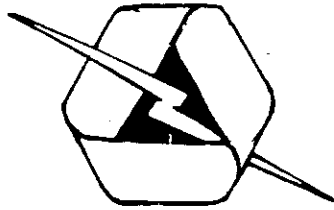


INFOLIO



REX RESEARCH
P O BOX 19250
JEAN
NV 89019
USA

NR. M23-MUE

TITLE:

MUELLER

Magnet Motor

M23-MUE MUELLER, Wilhelm: Current & background info about a controversial unipolar high-freq. motor-alternator (utilizing 165 NdFeB magnets & 30 coils with FET heat sinks, linear ramp generator, encoder wheel, and impulse motor) that allegedly produces "free energy": 44 KW in one test in 1987.. However, others disclaim this, while otehr claim that the disclaimers are spreading intelligence-agency disinformation.. Decide for yourself, & build one if necessary: here are several pages of engineering diagrams, plus a 1982 test report that indicates only 28% efficiency for an early prototype!?... 30 pp..

Free Energy From Revolutio

The stories on these pages were authored by Tom Valentine, a California-based free-lance journalist and frequent contributor to *The SPOTLIGHT*.

EXCLUSIVE TO THE SPOTLIGHT

"Move over, Joe Newman"—there's a new star on the magnetic motor horizon.

Wilhelm Muller from Pendicton, British Columbia has constructed a prototype magnetic motor-generator that produces more electricity than is required to run the equipment.

The underlying concept is called "over-unity" by Muller.

While such a motor has long been called "impossible perpetual motion" by Establishment physicists, the use of new materials makes the equipment not only possible but cost effective.

Muller has theorized about over-unity for several years, but it wasn't until he obtained very powerful neodymium-iron-boron magnets—the most powerful permanent magnets yet manufactured for industry—that he produced a machine capable of generating much more electricity than it takes to run the drive-shaft motor.

Inventor Joe Newman of Mississippi has been involved in a protracted fight against the U.S. Patent Office, which continues to deny him a patent for a similar machine. The basic difference between Muller's generator and Newman's energy machine is that Newman's machine produces a great deal of radio frequency (RF) energy rather than practical alternating or direct electrical current.

The RF energy must then be converted to usable electricity, and there are considerable losses of energy involved in the process, making Newman's device inefficient by comparison to Muller's.

PUMP ELECTRICITY

Traditionally electric current is produced by "pumping" it out of a magnetic field. A coil or conductor wire is either passed through a magnetic field, or has a magnetic field passed by it, causing electricity to race out of the field and down the coil windings and into wiring systems.

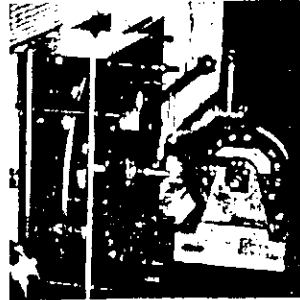
It is analogous to pumping water from a well. The more electricity one wants, the harder the pump must work.

Because work is required to pump electricity out of the magnetic field, and because of heat losses due to resistance, it has been "impossible" to generate more electricity than the amount of energy used to operate the pump.

Ever since Michael Faraday pumped the first electric current out of a magnetic field 156 years ago, science has "known" that it will always take more kinetic energy input than the amount of electricity output by any generator.

However, had Faraday, Thomas Edison or Nikola Tesla, the greatest electrical geniuses in history, been able to work with some of today's materials, the concept of over-unity might have become part of tradition and magnets, rather than oil, might then have become the dominant energy source of the 20th century.

Muller's concept is brilliant in its



Side view of the simple Muller motor-generator (left photo). The second rotary device is an old prototype made with older materials, which was displayed for contrast. In the right photo, Clinton Muller of the National Health Federation (left), ponders the interior of the Muller device while Muller, center background, checks some figures with an unidentified engineer.



simplicity. First he ignored what the textbooks have to say about magnetism. The textbooks stress that magnets "do no real work."

Muller and many others, such as Les Adam of AZ Industries, who manufactured the magnets for Muller's prototype, have proved over and over that magnets can do a tremendous amount of work.

DEVICE DETAILS

Muller's device consists of 165 neodymium-iron-boron permanent magnets arranged on a flywheel of "micarter," a non-magnetic plastic material. The magnets are 2 by 2 by 0.5 inches in size and protrude from both sides of the flywheel.

The magnets produce a flux field of 4,700 oersteds per side, or a combined

rating of 9,400 oersteds. By comparison, the Earth's magnetic field is 0.7 oersteds, on average.

One problem is that moving such powerful magnets past iron coils would require a tremendous amount of power due to the attractive forces of the magnets.

Muller's coils are cored with a substance called "metglass," which accepts electric current readily without hysteresis losses, or heat losses caused by resistance to electricity.

Even with the unique coils, the flywheel does not spin easily, but it can be moved by hand despite the 16 potent magnets aligned to pass 30 coils—15 coils mounted opposite the magnets on each side of the flywheel.

Initial tests in February, monitored by

a competent engineer, noted that an electric motor using a total of 4,400 watts of power drove the flywheel at 2,000 rpm.

HIGH OUTPUT

Each coil of the prototype is differently wound as part of Muller's ongoing research, so each coil's electrical output measured differently. The lowest coil output measured 784 watts per hour; the highest output was metered at 1,776 watts per hour.

The variations in the coils allowed Muller to determine the optimum windings required to build the machine to run itself once started. Conceivably with 30 coils producing more than 1,700 watts (1.7 kilowatts), it will take only four coils to drive the motor, leaving 26 times 1.7 kilowatts available for output energy—a "free" energy production of 44.2 kilowatts.

One machine could easily provide all the electricity requirements of eight three-bedroom homes. In production, the Muller generator should cost less than \$1,000.

"The magnetic field doesn't wear out over thousands of years," Adam noted, so the only maintenance would be on the bearings of the flywheel shaft.

The generator is so economically feasible it poses a tremendous threat to the status quo of the world's most powerful monopoly: the electric power monopoly.

Muller plans to demonstrate a working model of the self-propelled prototype at the "Meeting of the Minds" sponsored by "Magnets" magazine and AZ Industries this October 8-10 in Temecula, California.

Muller Wasn't Alone in Field

EXCLUSIVE TO THE SPOTLIGHT

While the Muller magnetic motor is perhaps the most promising of all the "over-unity" motor-generator concepts being circulated in the underground of alternative energy today, there are numerous others.

Joe Newman's energy device, which also is claimed to use permanent magnets to generate more energy than required to run the equipment, has gained considerable fame because of the U.S. Patent Office refusal to grant him a patent.

For Those Who Say: 'Impossible'

EXCLUSIVE TO THE SPOTLIGHT

The following, taken from the Encyclopaedia Britannica (1985), is for those who argue "perpetual motion—impossible" when the subject of magnetic motors and "over-unity" comes up.

Under the subheading of "work required to move a magnetic pole" the noted reference says:

When a magnetic pole is moved, work must be done against any force acting on it if it is moved in the direction opposite the force, and conversely, work will be done (or can be extracted) by the magnetic pole when it moves in the force direction.

Thus, no work is done in moving a mag-

netic pole around a closed path in a magnetic field. It follows that the work done in moving the pole . . . from a point A to a point B is independent of the route followed. Otherwise [the pole] could be returned to A by another route on which more work is extracted than was expended in the initial movement to A.

The net effect would be that work could be extracted by movement around the complete path without any other change in the system, giving the possibility of a perpetual motion machine that is contrary to the laws of mechanics. [Emphasis added.]

Wilhelm Muller's invention has "no work required to move a pole from a pole"—in other words, he has the "net effect" mentioned by the encycloped-

those who must use it.

The nuclear power game—the monopoly's most lucrative scam in 100 years of electrical generation schemes—is the priority of the financial and economic powermongers.

Any over-unity invention that proves feasible and cost effective would surely wreak havoc with the monopoly.

