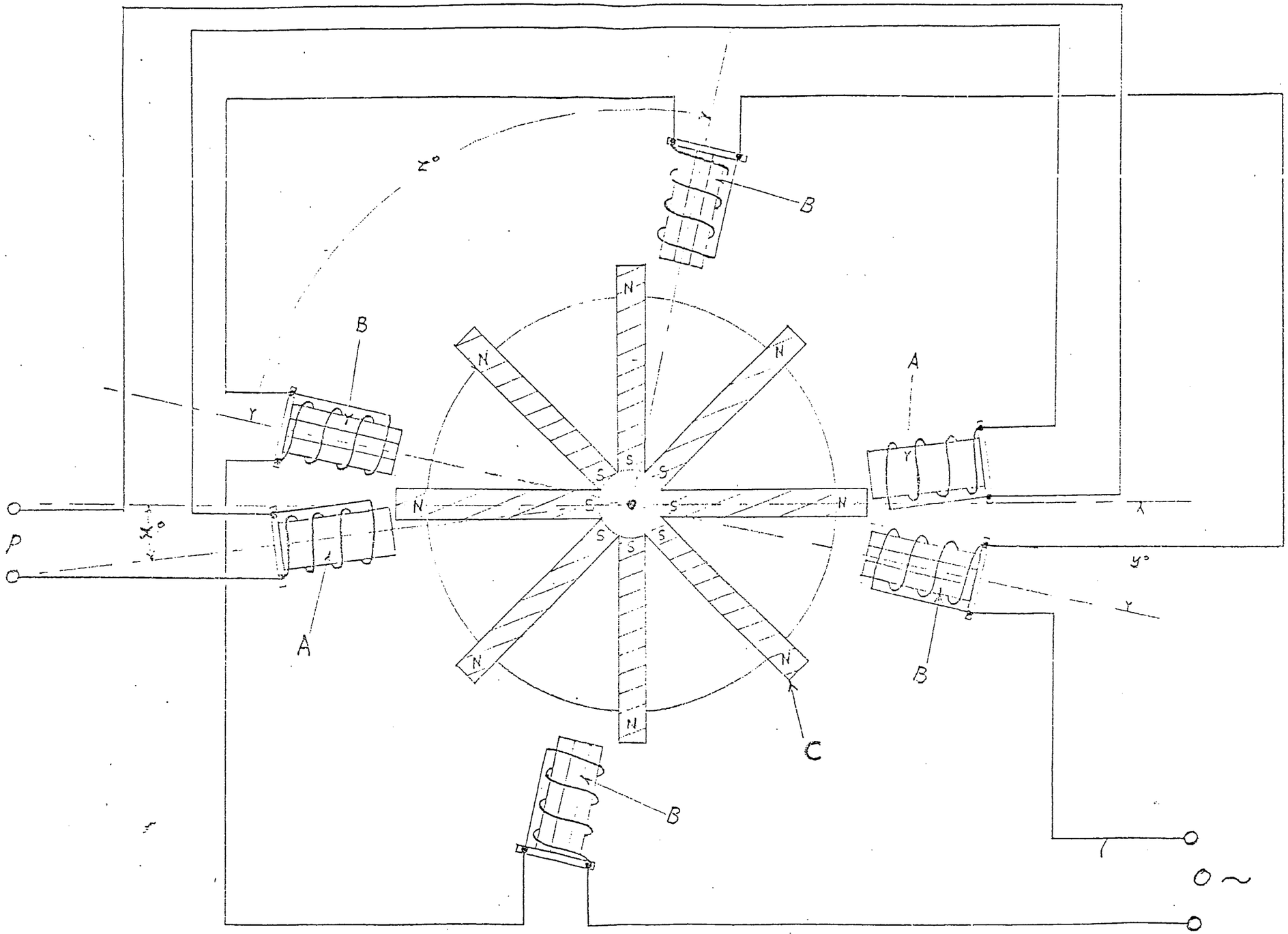
ROBERT G. ADAM'S MAGNETIC MOTOR GENERATOR.

DATE. 21/5/77

RESULTS

RESERVOIR POWER EFFICEINCY TEST - LEAD ACID CELLS.



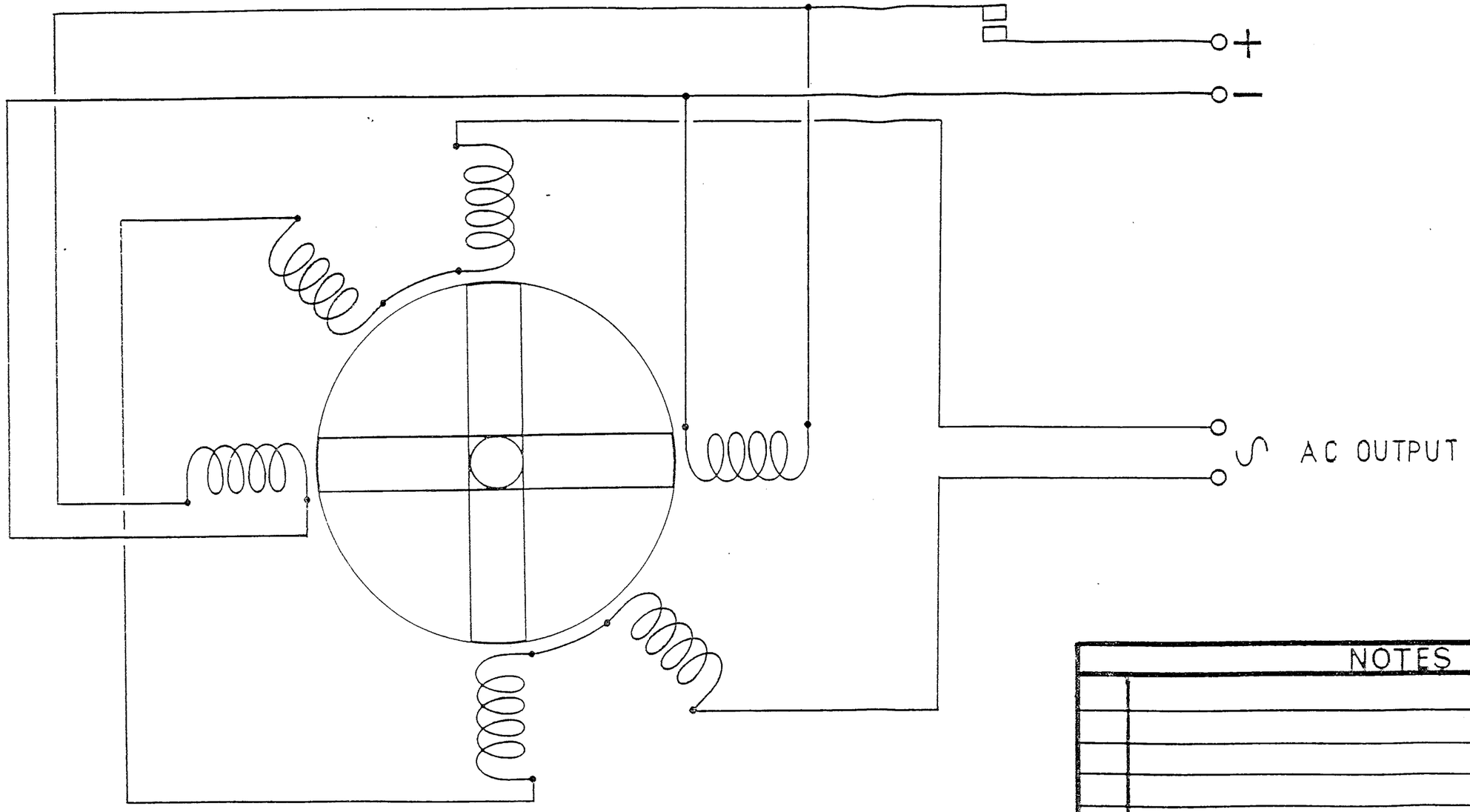


A	DC COILS
B	AC GENERATOR OUTPUT COILS
C	PEMANENT MAGNETS.

PERMANENT MAGNETIC ELECTRIC MOTOR - GENERATOR

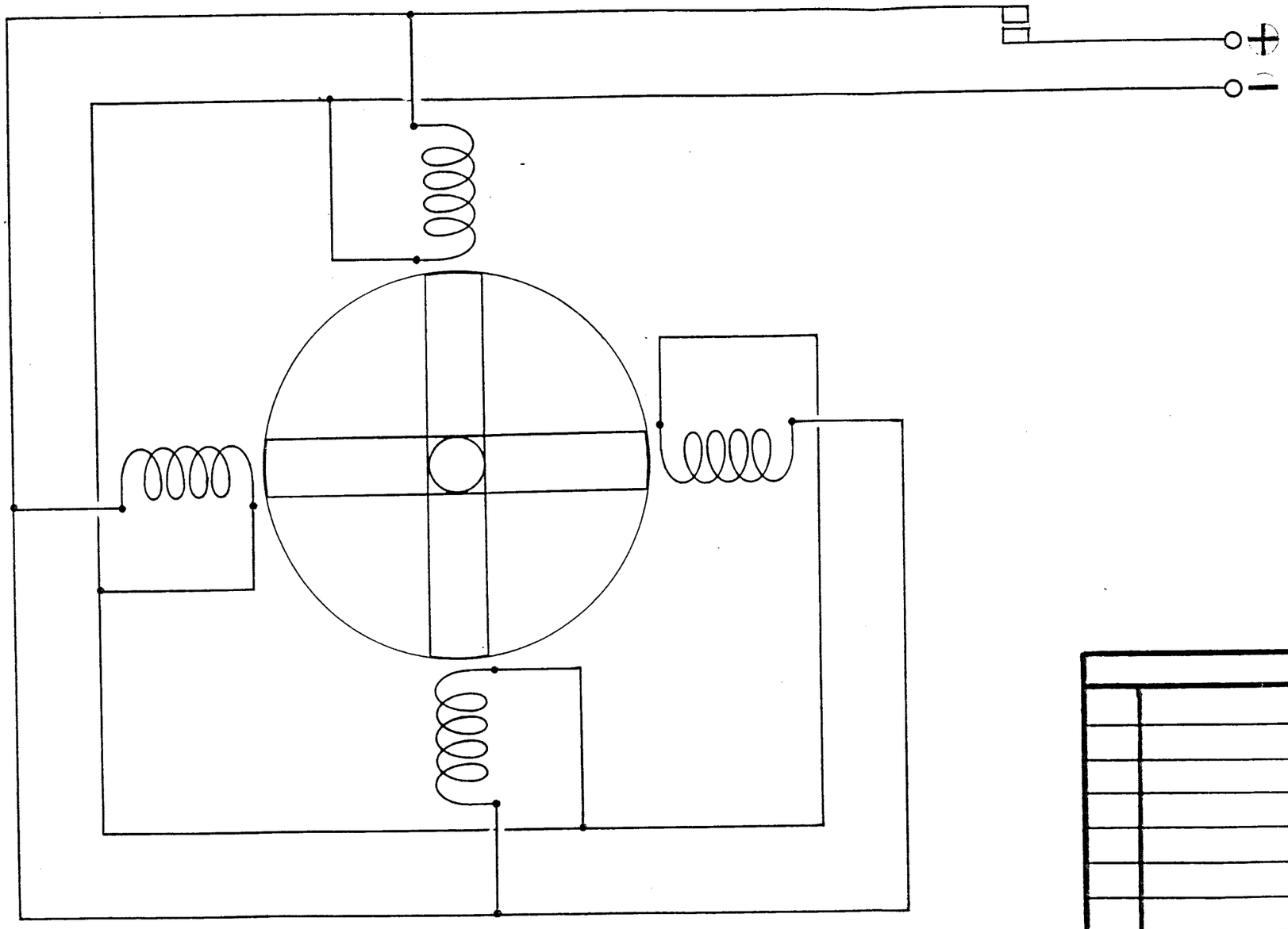
DRAWN BY ..... ASSISTANT ENGINEER

INVENTOR Robt. Adams



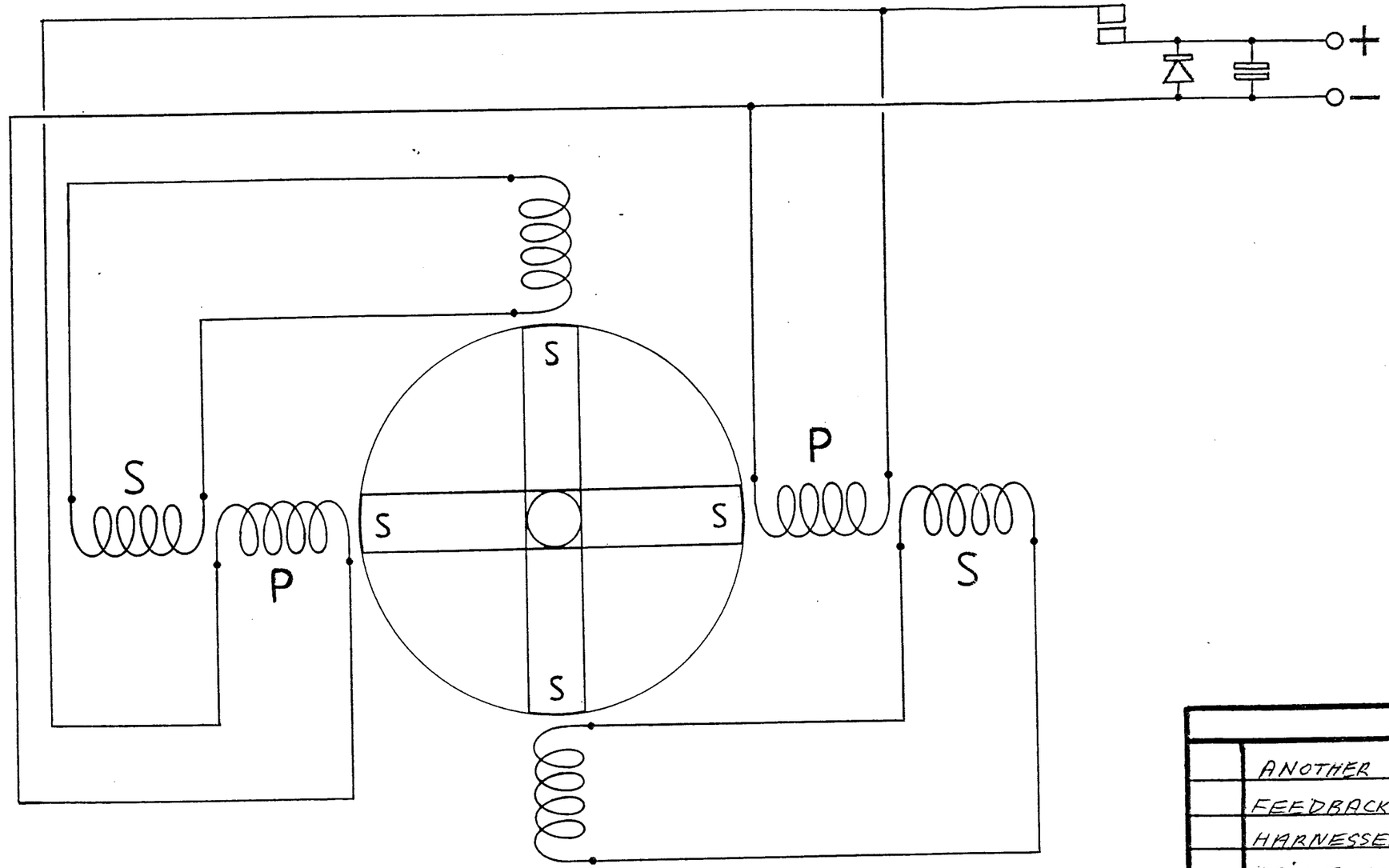
NOTES

TD-	PARALLEL DRIVE SERIES A.C., OUTPUT.
	MATERIAL
	DESIGNED BY: ROBERT G. ADAMS
	DRAWN BY: JOHN D. A. MARTIN
	DATE: 25th NOVEMBER 1992.
	SCALE: NOT TO SCALE
	TOLERENCE
	QUANTITY