To get a glimpse of the kind of power talked about, here are a few paragraphs from "Power Struggle":

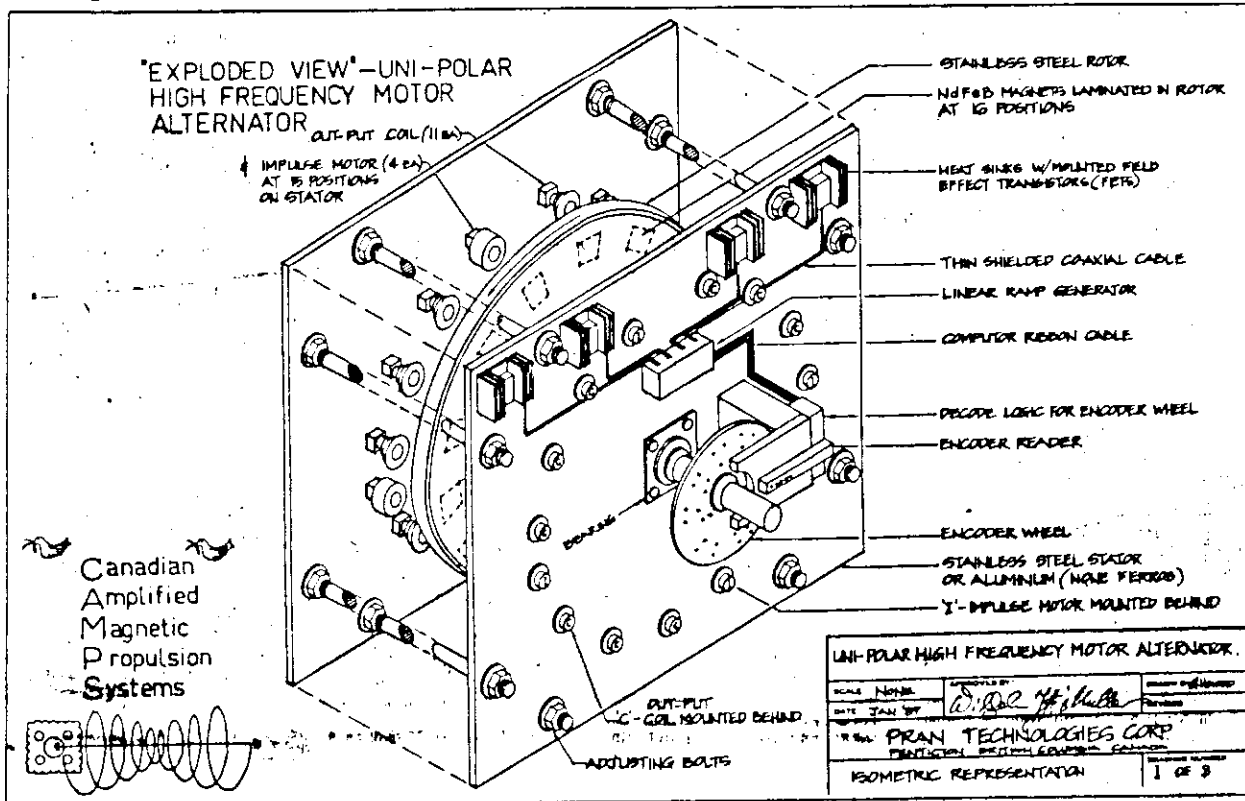
"Today the electric industry is a patchwork of contiguous monopolies.

"It consists of 2,194 municipal and public utility district systems, which range in size from the city of Los Angeles to the hamlet of Readsboro, Vermont, 870 rural cooperatives strung throughout 46 states, Puerto Rico and the Virgin Islands, 210 private companies that supply power in most major cities, and six federal agencies that provide power to public and private systems from federal dams.

"These power systems are strung together by more than 600,000 miles of overhead transmission lines and some 4 million miles of distribution wires, carrying electricity from 10,499 power plants.

"Unlike most major industrialized nations, where electricity is provided as a service by public agencies, the private companies are the dominating force in

ary Super Magnet Invention



of Inquiry

the United States, supplying 78 percent of the nation's electricity and controlling the transmission grids, and influencing much of the government's power policies.

"Within the transmission grids, the small municipal and rural electric systems are overshadowed by the private companies and the federal power agencies are surrounded by them. State regulatory commissions, which were established in an attempt to control the private companies in the early 1900s, are highly influenced by their political clout."

After more description of the power companies' clout, there is this telling entry:

"The biggest secret is Wall Street's involvement in this empire. Producing and transmitting electricity is the most capital-intensive industry in the world, and the power companies have long been known as the dividend machines of Wall Street."

"The private power companies traditionally issue half of all the new common industrial stock every year and absorb a third of all corporate financing. As much as 40 percent of a consumer's bill goes to pay for financing charges. Thus, a large number of major bankers and brokers such as Chase Manhattan and Merrill Lynch are affected by decisions concerning power companies."



WILHELM MULLER
... inventor tells his story.

"Half of the income of major investment bankers is estimated to come from financing private power companies." ●

It Won't Be Monopolized

EXCLUSIVE TO THE SPOTLIGHT

Wilhelm Muller has been interested in magnetism ever since he was a youth in Germany. However, he became obsessed with the potential power inherent in permanent magnetism about 20 years ago when a ball bearing he had placed in a moderately large flux field between two permanent magnets shot across a room and through a wall.

As new and more powerful magnet materials were developed, beginning with the rare earth materials such as the samarium-cobalt generation, Muller experimented with ways to get more power out with less work involved.

Finally, after modest success in several areas (he holds numerous Canadian patents on magnetic devices), Muller was able to construct a generator unit with spectacular "over-unity" power output, in his words, thanks to the newest generation of magnet materials.

Neodymium is a lanthanide metal, in the same family as samarium. In 1983 both General Motors and Sumitomo Metals of Japan announced the discovery of a potent magnetic alloy of neodymium, iron and boron.

This new material has the potential of producing fields double the strength of the strongest samarium-cobalt fields.

"In the 1830s," Muller told The SPOTLIGHT in an exclusive interview, "Michael Faraday set the standards that we still go by today. But permanent magnets of up to 60,000 oersteds are now possible, and magnets of 20,000 oersteds are on the shelf."

"The attractive and repulsive forces of these new magnets open the door for changes in the potential of the unipolar motor generators."

"Used in the old motor design, the static positioning becomes a force, which requires enormous torque to move. This is where my system of using the best-suited new materials shows the advantage."