NOTES

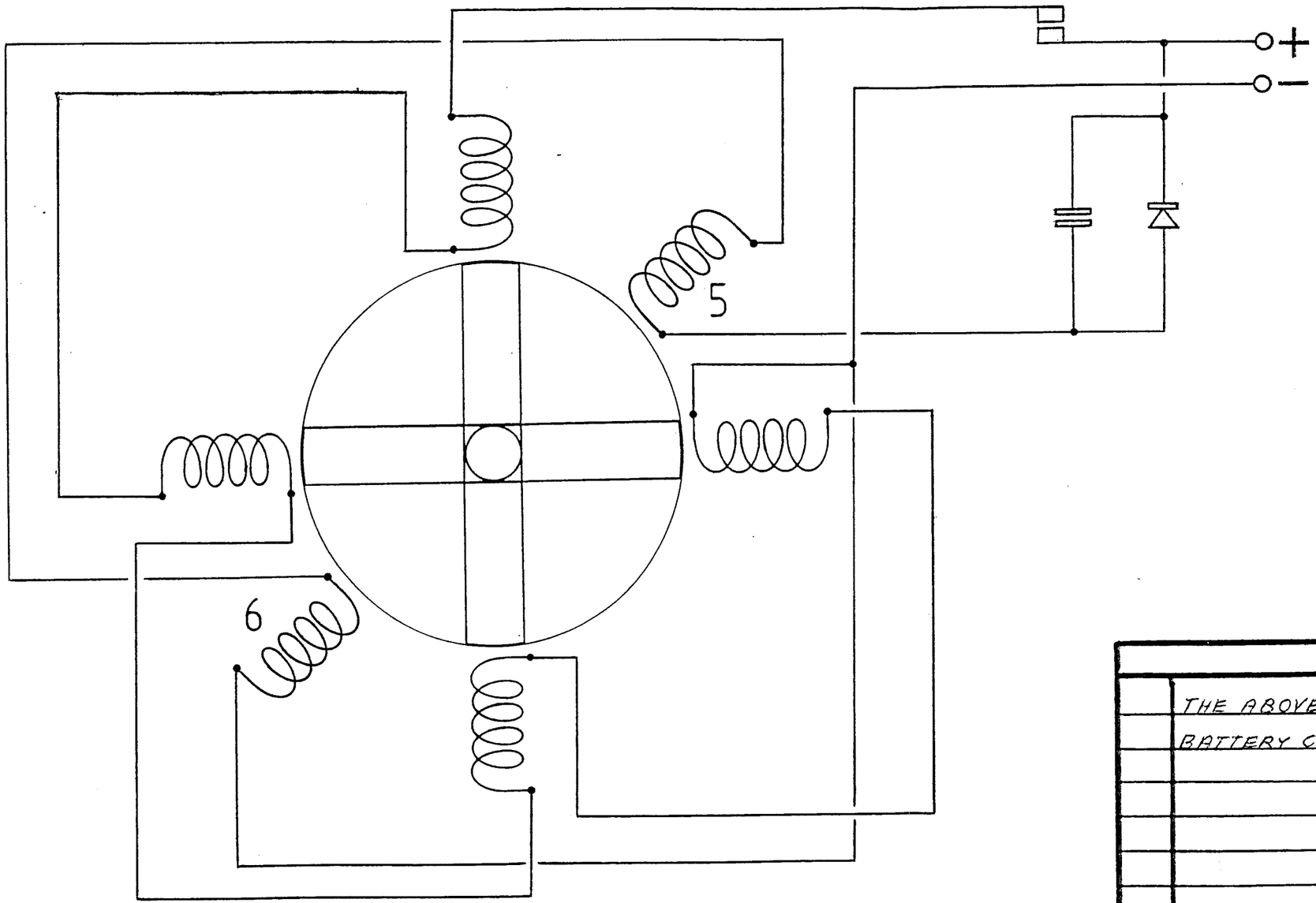
TD-	PARALLEL DRIVE MOTOR	DATE	25th NOVEMBER 1992.
		SCALE	NOT TO SCALE.
		TOLERENCE	
	MATERIAL	QUANTITY	
	DESIGNED BY	ROBERT G. ADAMS	Robt. Adams
	DRAWN BY	JOHN D. A. MARTIN	



P = PRIMARY
S = SECONDARY

NOTES
ANOTHER CIRCUIT DEPICTING THE "ADAMS FEEDBACK". THE COLLAPSING FIELD HARNESSED VIA INDUCTION FROM THE PRIME MOVER ALSO CHARGES THE SUPPLY BATTERY.

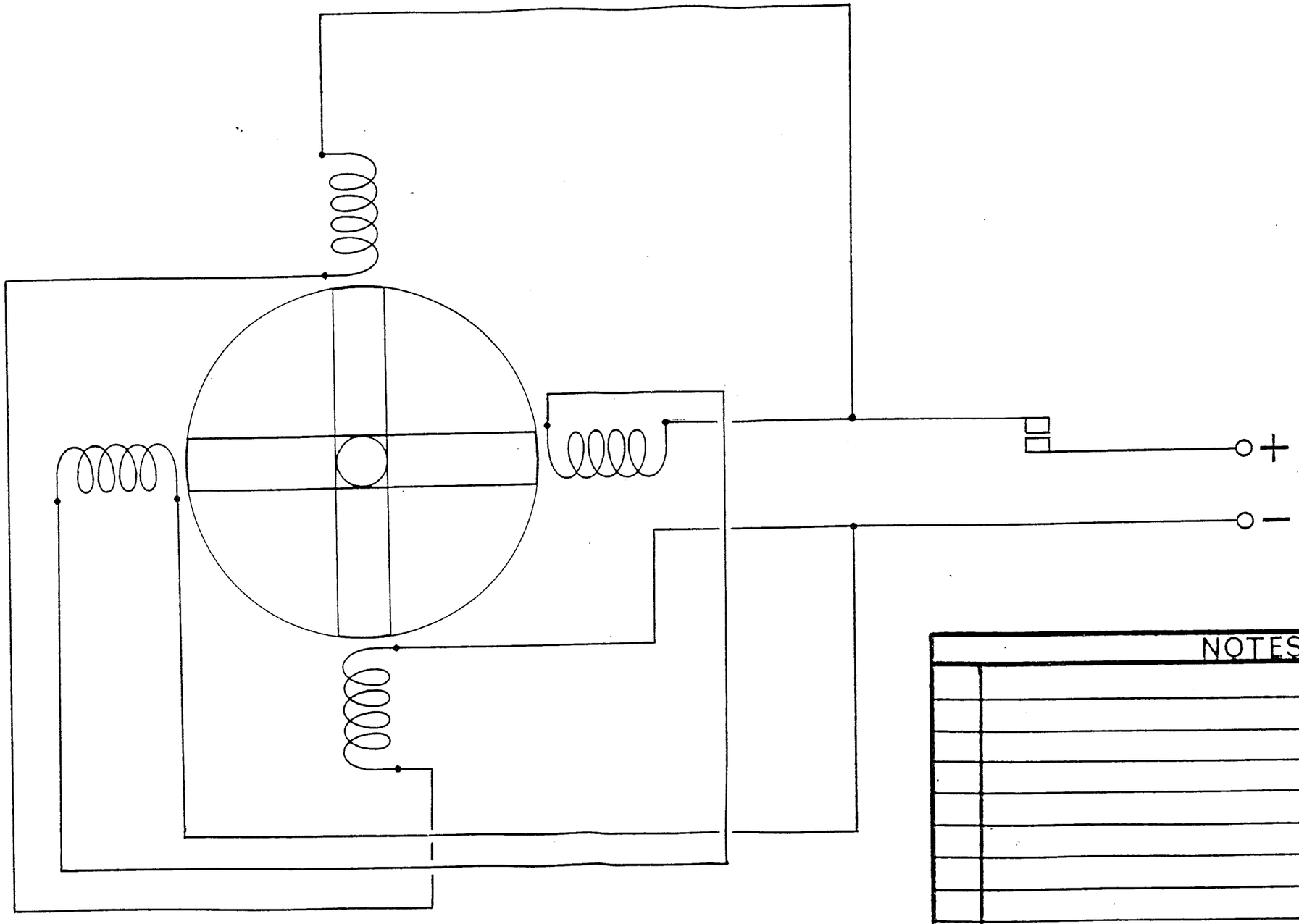
TD-		DATE	25th NOVEMBER 1992.
		SCALE	NOT TO SCALE.
		TOLERENCE	
		QUANTITY	
	MATERIAL		
	DESIGNED BY	ROBERT G. ADAMS	Robt. Adams
	DRAWN BY	JOHN D. A. MARTIN	



NOTES

THE ABOVE CIRCUIT WINDINGS 5 AND 6 ASSIST BATTERY CHARGING AND TORQUE.

TD-	
DATE	25th NOVEMBER 1992.
SCALE	NOT TO SCALE.
TOLERENCE	
QUANTITY	
MATERIAL	
DESIGNED BY	ROBERT G. ADAMS
DRAWN BY	JOHN D. A. MARTIN

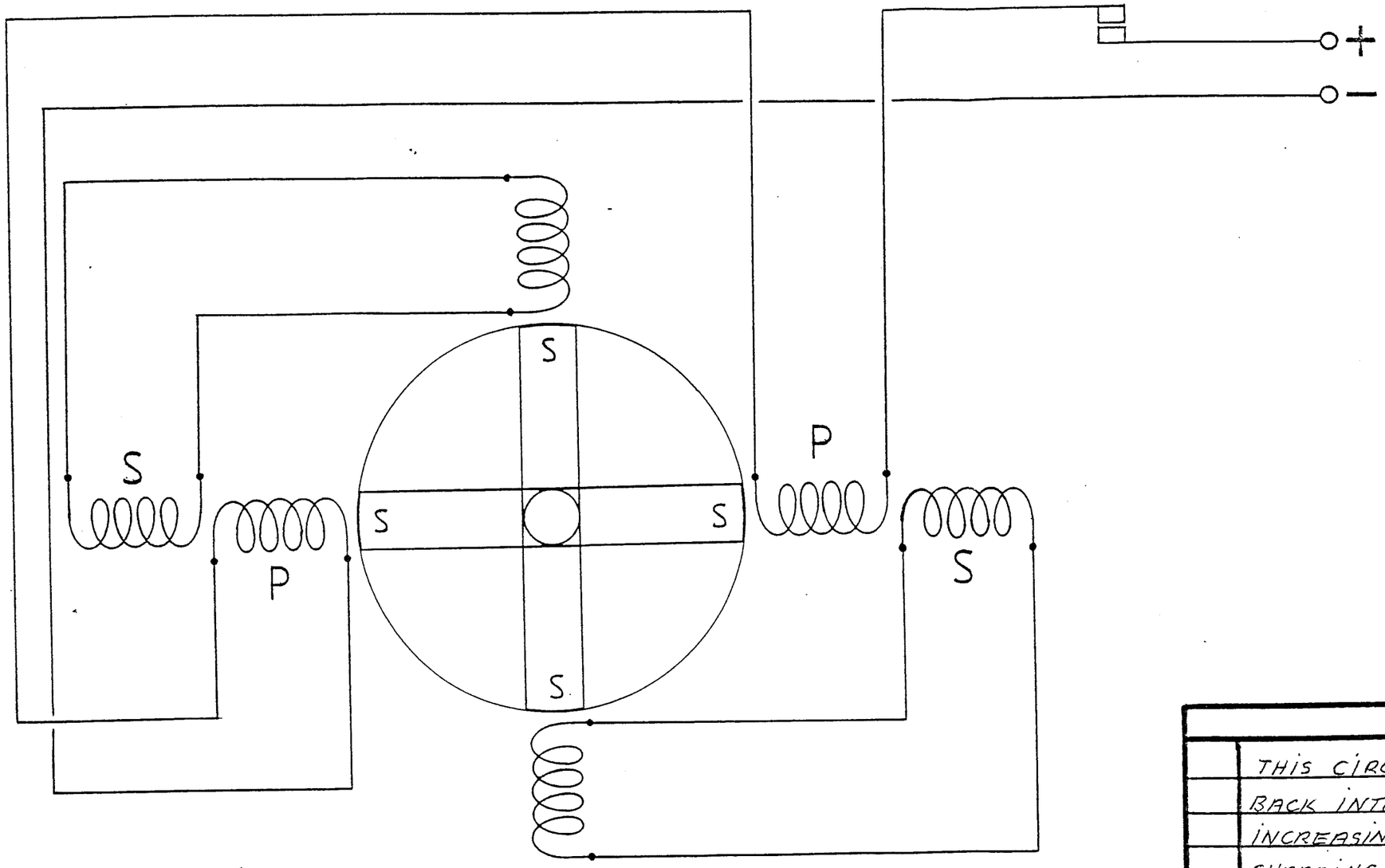


NOTES

TD-	SERIES PARALLEL MOTOR.
	MATERIAL
	DESIGNED BY: ROBERT G. ADAMS
	DRAWN BY: JOHN D. A. MARTIN
	DATE: 25th NOVEMBER 1992.
	SCALE: NOT TO SCALE.
	TOLERENCE
	QUANTITY

Robt. H Adams

J D A Martin



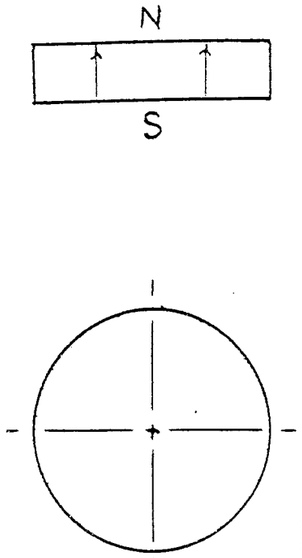
P = PRIMARY
S = SECONDARY

NOTES

THIS CIRCUIT FEEDS COLLAPSING FIELD BACK INTO THE MACHINE, THEREBY INCREASING TORQUE AND SIMULTANEOUSLY CHARGING SUPPLY BATTERY.

TD-	
	MATERIAL
	DESIGNED BY: ROBERT G. ADAMS
	DRAWN BY: JOHN D. A. MARTIN
DATE	25th NOVEMBER 1992.
SCALE	NOT TO SCALE.
TOLERENCE	
QUANTITY	

Robt. Adams



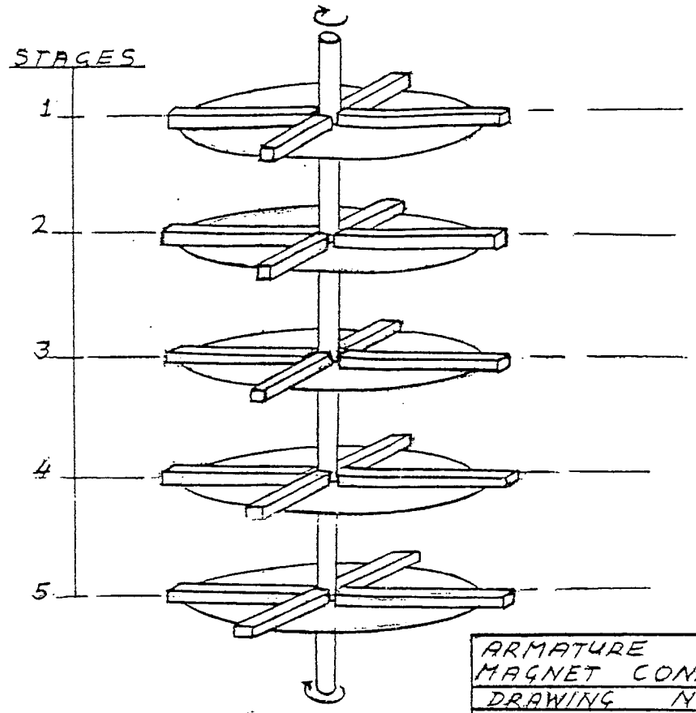
3-0A

REFER DRG: No 1-0A (2)

FERRITE MAGNET

DRAWING No

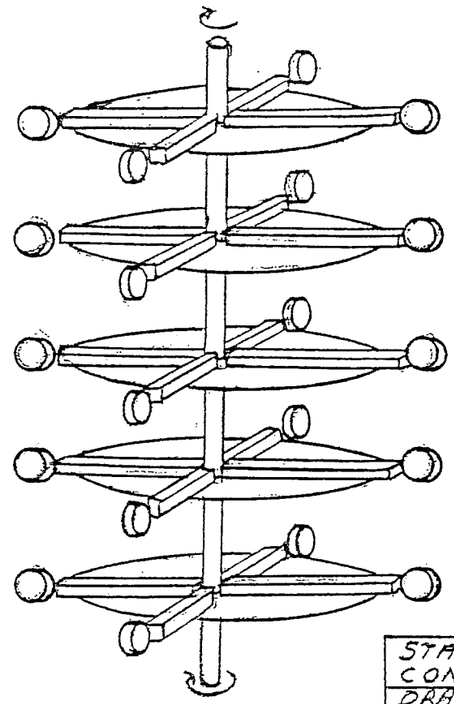
0A.