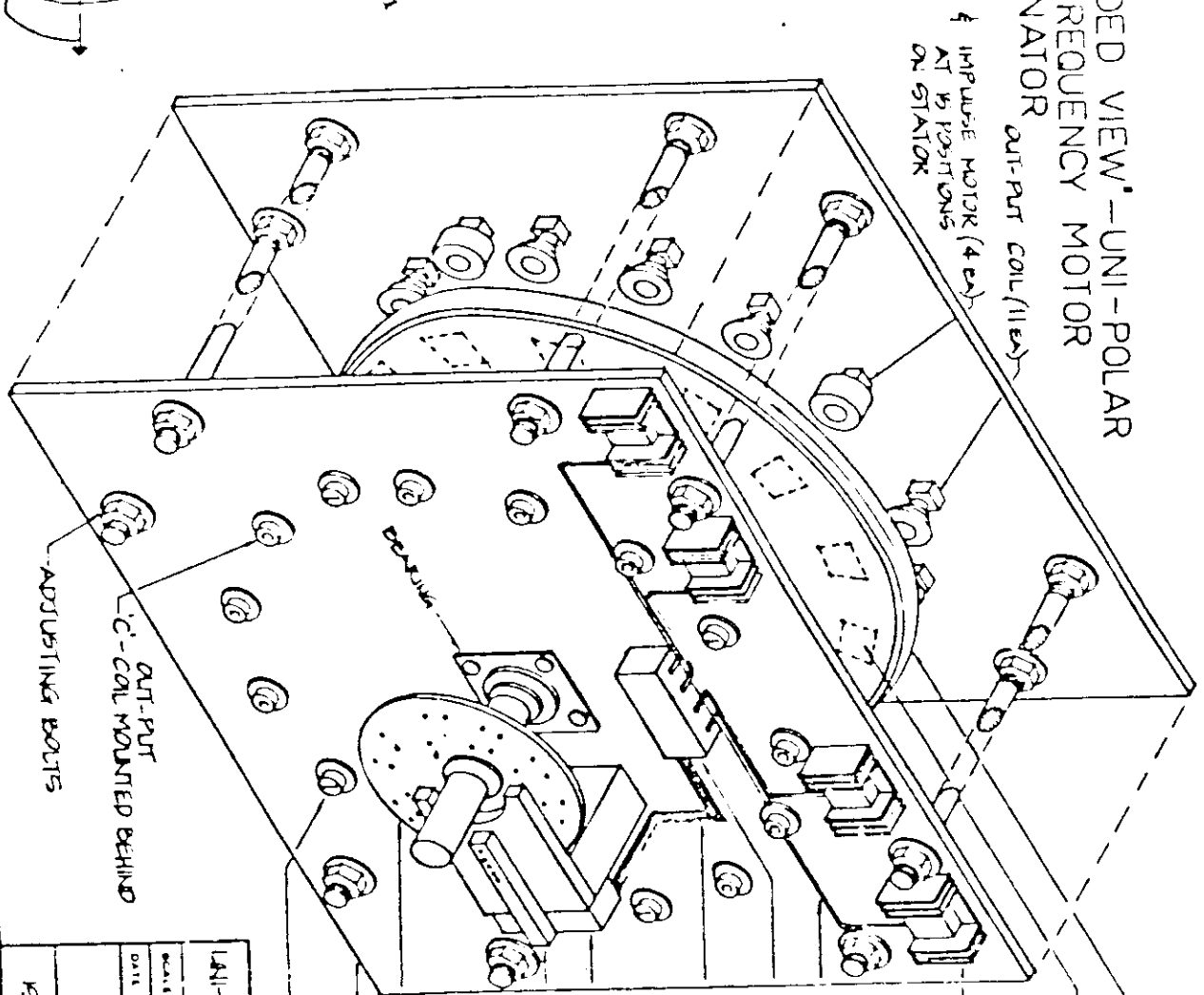
"By using an odd and even number of rotor-stator poles, and because of the special characteristics of these new materials, the magnetic attraction within the 360 degrees will balance magnetically to a zero torque on the rotor shaft."

"The rotor will move at the slightest impulse, and continue to move with no static positioning. The possibilities are mind boggling."

Muller provided The SPOTLIGHT with a set of drawings and has promised to do everything in his power to keep his research from being covered up or "monopolized" out of the hands of the people.

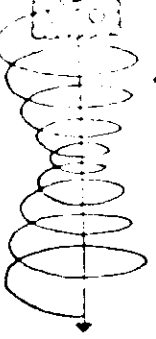
— Bob Heilsoff

EXPLODED VIEW—UNI-POLAR
HIGH FREQUENCY MOTOR
ALTERNATOR



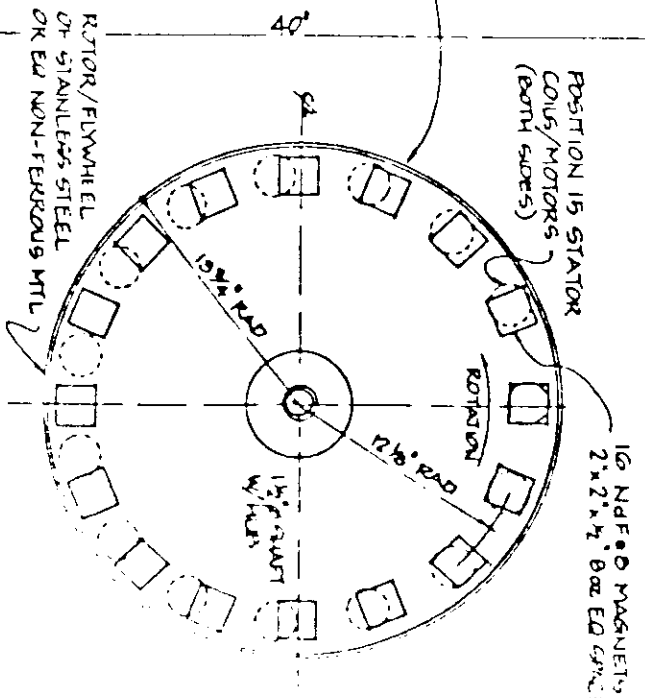
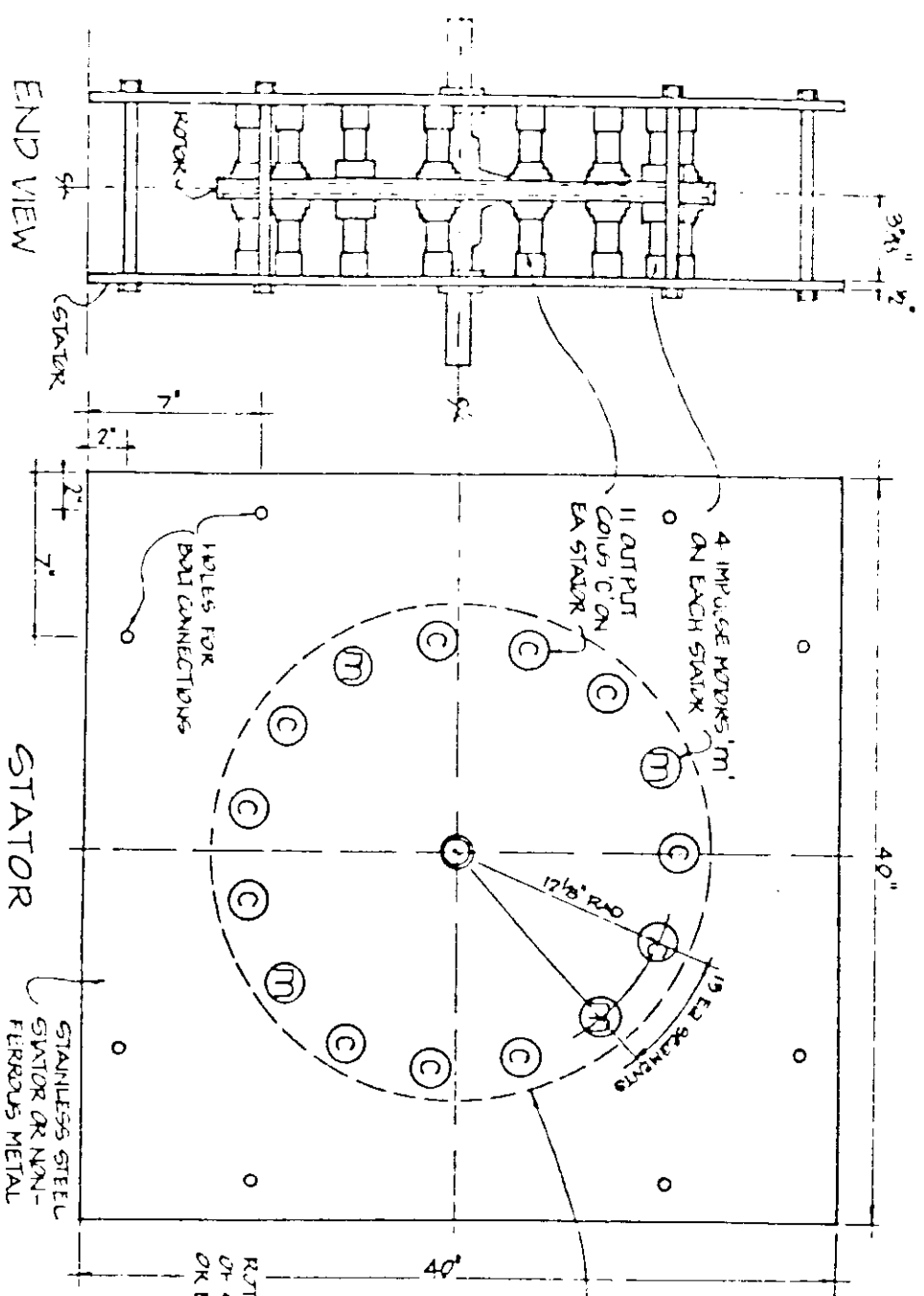
- STAINLESS STEEL ROTOR
- NDFeB MAGNETS LAMINATED IN ROTOR AT 16 POSITIONS
- HEAT SINKS W/MOUNTED FIELD EFFECT TRANSISTORS (FETS)
- THIN SHIELDED COAXIAL CABLE
- LINEAR RAMP GENERATOR
- COMPUTER RIBBON CABLE
- DECODE LOGIC FOR ENCODER WHEEL
- ENCODER READER
- ENCODER WHEEL
- STAINLESS STEEL STATOR OR ALUMINUM (NONE FERROUS)
- 1-IMPULSE MOTOR MOUNTED BEHIND
- ADJUSTING BOLTS
- C-COIL MOUNTED BEHIND