ARMATURE MAGNET CONFIG:

DRAWING No

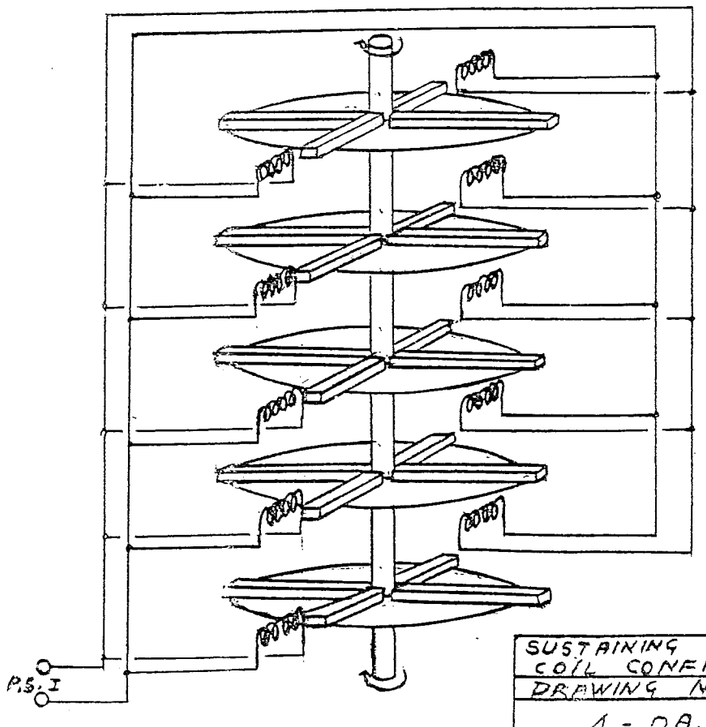
2-0A.



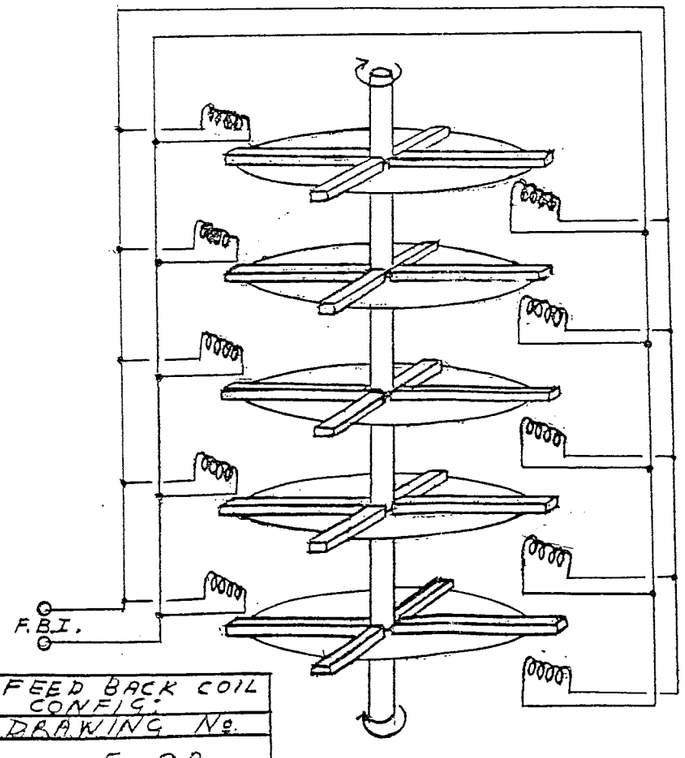
STATOR MAGNET CONFIG:

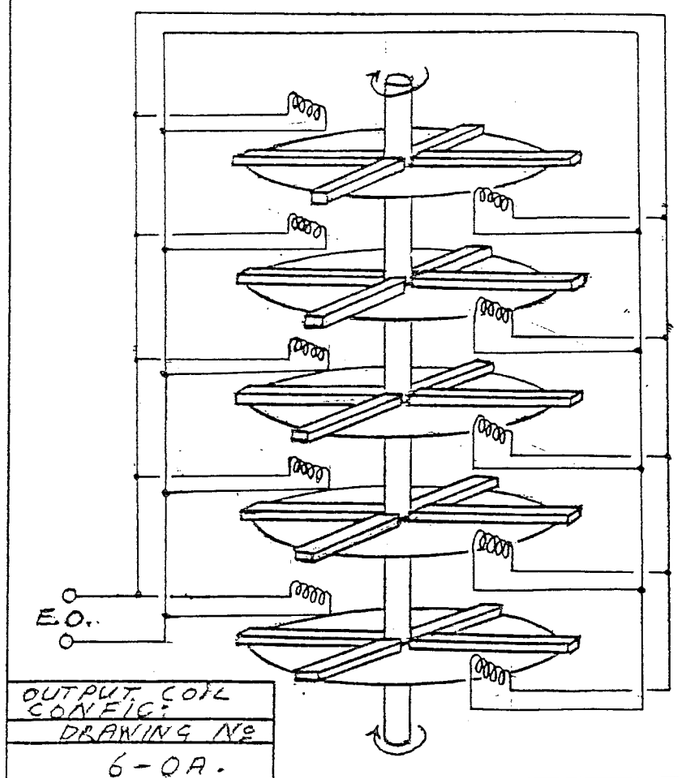
DRAWING No

3-0A.



SUSTAINING PULSE COIL CONFIG:	FEED BACK COIL CONFIG:
DRAWING No	DRAWING No.
4-0A.	5-0A.





OUTPUT COIL CONFIG:

DRAWING No

6-0A.

STAGE SEQUENCE DIAGRAMS

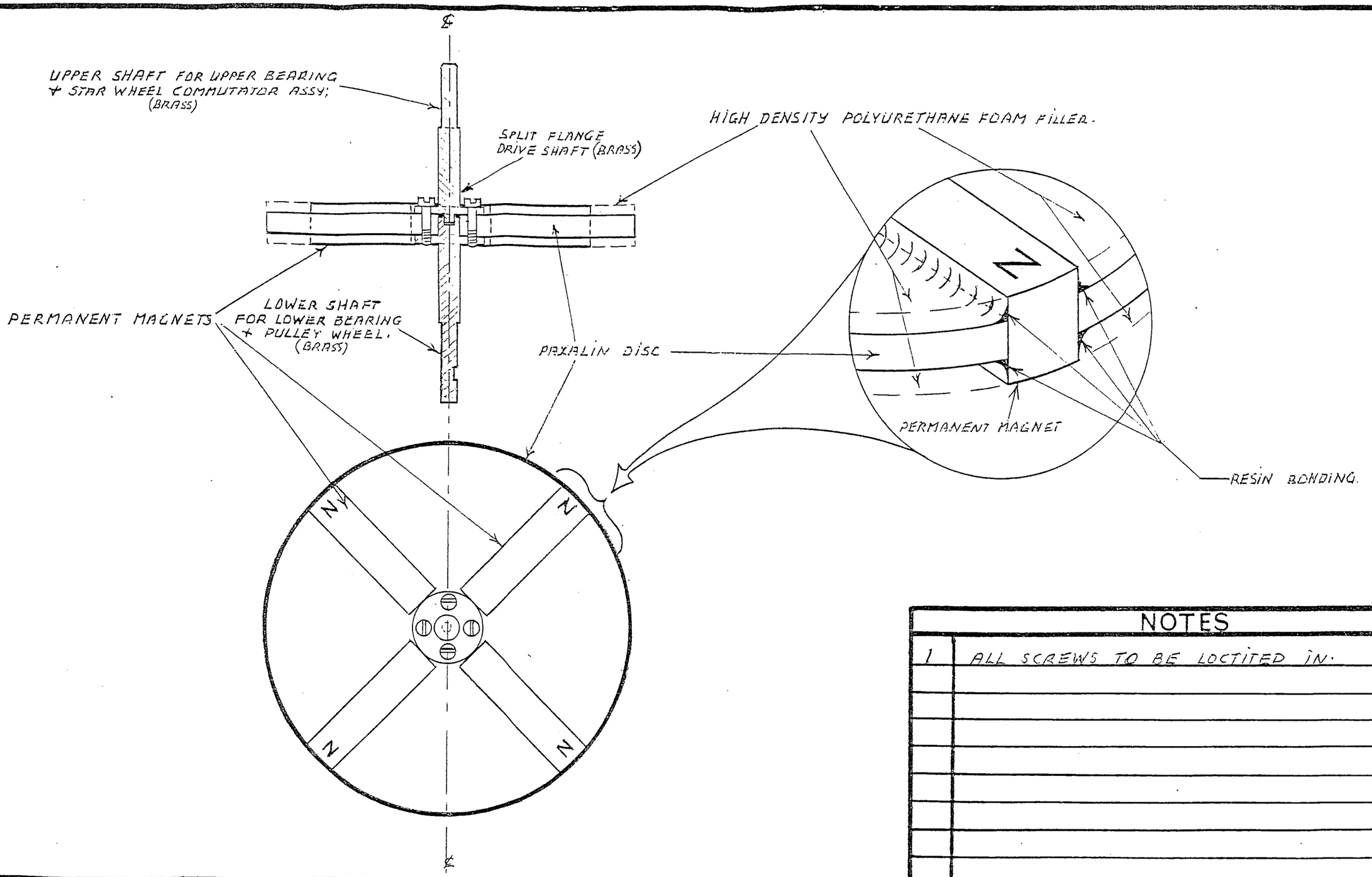
DRAWN BY. John Hunter

INVENTOR. Robt. Adams

MOTOR GENERATOR

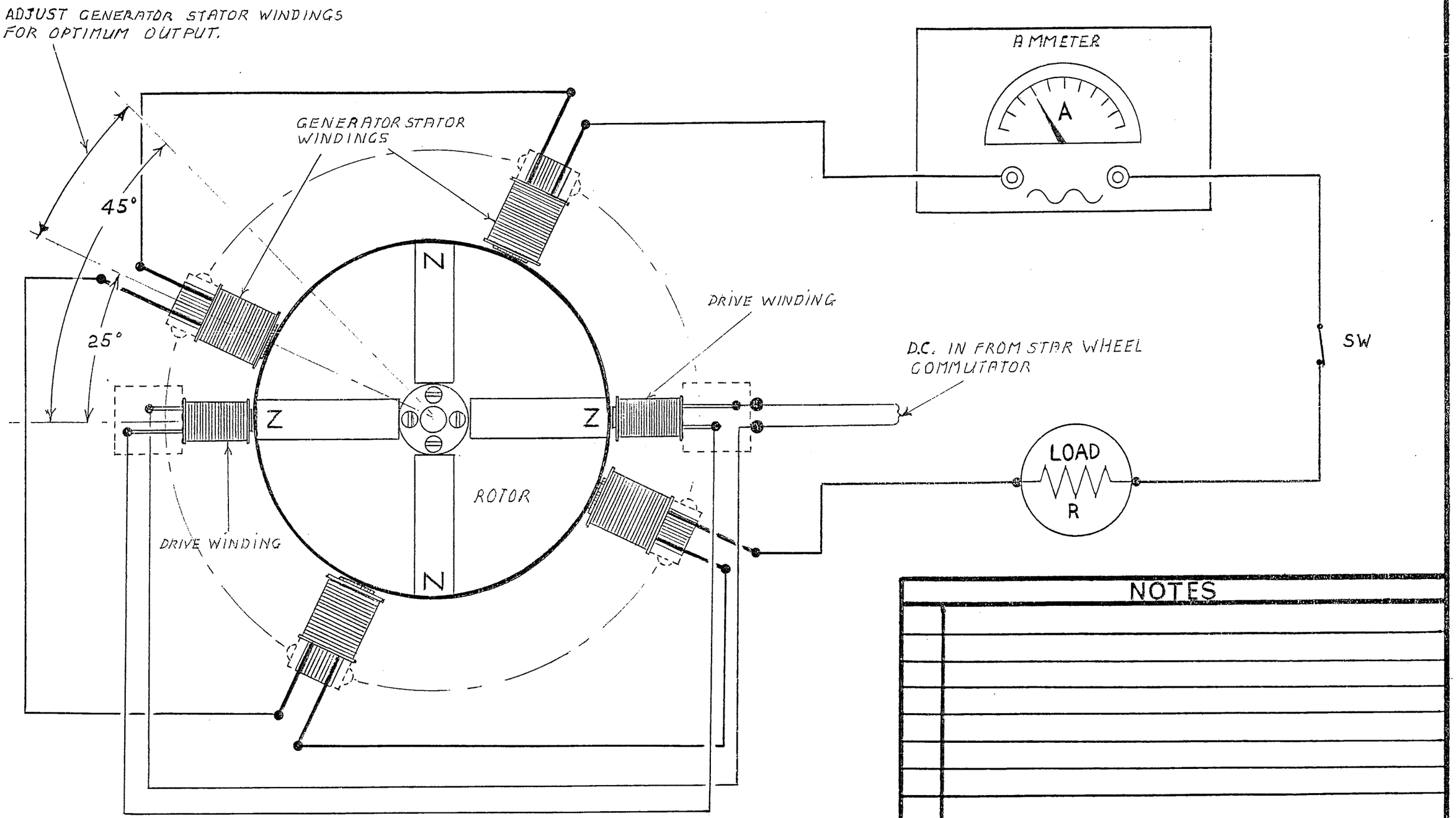
ALL 5 STAGES

DATE 30/6/76



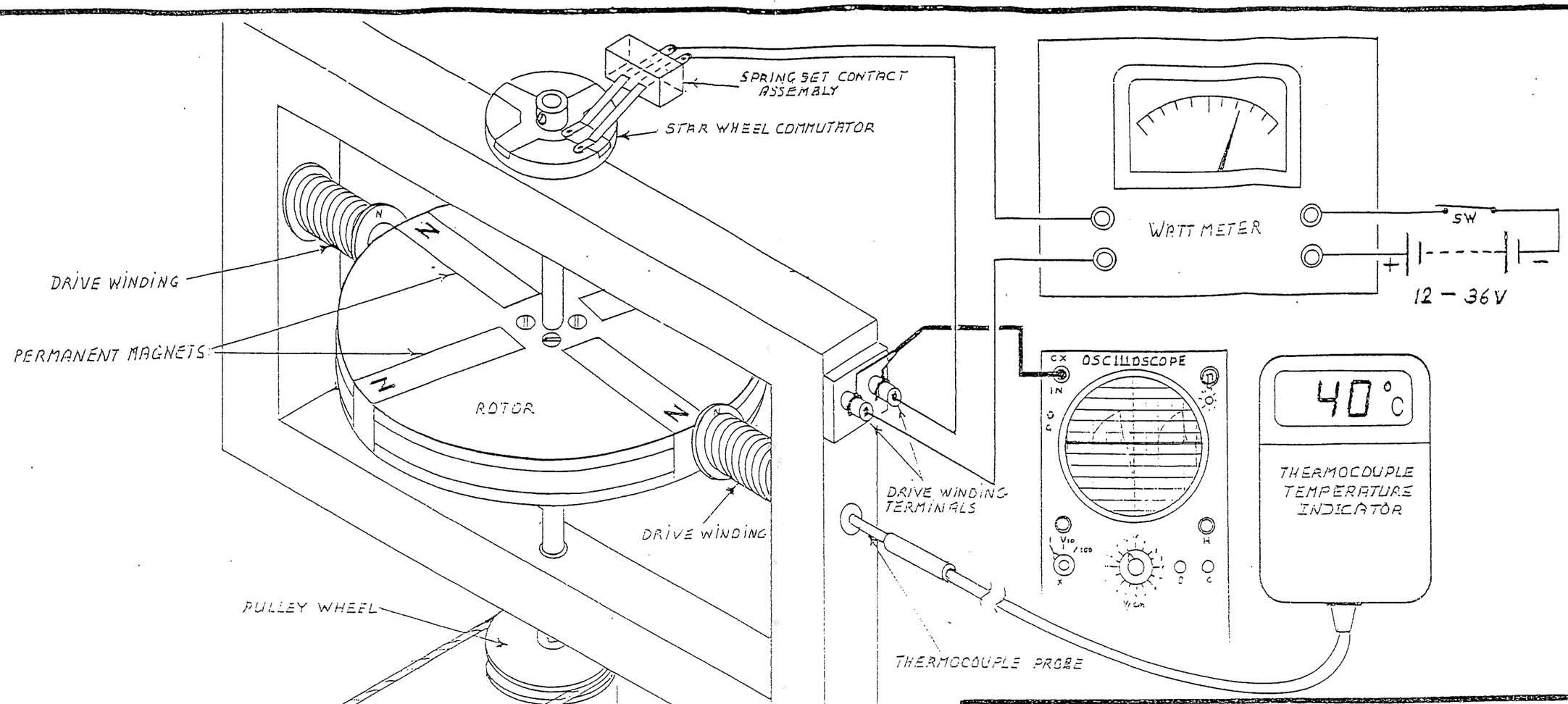
NOTES	
1	ALL SCREWS TO BE LOCTITED IN.