Canadian
Amplified
Magnetic
Propulsion
Systems



UNI-POLAR HIGH FREQUENCY MOTOR ALTERNATOR

DATE MODIFIED	APPROVED BY	DESIGNER
DATE JAN 87	<i>Bob Heilsoff</i>	
PRAN TECHNOLOGIES CORP		
PRACTICAL DESIGN SOLUTIONS		
SOMEONE REPRESENTATION		1 OF 3



HIGH FREQUENCY UNI-POLAR MOTOR ALTERNATIVE

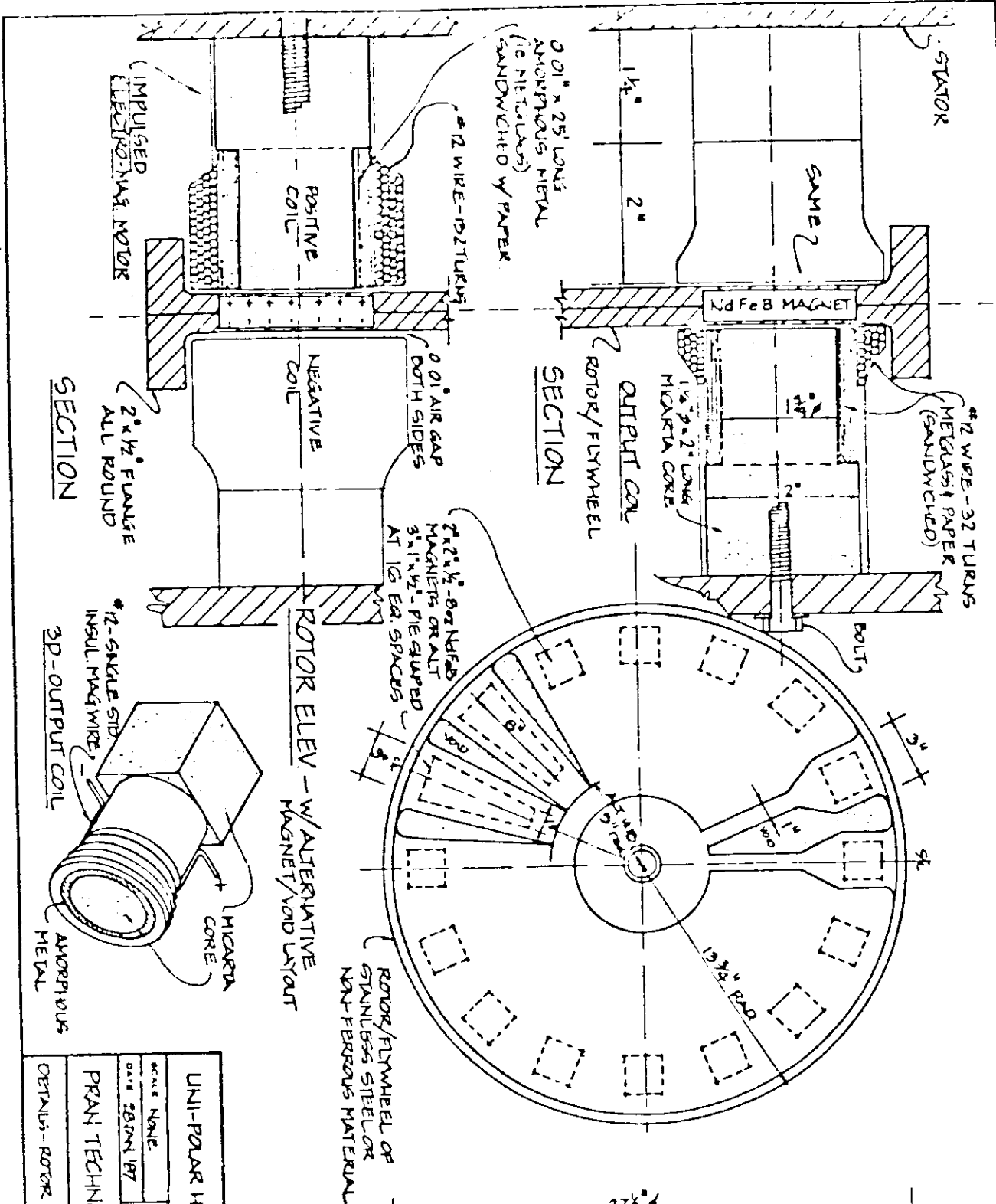
DESIGNED BY: *William J. Walker*

DATE: 20 JAN '81

ISSUED BY: *William J. Walker*

REVISIONS:

ISSANT & SIDE ELEV & ROTOR ELEV



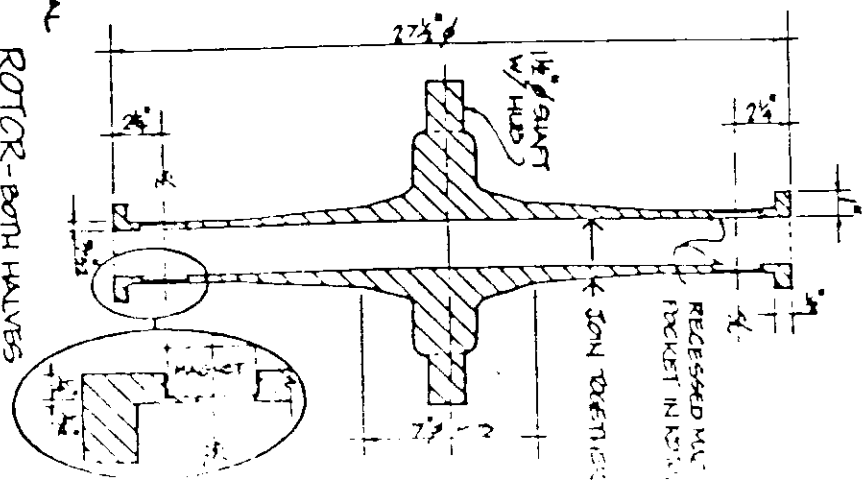
UNI-POLAR HIGH FREQUENCY MOTOR ALTERNATIVE