TD-105	FOUR POLE ROTOR ASSEMBLY.	DATE	15th OCTOBER 1992
		SCALE	APPROX ½
		TOLERENCE	
	MATERIAL	QUANTITY	
	DESIGNED BY ROBERT G. ADAMS		Robt. Adams
	DRAWN BY JOHN D. A. MARTIN		



NOTES

TD-102A	ADAMS PERMANENT MAGNET ELECTRIC D.C. MOTOR GENERATOR. GENERAL TEST SETUP (GENERATOR)	DATE	19th OCTOBER 1992
		SCALE	APPROX ½
		TOLERENCE	
	MATERIAL	QUANTITY	
	DESIGNED BY	ROBERT G. ADAMS	Robt. Adams
	DRAWN BY	JOHN D. A. MARTIN	



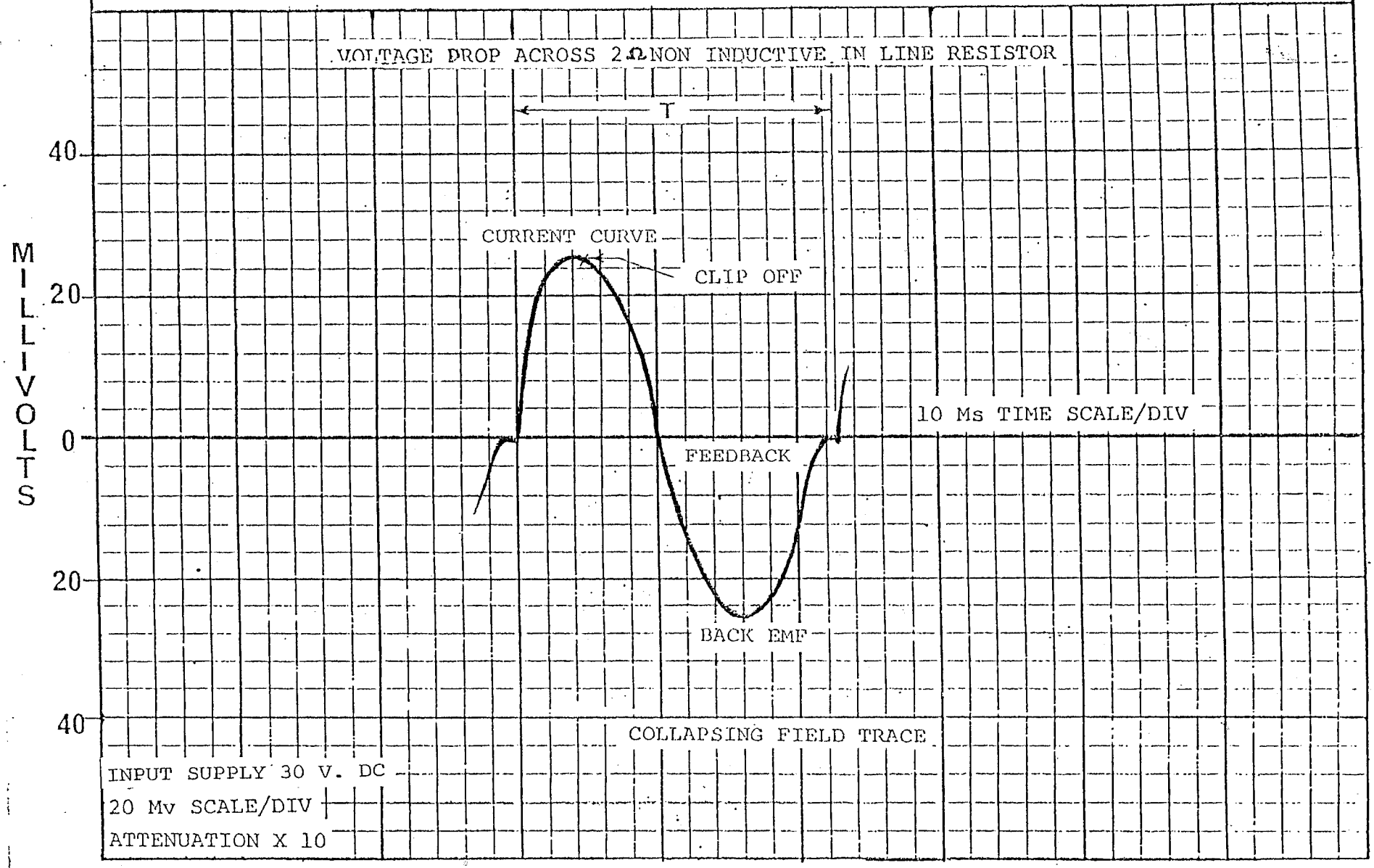
NOTES

1. ADJUST SPRING SET CONTACT ASSEMBLY TO STAR WHEEL COMMUTATOR FOR OPTIMUM PERFORMANCE
2. REFER TD-102A FOR GENERATOR STATOR WINDINGS CONFIGURATION

TD-102	ADAMS PERMANENT MAGNET ELECTRIC D.C. MOTOR GENERATOR GENERAL CONSTRUCTION & TEST SET UP. (MOTOR)
MATERIAL	
DESIGNED BY	ROBERT G. ADAMS
DRAWN BY	JOHN D. A. MARTIN
DATE	19th OCTOBER 1992
SCALE	Approx ½
TOLERENCE	
QUANTITY	

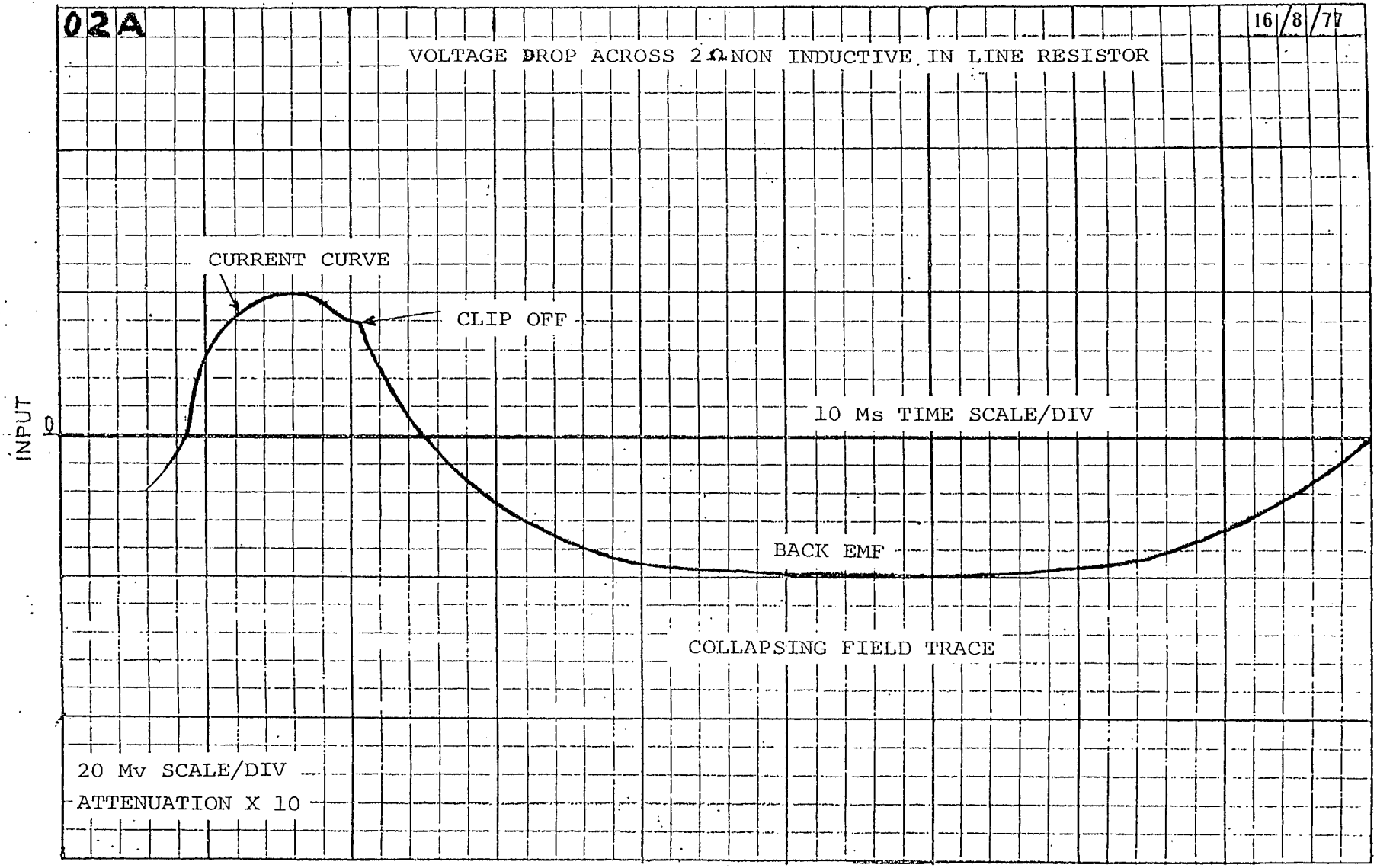
O1A ROBERT G. ADAM'S MAGNETIC MOTOR GENERATOR. DATE. 22/8/77

OSCILLOSCOPE.

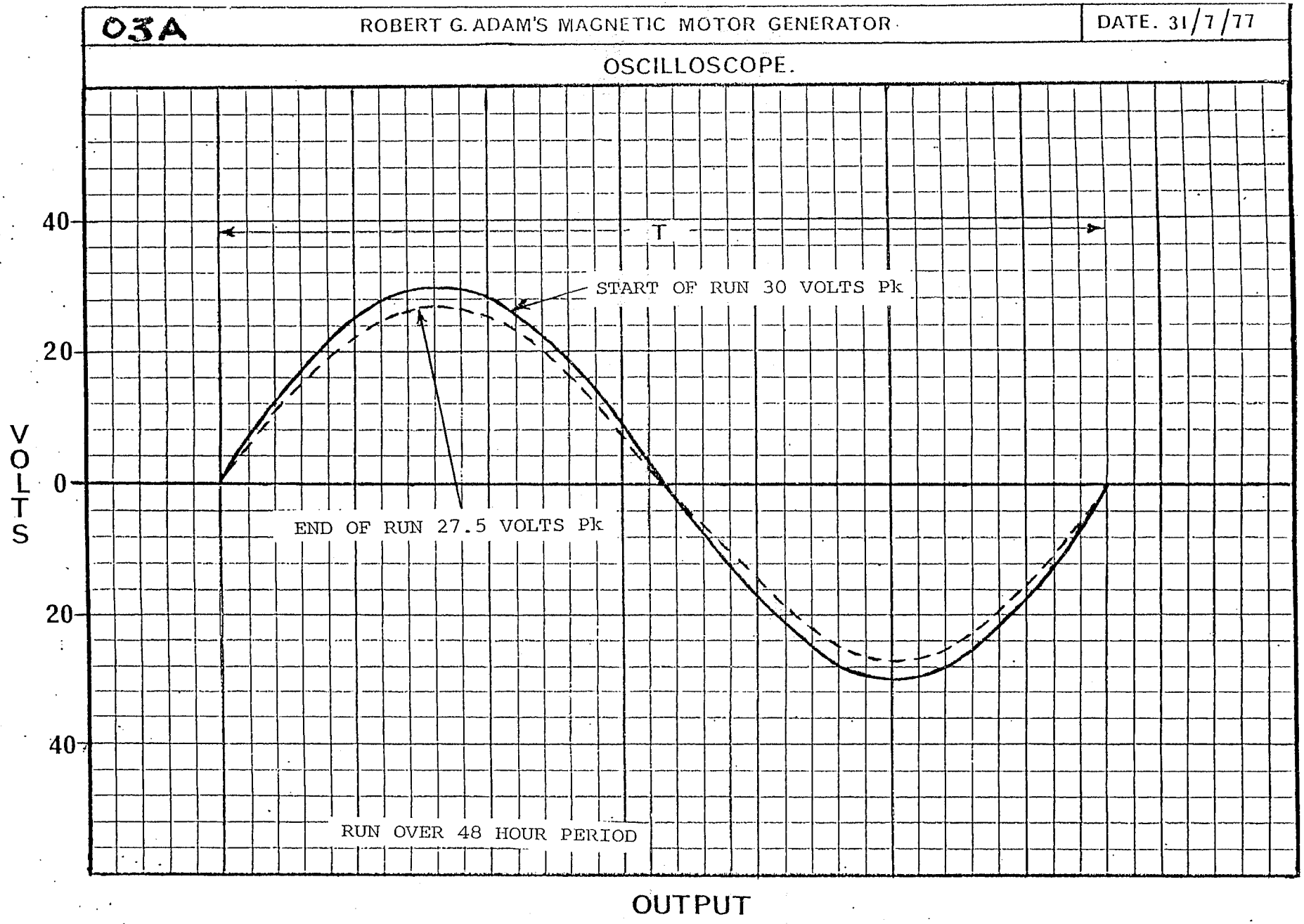


ROBERT G. ADAM'S MAGNETIC MOTOR GENERATOR.

OSCILLOSCOPE.



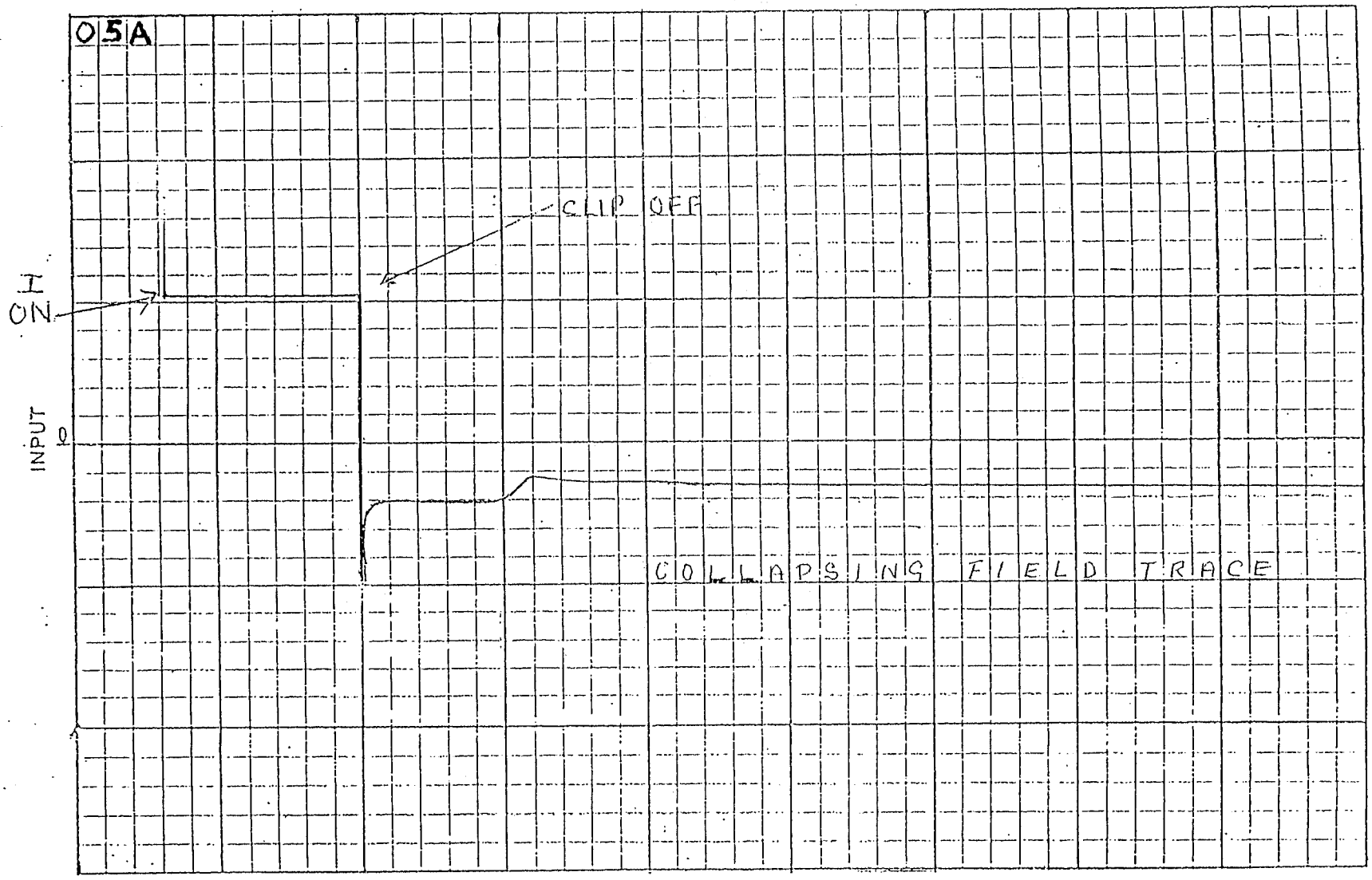
TECH DATA


03A
ROBERT G. ADAM'S MAGNETIC MOTOR GENERATOR
DATE. 31/7/77
OSCILLOSCOPE.
40
20
0
20
40
VOLTS
T
START OF RUN 30 VOLTS Pk
END OF RUN 27.5 VOLTS Pk
RUN OVER 48 HOUR PERIOD
OUTPUT

12-7-77

ROBERT G. ADAM'S MAGNETIC MOTOR GENERATOR.

OSCILLOSCOPE.



E = 14V. ACROSS 28Ω INDUCTANCES

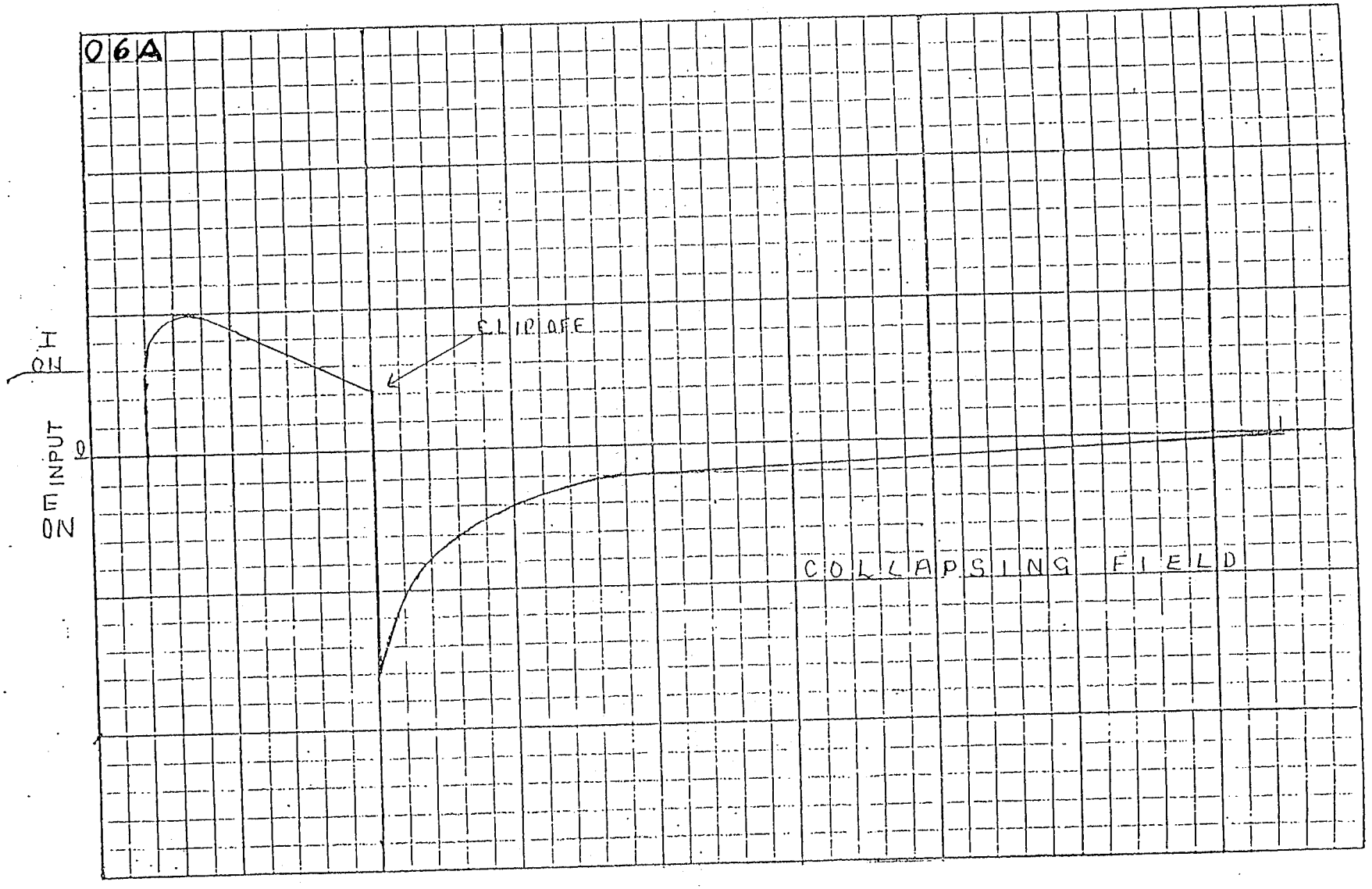
20MV. 10MS. D.C. RES.

TECH DATA

12-7-77

ROBERT G. ADAM'S MAGNETIC MOTOR GENERATOR.

OSCILLOSCOPE.



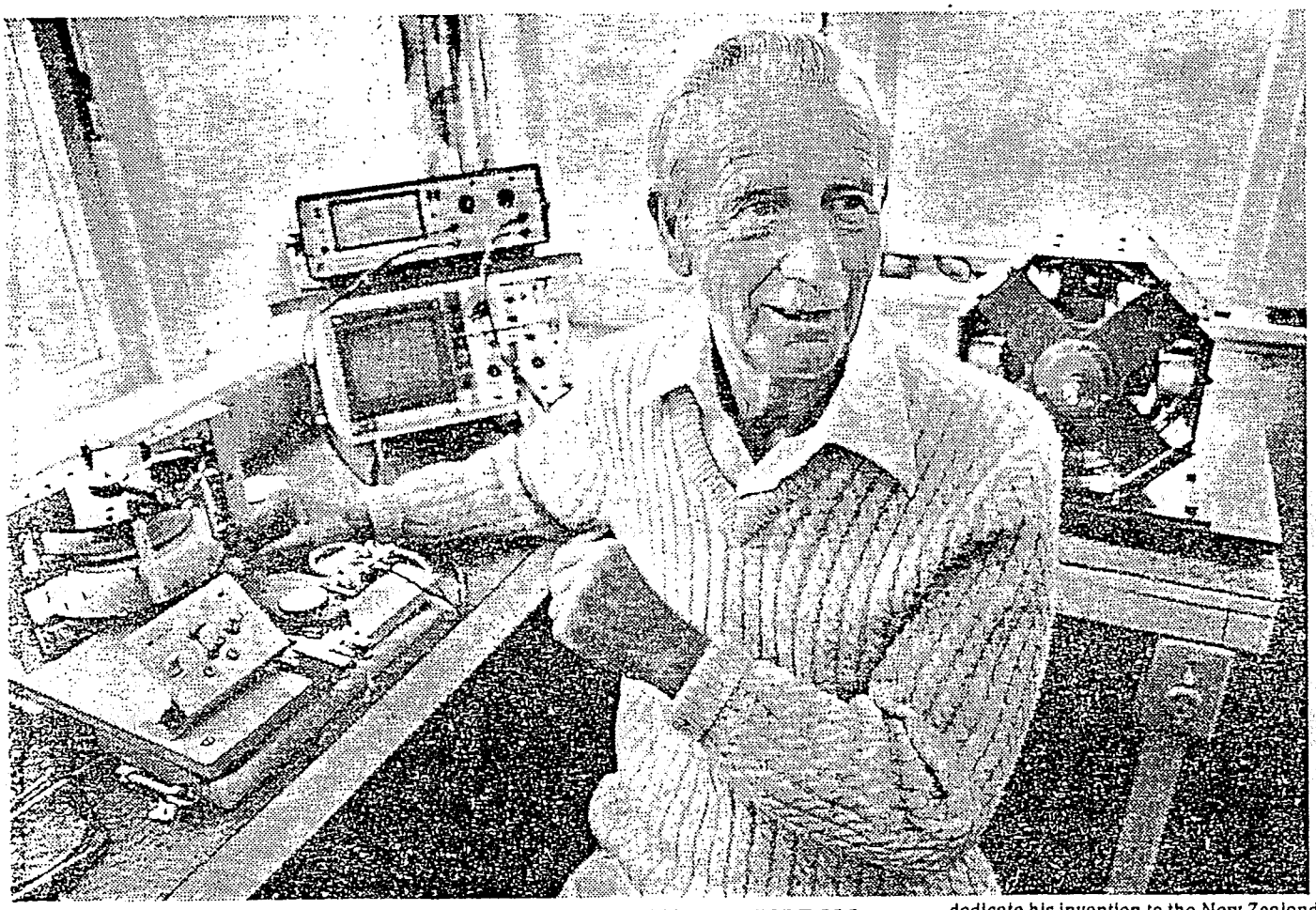
E = 14 V. ACROSS 2Ω

20 mV. 10 mS.

TECH DATA

(P.S. OR MECH. ADD IDENT.)

Invention Gift to the Nation



Mr Adams with his invention.

By KAREN HOLDOM

Eighteen years ago electrical engineer Robert Adams made what seemed to him an incredible discovery.

If his theory was correct he felt it would revolutionise the world's motors — from food processors to spacecraft.

It took five years to put the theory into practice but Mr Adams says it works. He claims he knows a way to make a motor more than 100 per cent efficient through the controlled extraction of energy from magnets.

He believes he is the first person in the world to do this but 13 years down the track he is not recognised as a great inventor, nor is he a millionaire.

The generator which he claims could ultimately replace all existing motors in domestic, commercial and industrial situations remains a secret.

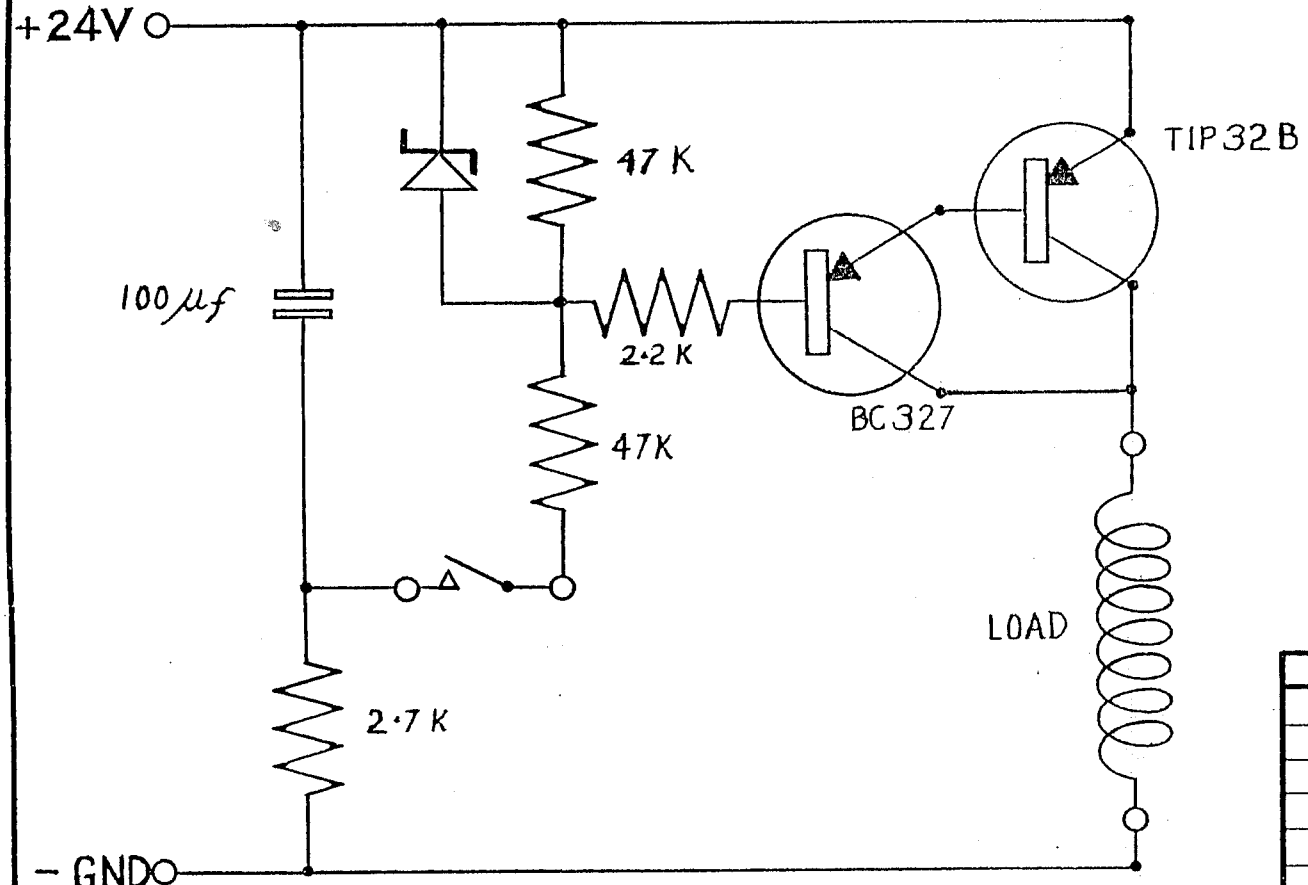
But not for long. Mr Adams plans to dedicate his invention to the New Zealand public by publishing its secrets.

A former chairman of the New Zealand Institute of Electrical and Electronics Engineers, Mr Adams is well qualified in his field but says he is sick of being considered a bit strange purely because he is an inventor. He says his health is packing up and he is disillusioned with the whole development industry in New Zealand.

Nine months ago he and his wife, Margaret, packed up their possessions and moved to a quiet town in the Rotorua district to get away from the "cranks and idiots" who kept calling and visiting them.

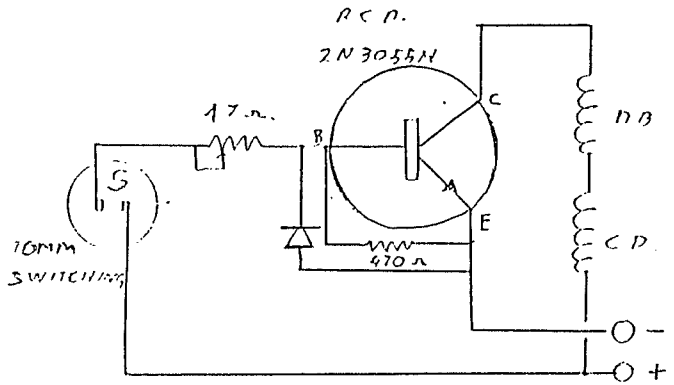
It is there that the 68-year-old plans to publish, in booklet form, the details of the invention and instructions on how to build the generator.