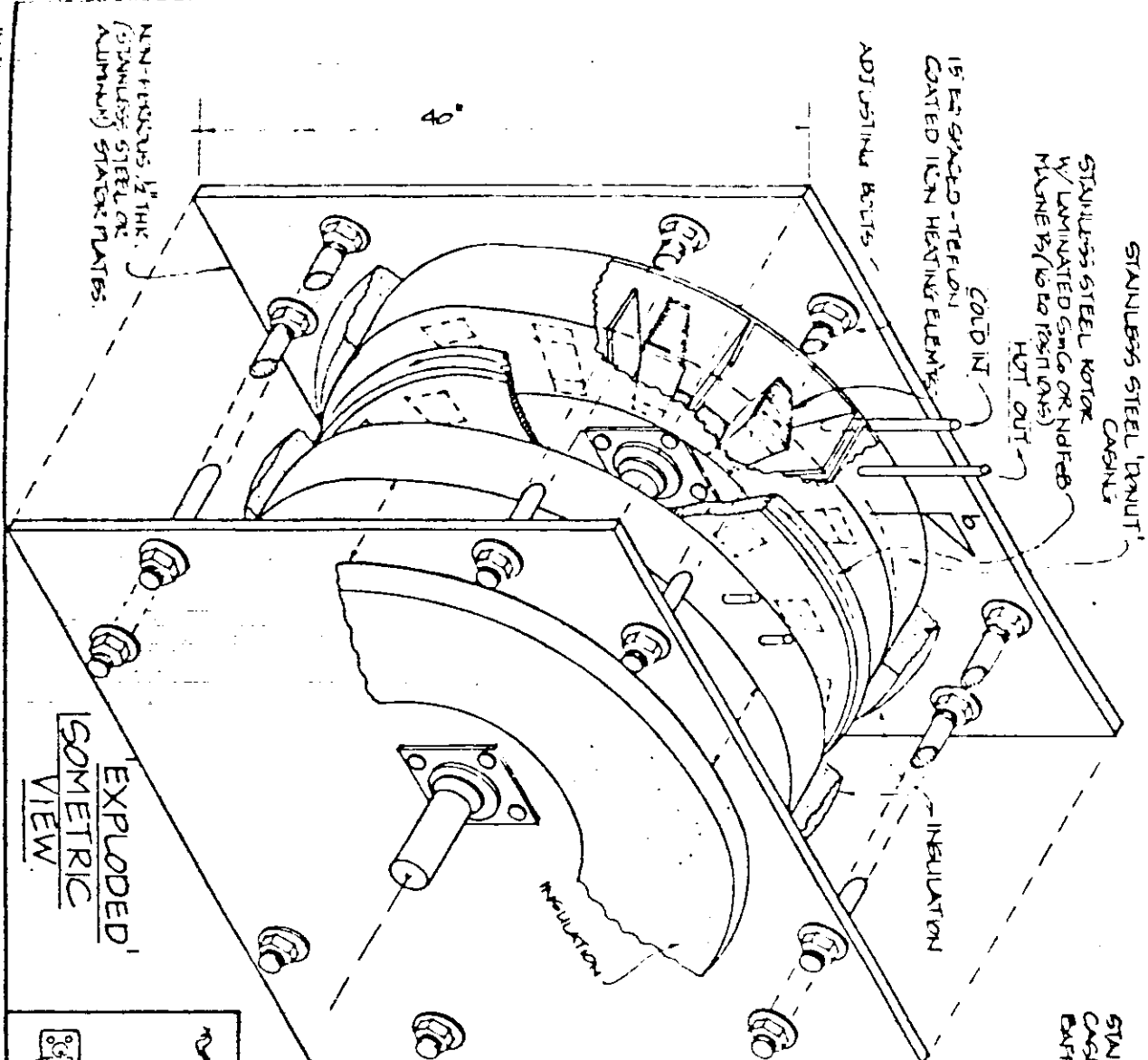
SCALE	DATE	APPROVED BY	DESIGNED BY
NONE	28 JAN 197	(Signature)	(Signature)

PRAN TECHNOLOGIES, CORP. PENTAGON BLDG. C-1

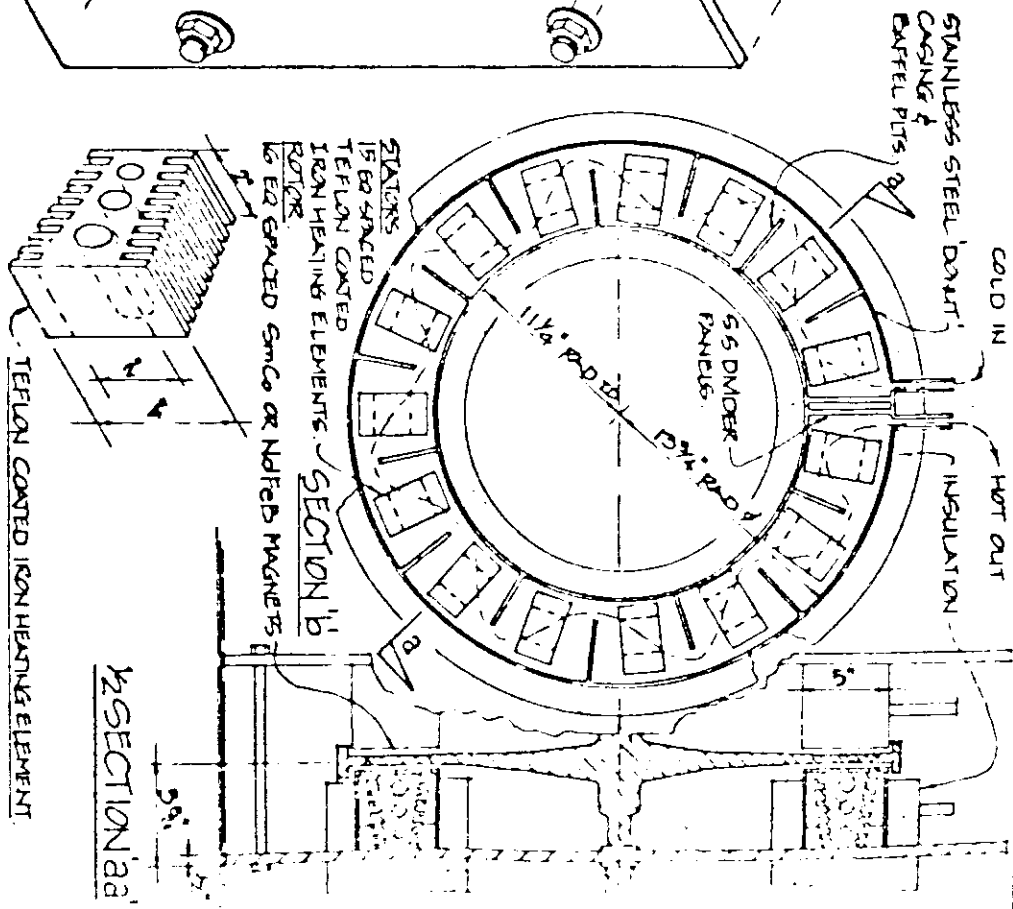
DETAILS - ROTOR, OUTPUT COIL & IMPULSE MOTOR

ROTOR - BOTH HALVES
SECTION





EXPLODED ISOMETRIC VIEW



SECTION 'a'

Canadian Amplified Magnetic Dispulsion Systems

PERMANENT MAGNET INDUCTION HEATING & COOLING SYSTEM	
DATE MADE	DATE ORDERED
DATE ZAVUNI '87	6/1/87
PRAN TECHNOLOGIES CORP.	
INDUCTION HEATING ELEMENTS CASING	
EXPLODED ISOMETRIC & SECTIONS	1 OF 1

DETERMINATION OF EFFICIENCY OF CANADIAN AMPLIFIED MAGNETIC PROPULSION SYSTEM (CAMPS) GENERATOR

DETERMINATION OF EFFICIENCY OF CANADIAN AMPLIFIED MAGNETIC PROPULSION SYSTEMS (CAMPS) GENERATOR

Dec. 22 '82

Introduction

The purpose of these tests was to determine the efficiency of a generator invented and developed by Mr. Bill Muller and Mr. Mark Brander. It was hoped, by the inventors, the machine would have an efficiency greater than or equal to 100%, and was claimed, with proper development, that it would. The tests were carried out by Mr. Jim Hoover and Mr. Garnet Scaman on behalf of NOVA, AN ALBERTA CORPORATION at the residence of the inventors in Penticton, B.C. on November 29 and 30, 1982.

Description of Generator

The generator consists of an aluminum rotor with 15 poles spaced equally apart and a stator with 16 poles also spaced equally apart. Rare-earth cobalt permanent magnets are used for the stator poles. The stator poles and windings are encased in an epoxy-type material. The generator is housed in an open aluminum frame.

For this series of tests, the generator was driven by a 3 HP Baldor single-phase motor.

tp/d-11

J. M. Hoover P. Eng
G. J. Scaman P. Eng

NOVA,
an Alberta
Corporation

Theory of Operation

As mentioned in the description, there are 16 equally spaced pairs of stator poles each of which has field windings and permanent cobalt magnets. The rotor has 15 equally spaced laminated iron paddles on the periphery. As the rotor turns, the rotor paddles progressively pass the pairs of stator poles and change the magnetic field intensities. These changes in magnetic field intensities induce voltages in the associated field windings. The difference in rotor-stator pole numbers results in 50% of the paddle being attracted in the direction of rotation and 50% in the opposite direction. The net consequences are as follows:

- (a) The 'ideal' hypothetical generator with no load and no eddy or hysteresis losses will require zero net torque and zero horsepower to operate.
- (b) If a load is applied to the pole windings, the resulting currents will be such that magnetic attraction will be reduced when a paddle is approaching a pole set and increased when leaving a pole set. In this way mechanical work is transferred proportionately to electrical work. This phenomenon obeys Faraday's law and Lenz's law of electromagnetic induction.
- (c) Losses in the form of eddy losses or hysteresis will affect magnetic field strength in a similar fashion to that of (b).

Test Procedure

The objective of the tests was to calculate the efficiency of the generator. To do this, power out as well as power into the generator had to be derived.

The motor and generator configuration used during the test is shown in the appendix. Note due to faulty coils on the generator stator, coils #8 and #9 were paralleled. A purely resistive heating element was used for load across the generator coils. All coils in the stator are electrically independent from each other. Therefore, a continuous heating element could be used across all coils as shown, without affecting the individual coil measurements.

Voltage and current for each coil was measured. Since the load is purely resistive, power factor will be unity and power can be obtained by multiplying voltage and current.

Voltage and current measurements were also taken on the input to the motor. The series resistor, across which V_1 is taken, is a small resistor in the order of 1 ohm, and is normally shorted out. However, when the input measurements were being taken, the short circuit across that resistor was removed. The reason for this is calculations can be performed using V_T , V_1 and V_2 to give an approximate verification of power factor. Power factor on the input to the motor is critical in the analysis.

Measurements were taken using a TIF Digital Power Probe clip-on ammeter and a Sanwa Volt-Ohm meter. These measurements were verified using similar equipment supplied by the inventors. Frequency was measured using a Data Precision Frequency Meter and waveform was observed using a Philips Dual-trace oscilloscope.

Complete sets of measurements were taken for three different loads as well as the open circuit and short circuit conditions. The motor was also disconnected from the generator and input measurements taken while the motor was running free.

Summary of Results

Because of a lack of confidence in the input current measurements, due to inaccuracies of the ammeter on one particular range, the power factor and efficiency curves versus load were obtained from the motor manufacturer. The input current on the no-load test was adjusted to correlate with the data given to us by the motor manufacturer. Input currents for all the other tests were adjusted accordingly. The degree of adjustments was confirmed by comparing the calculated power factors and the one supplied by the motor manufacturer.

Raw data obtained is included in the appendix. A summary of the tests is as follows:

<u>Test #</u>	<u>Power In (Watts)</u>	<u>Power Out (Watts)</u>
1	1235	247
2	1354	262
3	1089	177
4	833	(open circuit)
5	1114	(short circuit)
6	352	0

If the power into the motor during a no-load condition (Test #6) is subtracted from power into the motor during the other conditions, power into and out of the generator can be compared. The generator efficiency can then be calculated as follows:

$$\text{Generator Efficiency} = \frac{(\text{Power into Motor}) - (\text{Power into Unloaded Motor})}{(\text{Power out of Generator})}$$

Generator efficiencies for the load test are:

<u>Test #</u>	<u>Generator Efficiency</u>
1	.28
2	.26
3	.24

Waveform of the generator output was examined during Test #4. The output was a sine wave with little distortion and a frequency of 480 Hz.

Conclusions

Based on the test results, the generator does not have an efficiency greater than 100% and, indeed, does not approach 100%. It is believed significant losses due to eddy currents in the rotor and stator and overall frictional losses account for the low efficiency. It should be understood test conditions were less than ideal, however, it is felt this analysis gives a fair estimate of the generator's efficiency.

Recommendations

We believe a further reduction of the amount of metal in the machine and a increased use of laminations would significantly reduce eddy and hysteresis losses. Frictional losses will be lowered by utilizing greater control during the machine construction stage in order to reduce tolerances.

It is our belief, with the proper development, this machine could be a relatively high efficiency generator and be of a very simple construction. Note we do not believe efficiency will ever be greater than or equal to 100%. The attractiveness of the machine is in its simple construction. Because of its high frequency generation, it would probably be more useful if the output were rectified and employed as DC power. One application that comes to mind, because of the machine's simple construction, low starting torque and apparent independence on speed, is remote wind generation.

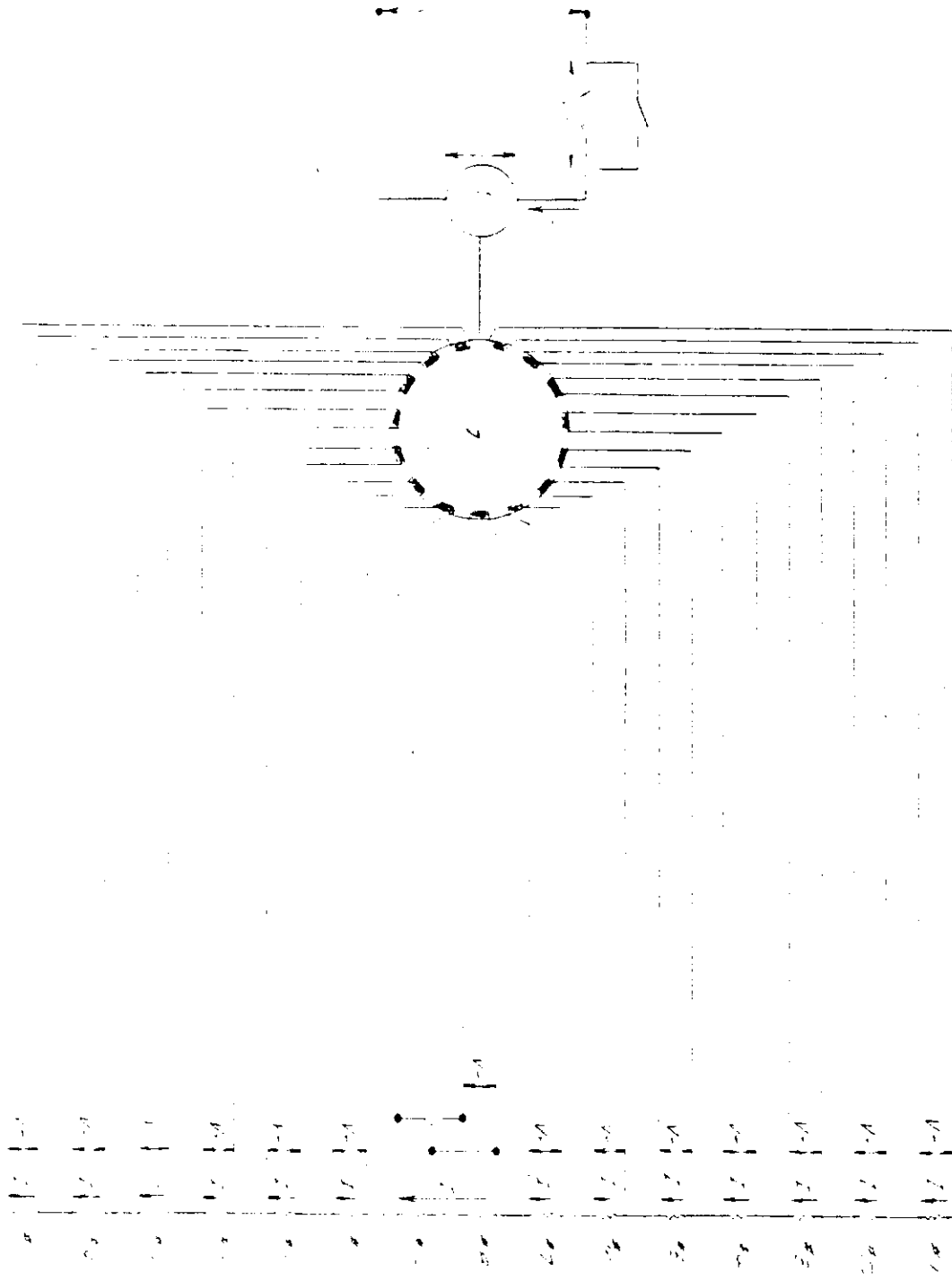
NOVA
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REVISIONS