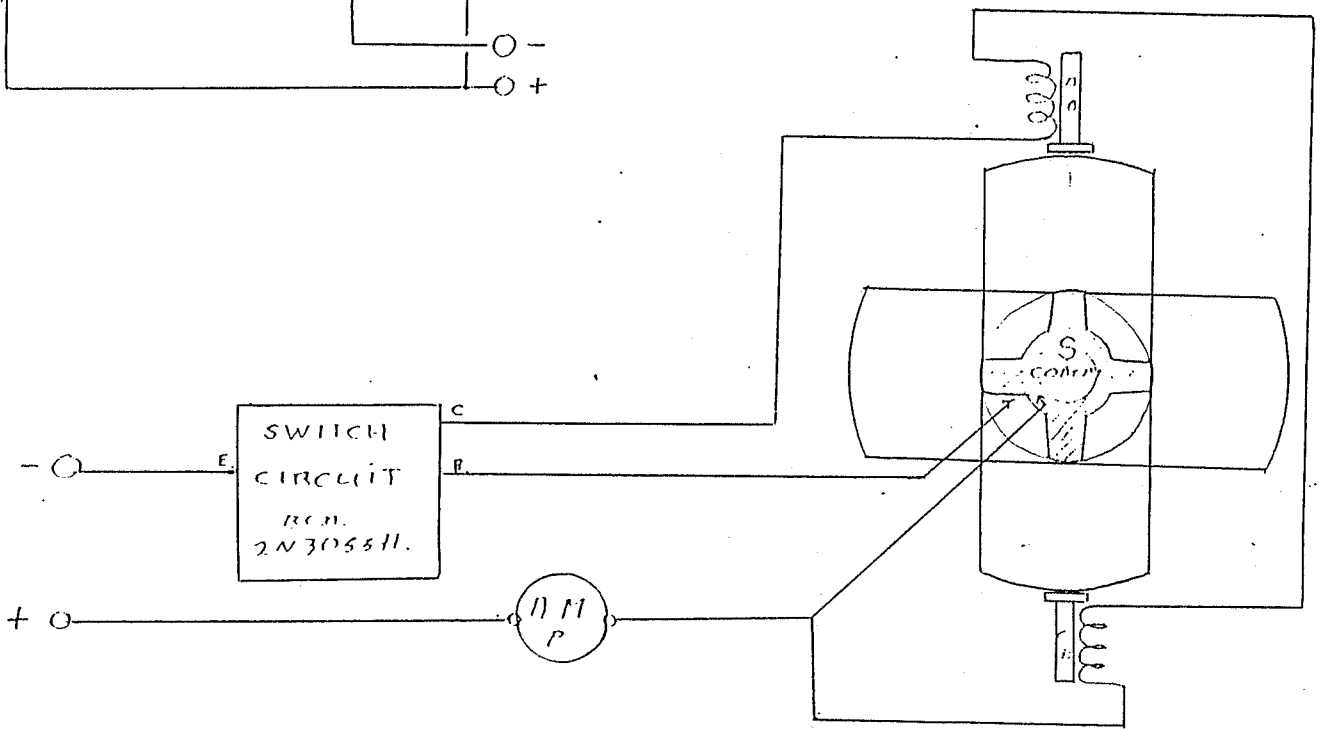
"I want to give it to the man on the street and all the companies can do what they like with it."

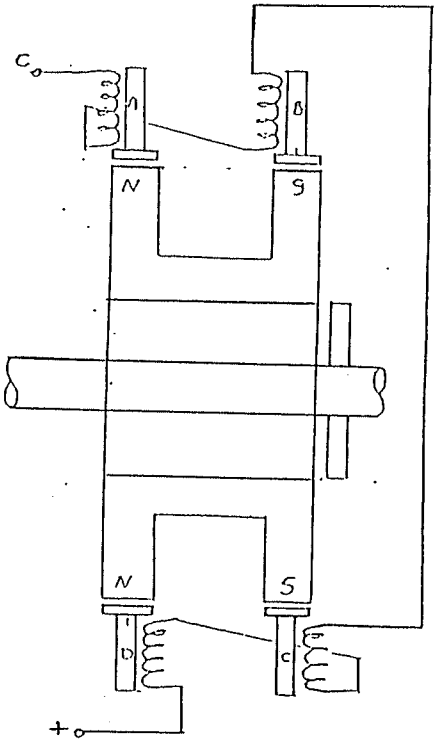


NOTES

TD-	ELECTRONIC SWITCHING CIRCUIT.	DATE	26th NOVEMBER 1992.
		SCALE	
		TOLERENCE	
	MATERIAL	QUANTITY	
	DESIGNED BY	ROBERT G. ADAMS	Robt. Adams
	DRAWN BY	JOHN D. A. MARTIN	

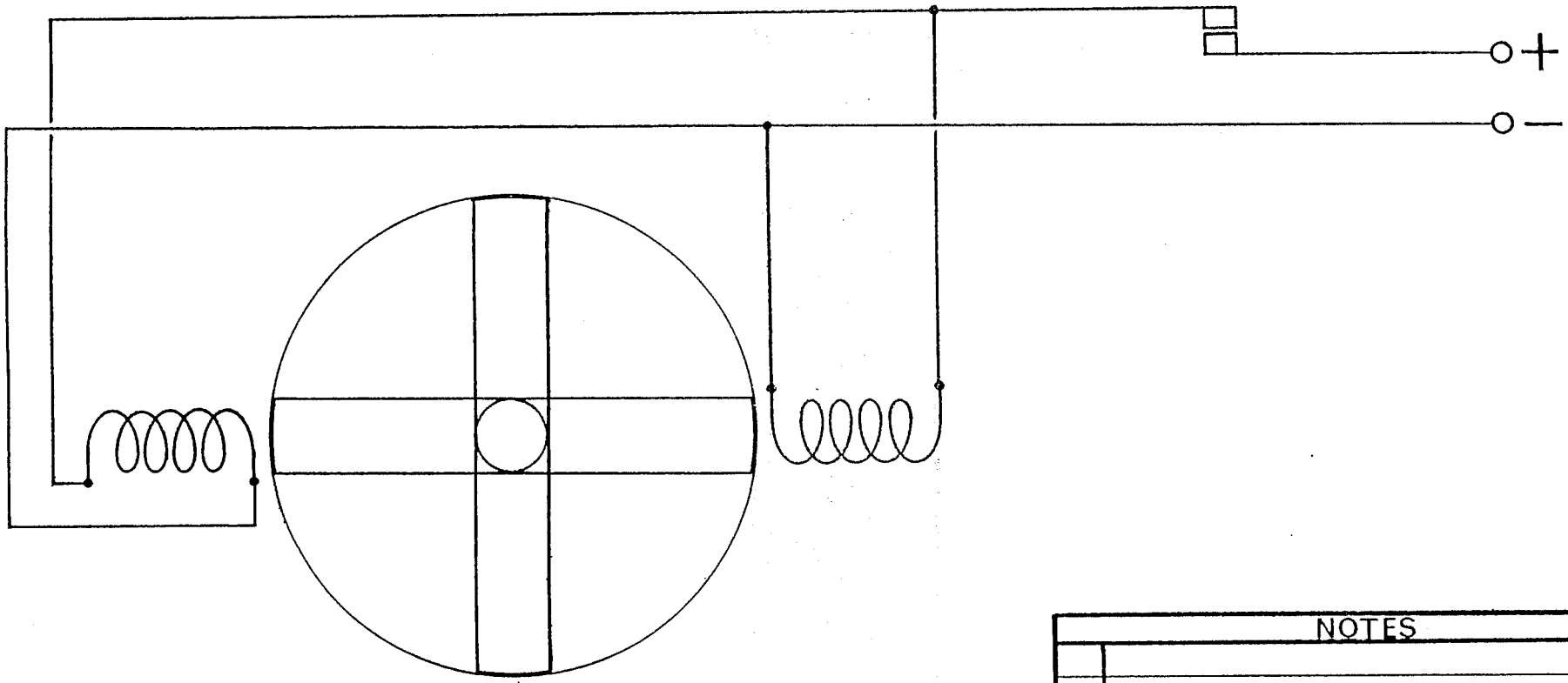






DOUBLE POLE MACHINE | DESIGNED BY | CD10A ROBERT G. ADAMS

Robt. G. Adams



NOTES

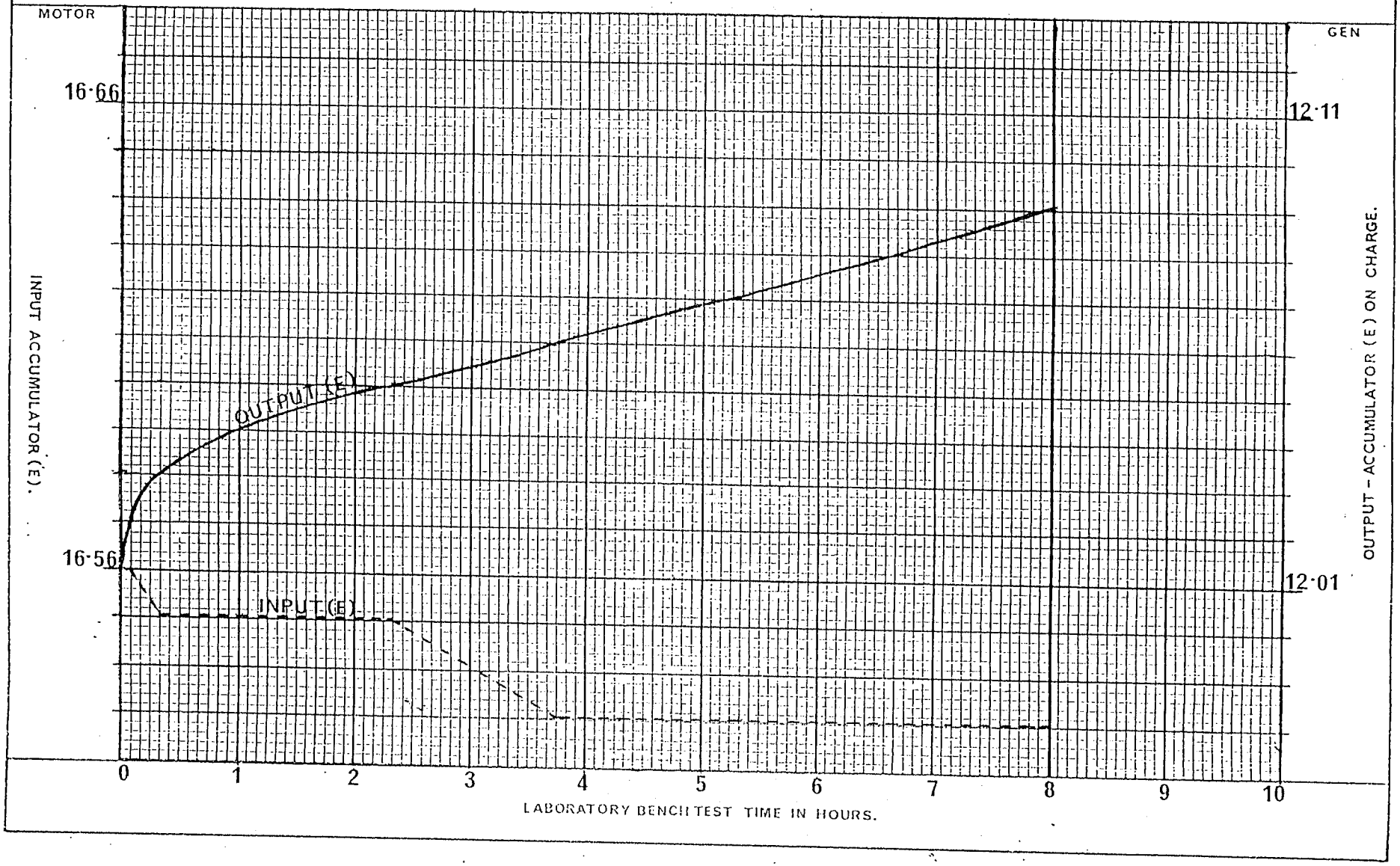
TD-	PARALLEL MOTOR	DATE	25th NOVEMBER 1992
		SCALE	NOT TO SCALE.
		TOLERENCE	
		QUANTITY	
	MATERIAL		
	DESIGNED BY	ROBERT G. ADAMS	Robert Adams
	DRAWN BY	JOHN D. A. MARTIN	

ROBERT G. ADAM'S MAGNETIC MOTOR GENERATOR

DATE. 12 /6 /77

RESULTS

RESERVOIR POWER EFFICEINCY TEST – LEAD ACID CELLS.



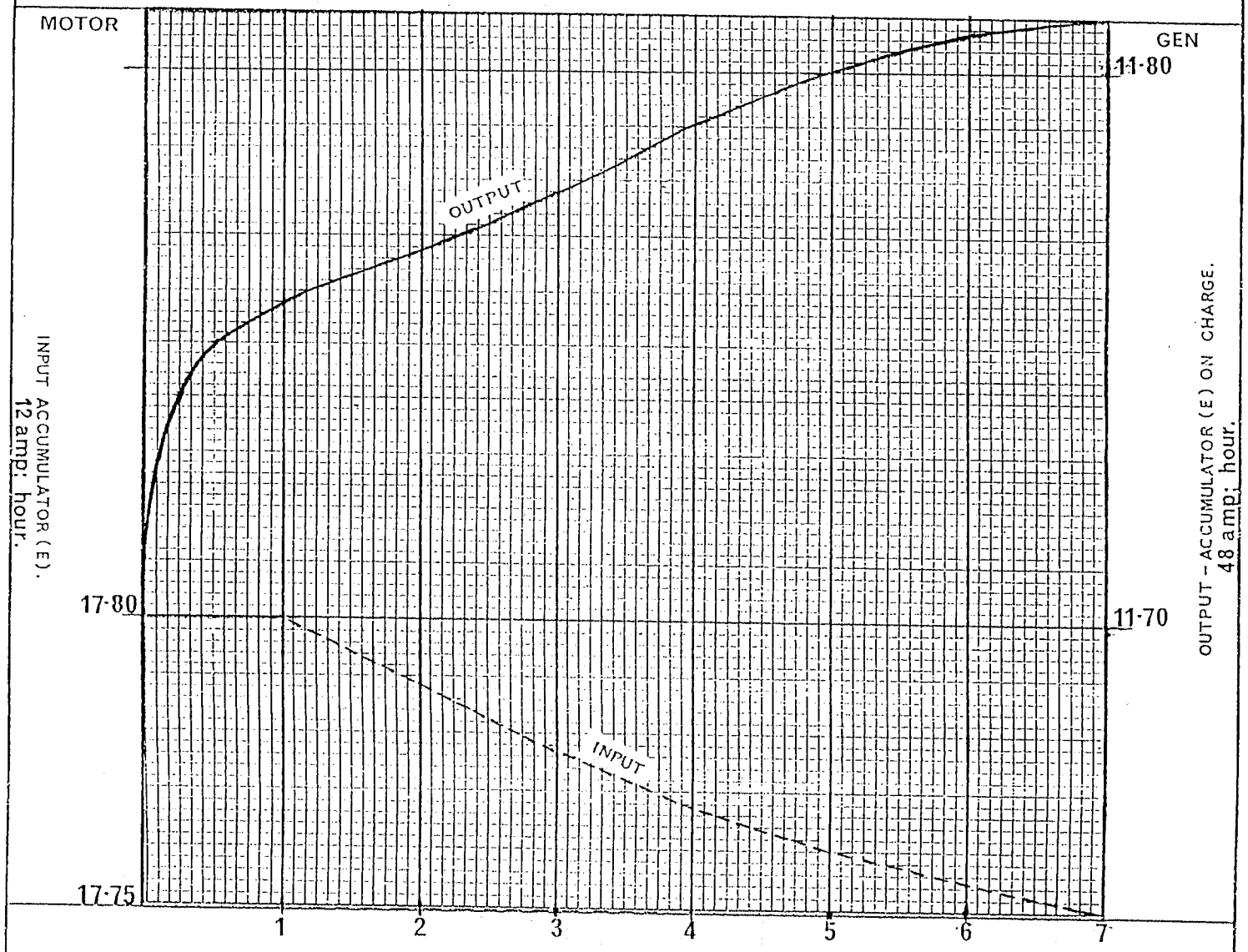
02

ROBERT G. ADAM'S MAGNETIC MOTOR GENERATOR

DATE. 14/7/77

RESULTS.