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REVISIONS

DATE 82-11-30

CONFIGURATION :

TEST NO. 1

HEATING ELEMENT USED AS LOAD

LOAD	INPUT						OUTPUT						
	V _T	V ₁	V ₂	P.F.	I	P _T	V _T	V ₁	V ₂	P.F.	I	P _T	f
SEE NOTE BELOW	232	3.2	230	.55	12.0		1.8			1.0	4.0		480Hz
					9.76*	1235	2.2				7.0		
							3.2				8.0		
							2.2				7.0		
							3.2				10.0		
							2.0				6.0		
							3.2				9.0		
							2.0				5.0		
							2.0				5.0		
							3.0				7.5		
							3.0				7.0		
							2.6				6.0		
							2.8				6.0		
						2.6				5.0			

COMMENTS

*COLLECTED WITH MOTOR MANUFACTURER'S DATA

A HEATING ELEMENT WAS USED AS LOAD ACROSS ALL PHASES. AS THIS LOAD IS PURELY RESISTIVE, POWER FACTOR ON THE OUTPUT WILL BE 1.0 AND WAS NOT MEASURED. THE LOAD WAS USED AS A MEANS OF MEASURING OUTPUT POWER ONLY, THEREFORE LOAD MAGNITUDE WAS NOT RELEVANT AND NOT MEASURED.

REVISIONS

DRAWN BY

APPROVED BY

DATE APPROVED

NOVA
AN ALBERTA
CORPORATION



TITLE

NUMBER

DATE 82-11-30

CONFIGURATION :

TEST NO. 2

LOAD INCREASED FROM TEST #1

LOAD	INPUT						OUTPUT						
	V _T	V _I	V ₂	P.F.	I	P _T	V _T	V _I	V ₂	P.F.	I	P _T	f
	234	3.27	232	.58	12.3		3.2			1.0	4.0		480 Hz
					10.06*	1354	2.6				5.6		
							4.6				7.5		
							3.1				5.3		
							4.6				8.0		
							2.8				5.1		
							3.2				8.0		
							2.0				4.5		
							1.6				5.2		
							3.1				7.0		
							3.0				6.5		
							3.8				5.4		
							2.8				5.5		
							2.4				5.2		

COMMENTS

* CORRECTED WITH MOTOR MANUFACTURER'S DATA

REVISIONS

DRAWN BY

APPROVED BY

DATE

NOVA AN ALBERTA CORPORATION



TITLE

NUMBER

DATE 82-11-30

CONFIGURATION :

TEST NO. 3

LOAD DECREASED FROM TEST #1

LOAD	INPUT						OUTPUT						
	V _T	V _I	V ₂	P.F.	I	P _T	V _T	V _I	V ₂	P.F.	I	P _T	f
	232	3.11	230	.49	11.9		.8			1.0	4.1		480 Hz
					9.66*	1089	1.4				5.7		
							2.1				8.5		
							1.7				6.8		
							2.4				9.5		
							2.0				5.4		
							3.4				8.0		
							2.0				4.5		
							1.9				4.7		
							2.4				8.0		
							2.0				7.0		
							1.5				5.7		
							1.6				6.2		
							1.4				5.5		

COMMENTS

* CORRECTED WITH MOTOR MANUFACTURER'S DATA

REVISIONS

DRAWN BY

APPROVED BY

DATE APPROVED

NOVA AN ALBERTA CORPORATION



TITLE

NUMBER

DATE 82-11-30

CONFIGURATION :

TEST NO. 4

OPEN CIRCUIT

LOAD	INPUT						OUTPUT						
	V _T	V _I	V ₂	P.F.	I	P _T	V _T	V _I	V ₂	P.F.	I	P _T	f
	233	3.07	232	.39	11.45		8.8			1.0	0		48 HZ
					9.21*	833	10.0						
							10.5						
							8.4						
							10.4						
							7.5						
							10.5						
							8.7						
							11.0						
							9.8						
							7.8						
							8.9						
							8.0						
							9.8						

COMMENTS

* CORRECTED WITH MOTOR MANUFACTURER'S DATA

WAVEFORM WAS EXAMINED ON THE OSCILLOSCOPE DURING THIS TEST.

REVIEWS

DRAWN BY _____

APPROVED BY _____

DATE APPROVED _____

NOVA AN ALBERTA CORPORATION



TITLE _____

NUMBER _____

DATE 82-11-30

CONFIGURATION :

TEST NO. 5

SHORT CIRCUIT

LOAD	INPUT						OUTPUT						
	V _T	V _I	V ₂	P.F.	I	P _T	V _T	V _I	V ₂	P.F.	I	P _T	f
	235	3.14	233	.50	11.8		0			1.0	4.2		480Hz
					9.56*	1114					4.0		
											8.0		
											8.0		
											11.0		
											7.0		
											5.0		
											10.0		
											8.0		
											8.0		
											6.0		
											7.0		
											8.0		
											6.0		

COMMENTS

* CORRECTED WITH MOTOR MANUFACTURER'S DATA

REVISIONS

DRAWN BY

APPROVED BY

DATE

NOVA AN ALBERTA CORPORATION



TITLE

NUMBER

DATE 82-11-30

CONFIGURATION :