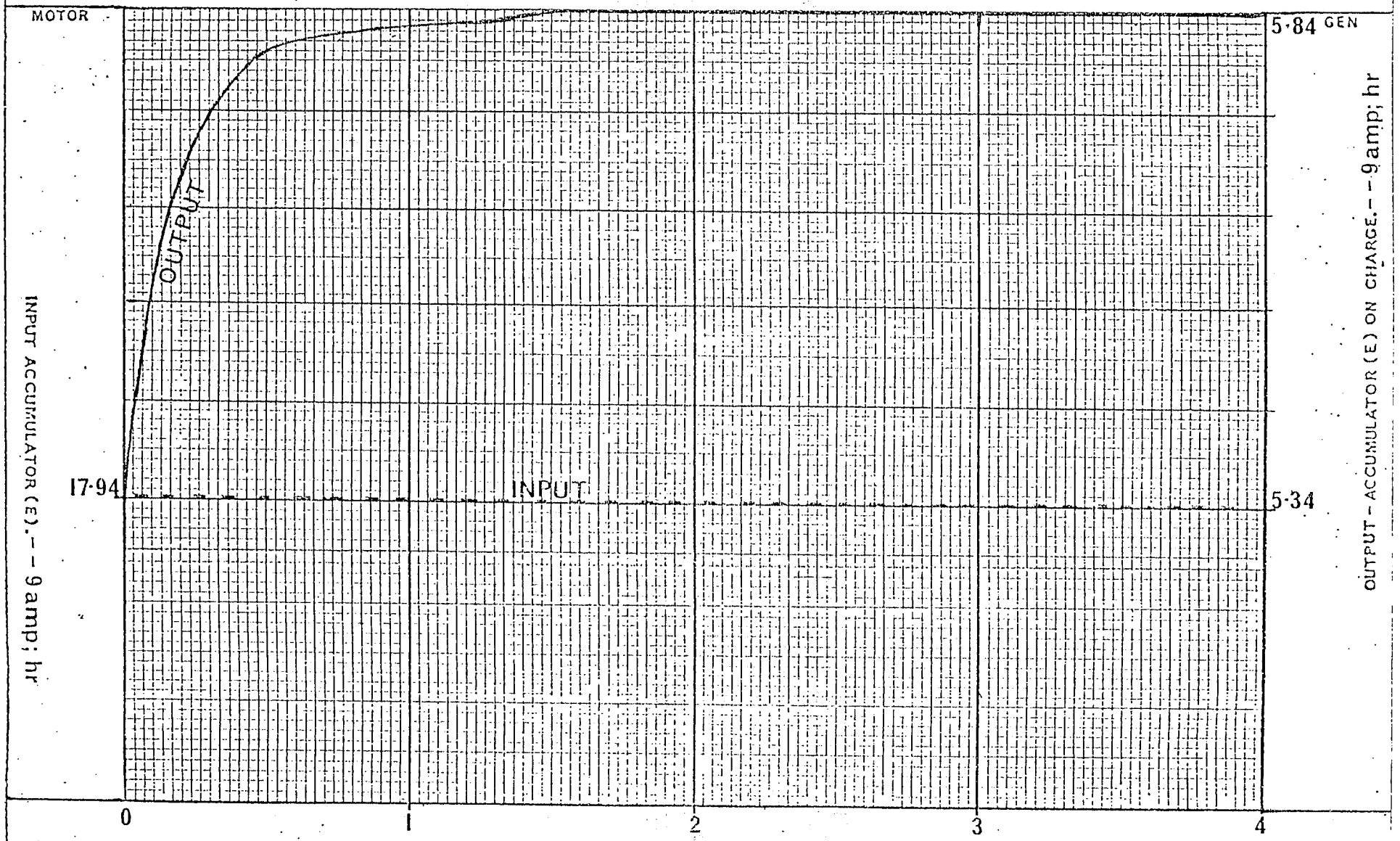
RESERVOIR POWER EFFICEINCY TEST – LEAD ACID CELLS.



03 ROBERT G. ADAM'S MAGNETIC MOTOR GENERATOR DATE. 10 / 1 / 11

RESULTS

RESERVOIR POWER EFFICEINCY TEST – LEAD ACID CELLS.



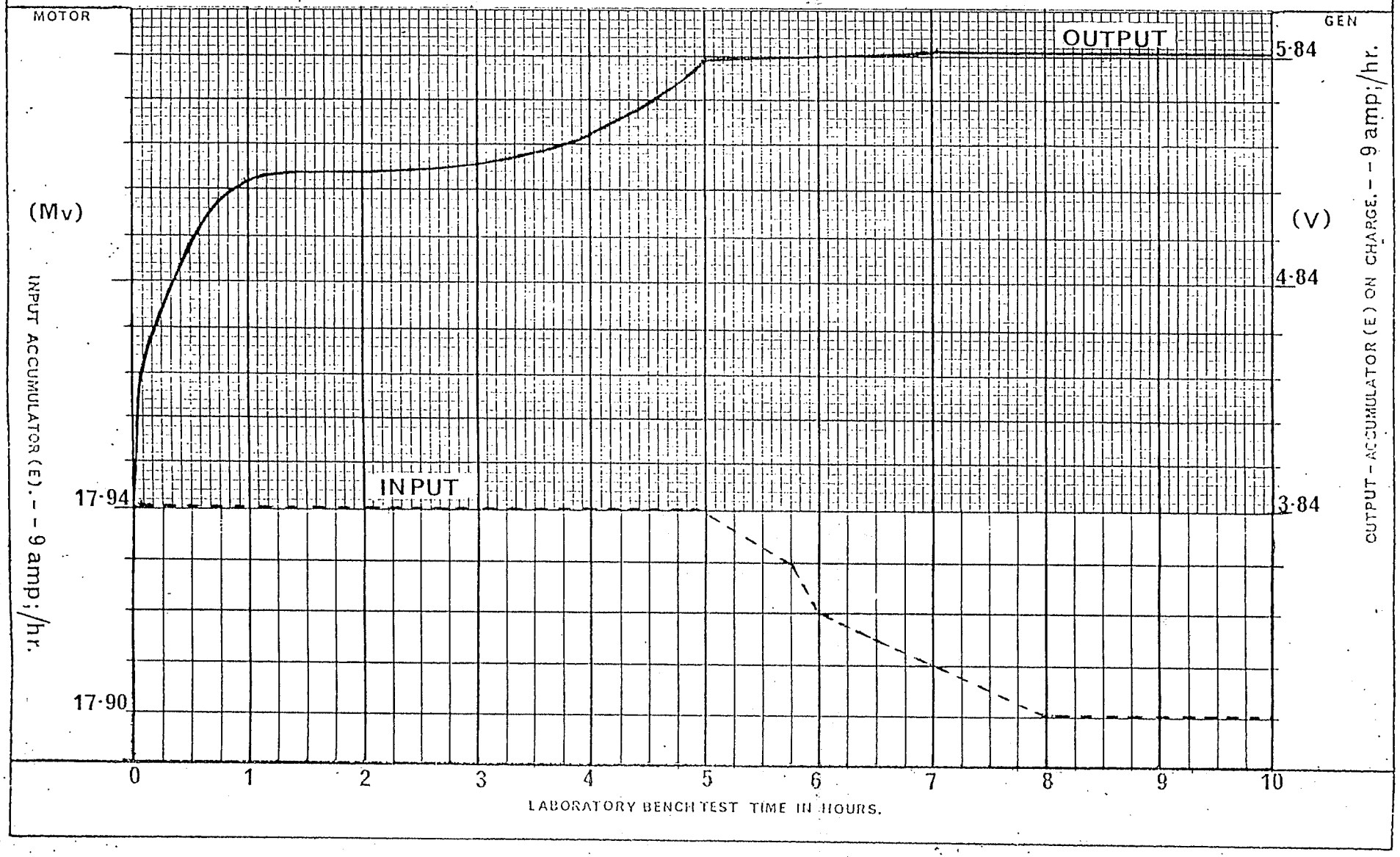
0 – 4

ROBERT G. ADAM'S MAGNETIC MOTOR GENERATOR

DATE. 17/7/77

RESULTS

RESERVOIR POWER EFFICEINCY TEST – LEAD ACID CELLS.



25

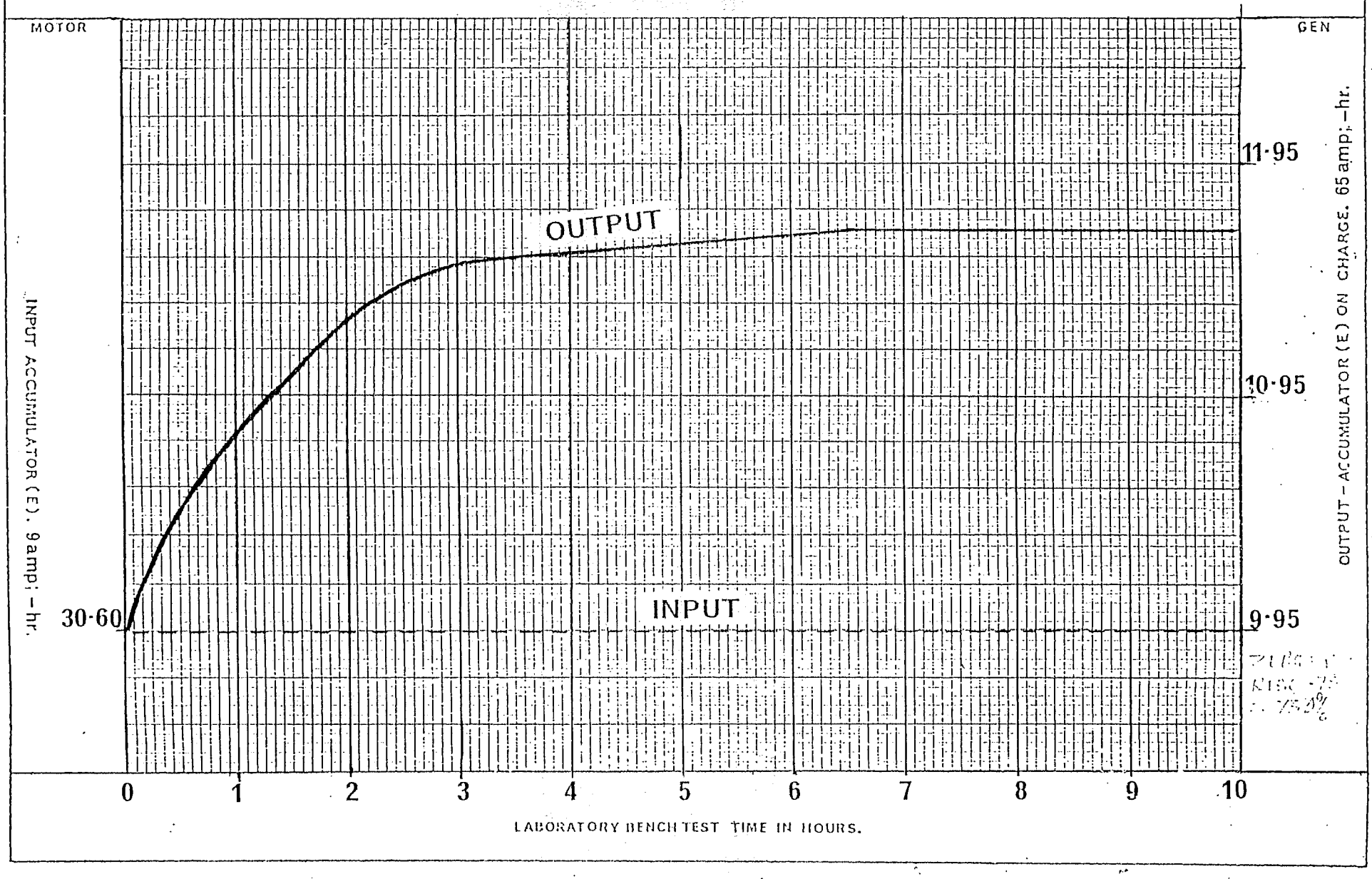
05

ROBERT G. ADAM'S MAGNETIC MOTOR GENERATOR

DATE 30/7/77

RESULTS

RESERVOIR POWER EFFICEINCY TEST – LEAD ACID CELLS.



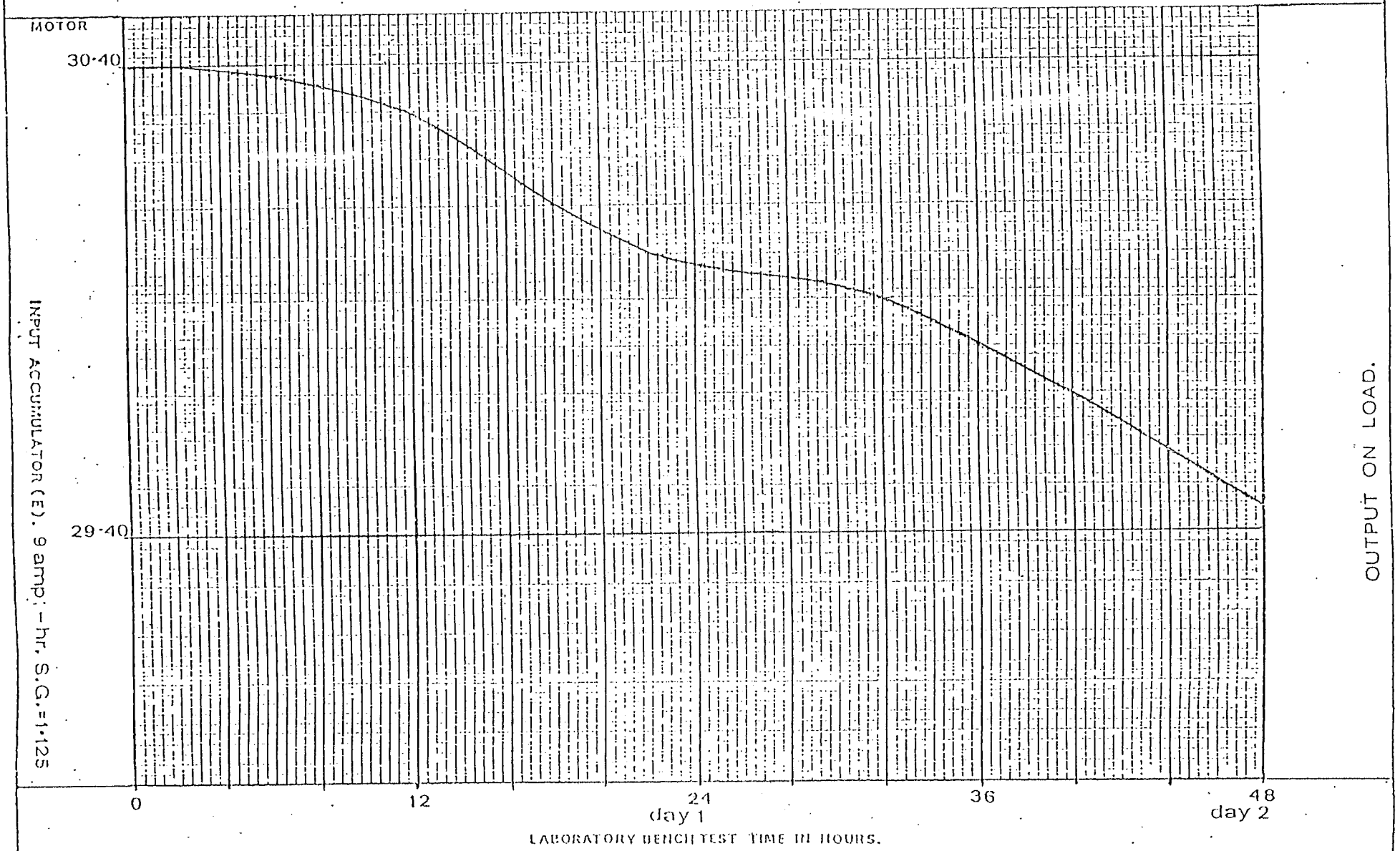
06

ROBERT G. ADAM'S MAGNETIC MOTOR GENERATOR

DATE. 31/7/77

RESULTS

RESERVOIR POWER EFFICEINCY TEST - LEAD ACID CELLS.



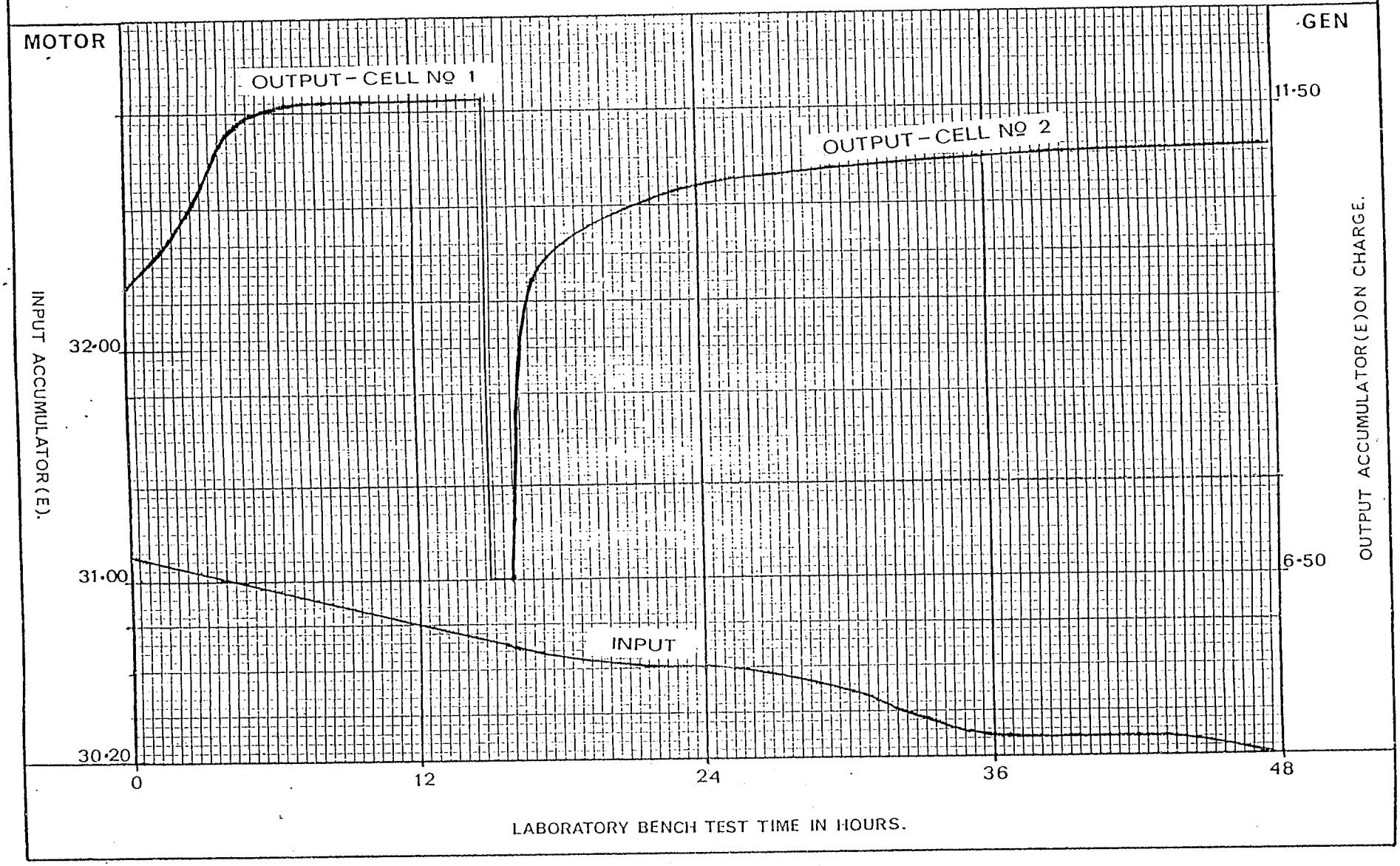
07

ROBERT G. ADAM'S MAGNETIC MOTOR GENERATOR.

DATE. 3/8/77

RESULTS.

RESERVOIR POWER EFFICEINCY TEST-LEAD ACID CELLS.



08

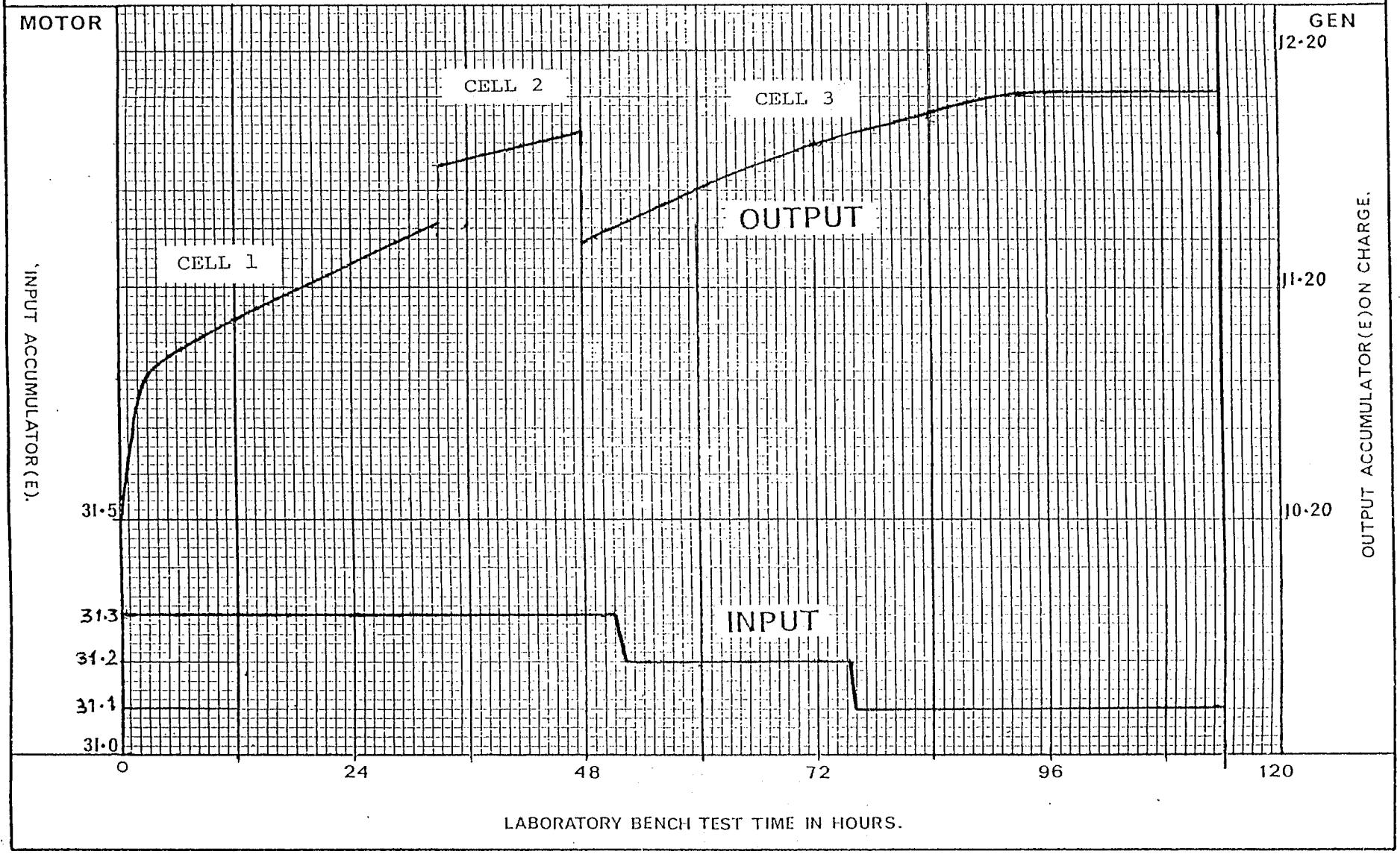
ROBERT G. ADAM'S MAGNETIC MOTOR GENERATOR.

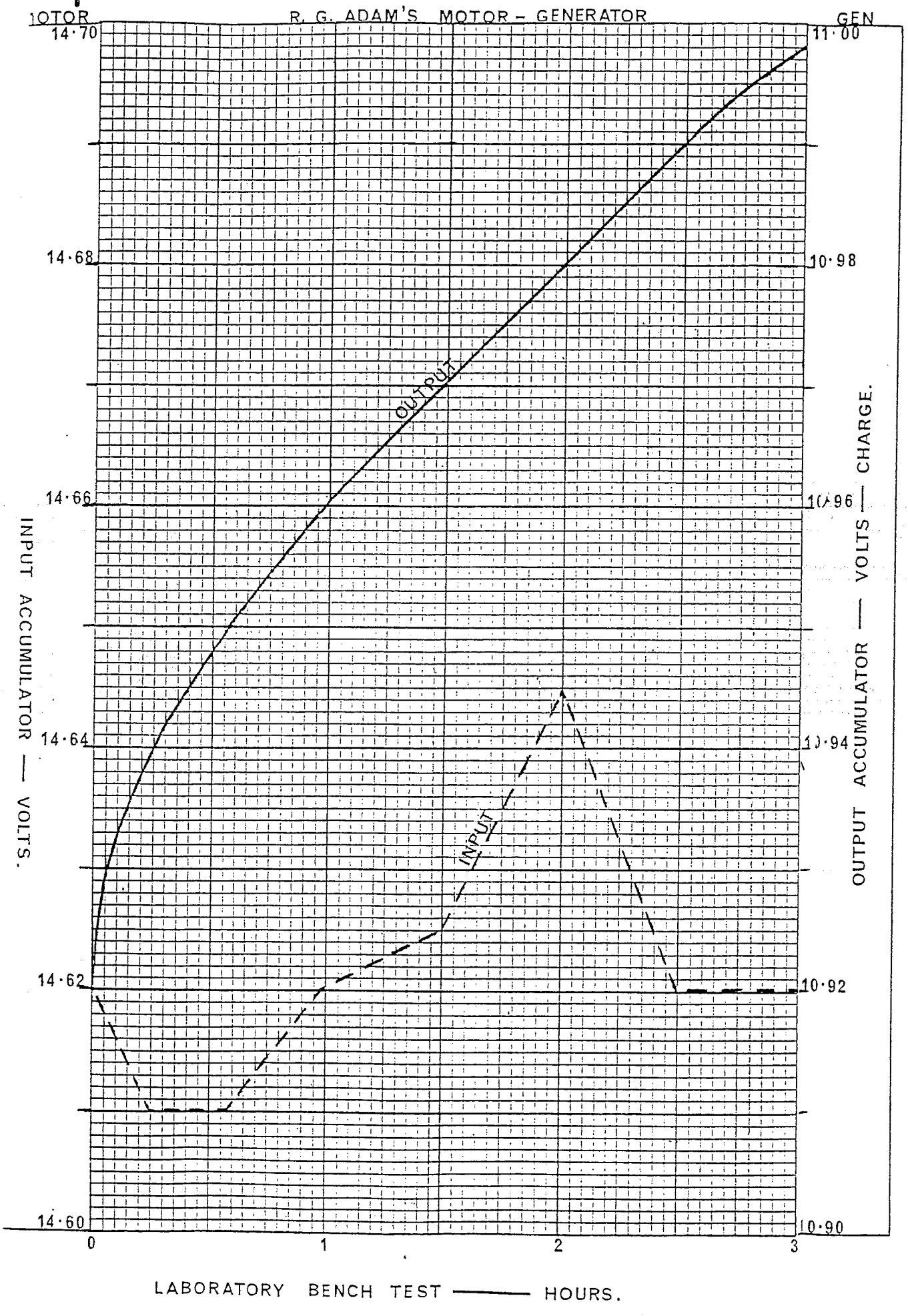
DATE. from 22/8/77

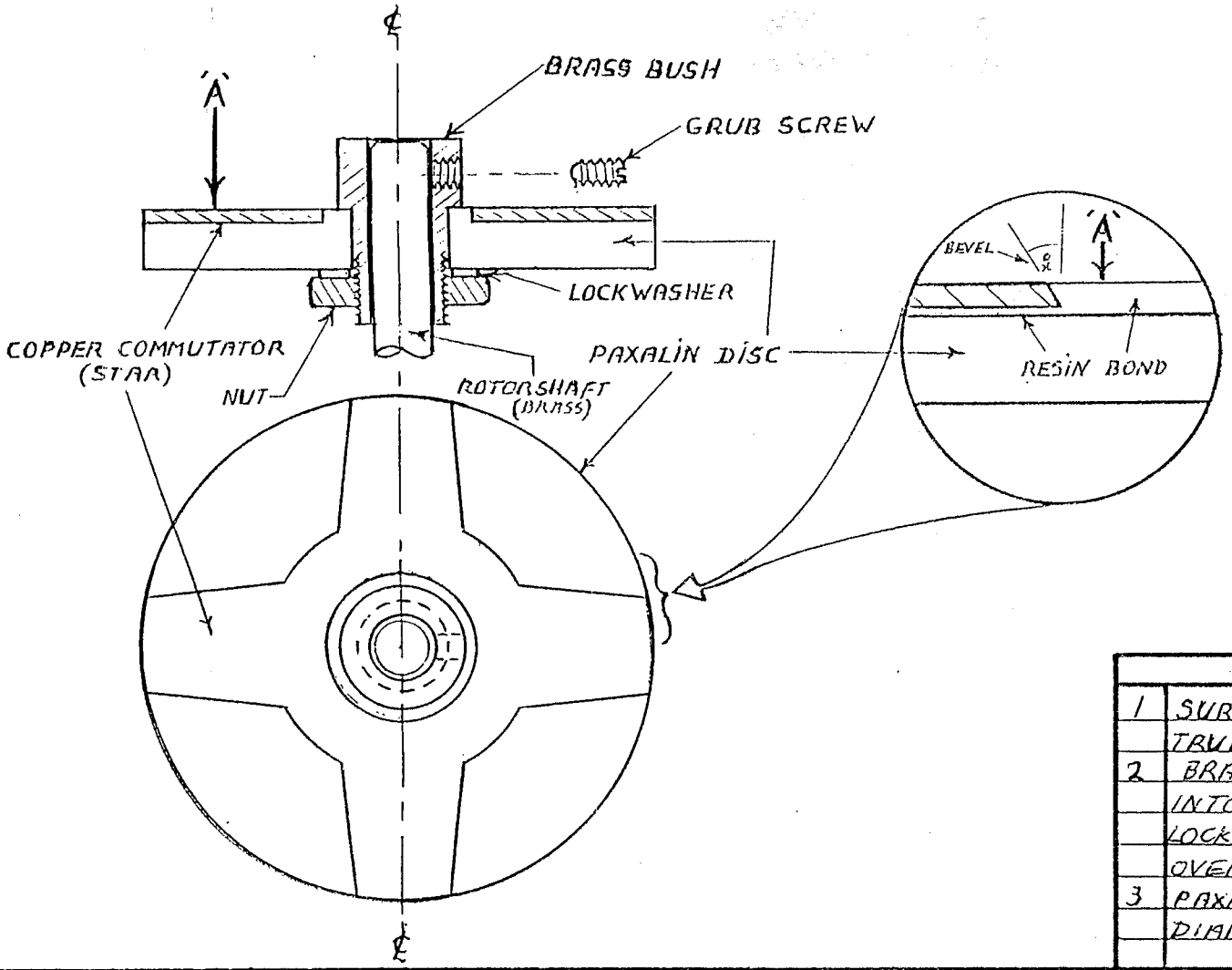
DATE. to 27/8/77

RESULTS.

RESERVOIR POWER EFFICEINCY TEST-LEAD ACID CELLS.




MOTOR
R. G. ADAM'S MOTOR – GENERATOR
GEN
14·70
14·68
14·66
14·64
14·62
14·60
11·00
10·98
10·96
10·94
10·92
10·90
OUTPUT
INPUT
INPUT ACCUMULATOR — VOLTS.
OUTPUT ACCUMULATOR — VOLTS — CHARGE.
0
1
2
3
LABORATORY BENCH TEST —— HOURS.



NOTES	
1	SURFACE 'A' IS TO BE SKIMMED TRUE IN A LATHE & REFACED.
2	BRASS BUSH IS TO BE A PUSH FIT INTO PAXALIN DISC USING A SUITABLE LOCKING COMPOUND & A SNUG FIT OVER THE MOTOR ROTOR SHAFT END.
3	PAXALIN DISK IS APPROX 50mm IN DIAMETER.

TD-104	STAR WHEEL COMMUTATOR ASSEMBLY.	DATE	14th OCTOBER 1992
		SCALE	NOT TO SCALE.
		TOLERENCE	———
		QUANTITY	1
	MATERIAL		
	DESIGNED BY	ROBERT G. ADAMS	Robt. Adams
	DRAWN BY	JOHN D. A. MARTIN	