TEST NO. 6

NO LOAD ON MOTOR

LOAD	INPUT						OUTPUT						
	V _T	V _I	V ₂	P.F.	I	P _T	V _T	V _I	V ₂	P.F.	I	P _T	f
	240	2.90	239	.17	10.9 8.66*								

COMMENTS

* CORRECTED WITH MOTOR MANUFACTURER'S DATA

REVISIONS

DRAWN BY

APPROVED BY

DATE

APPROVED

NOVA AN ALBERTA CORPORATION



TITLE

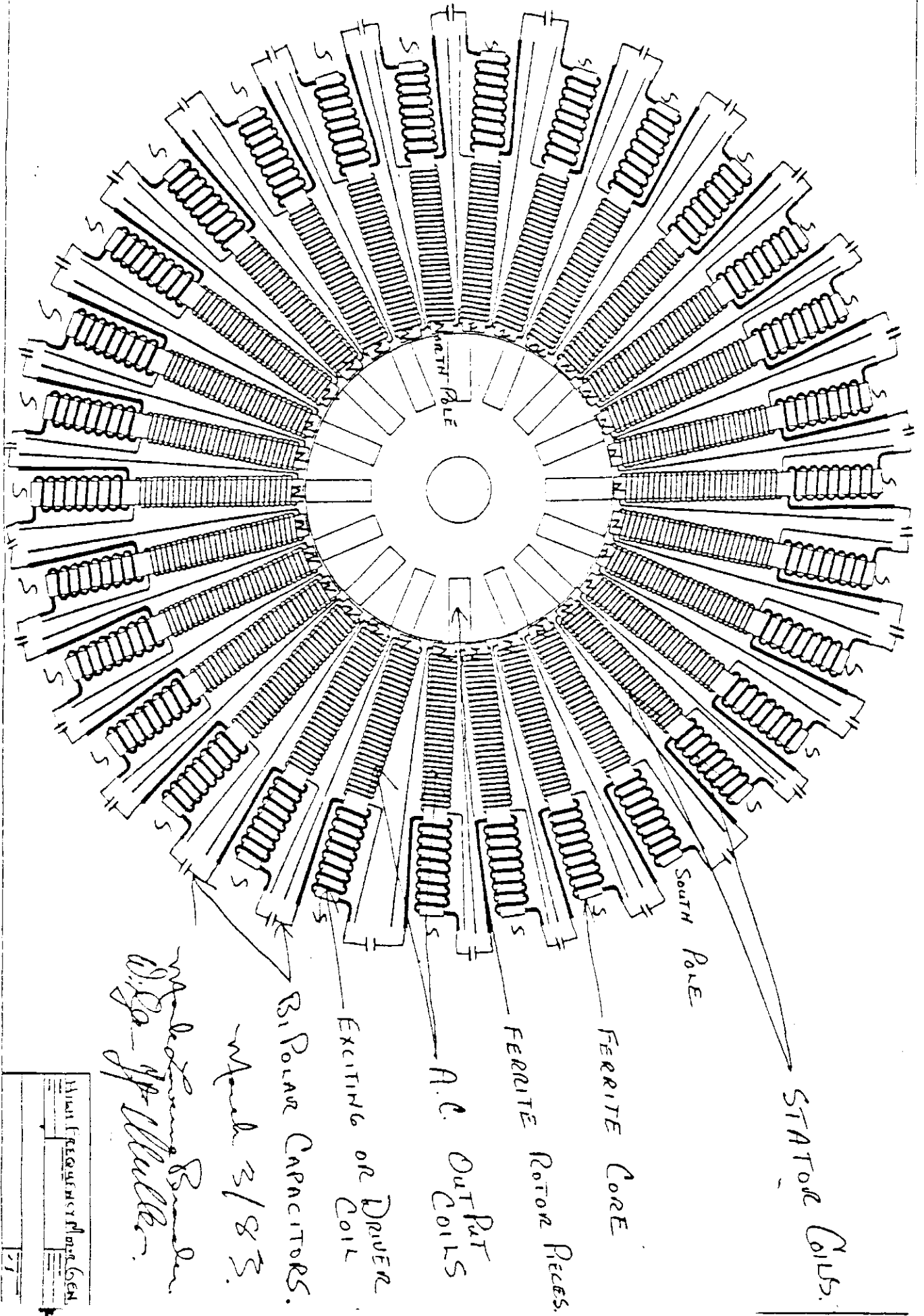
NUMBER

March 1, 1983

The disadvantage of an opposing field called the Back E.M.F. can be eliminated by not moving a magnet past a coil or a coil past a magnet as is described in U.S. Patent # granted to John Ecklin. The Ecklin design however does not have a very substantial output as it is limited to a minimal amount of Rotor Poles and Stator Coils because of the static pressure of the pole pieces wanting to attract to their respective magnets. We have been able to eliminate this pressure by increasing to an odd number a plurality of Stator Magnets positioned around an even number of Rotor Poles and thus creating a staggering of Stator Magnets and neutralizing magnetic pressure so that the rotor may turn freely with minimal effort. This is mentioned in caveat # 32,351 issued September 15, 1982.

Minimal hysteresis losses in the Rotor Poles is achieved by utilizing the same polarity of all Stator magnets, so that a complete magnetic change from North to South Poles does not occur thus eliminating half of a normal hysteresis loop that would occur should the Stator Magnets be polarized in an alternating north and south fashion.

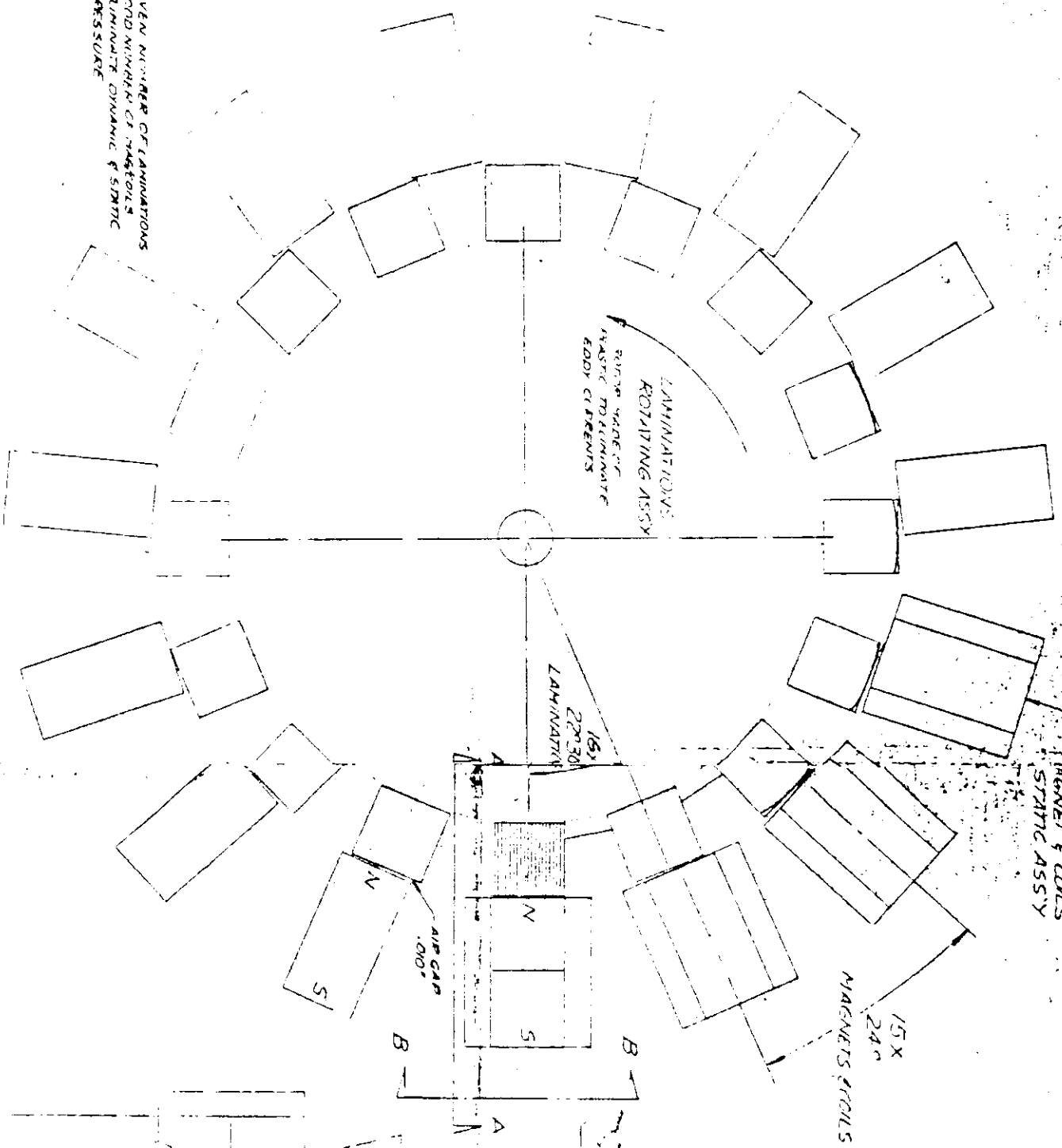
The unique design of the generator when constructed with electro magnets to the rear and beside each Stator Output Coil and connected in series with each other by means of bi-polar capacitors will also provide its own motive force. This occurs when the Stator Magnets are grouped close enough to each other at the rotors edge so that when a Rotor Pole has caused current to flow in an Exciting or Driving Coil on the rear of the Stator Magnet it can be transferred to the adjacent Driver Coil through a capacitor and thus causing a movement of the rotor. The rotor has to be initially rotated and the Exciting Coils momentarily energized to permit internal motive force to begin. The rotor can initially be brought to speed by utilizing Micro Processors and Micro Switches suitably programmed to use the Output Coils to act as motor windings and then turn them back into Output Coils. The Driver Coils can be momentarily energized by discharging an appropriate D. C. capacitor into the Exciting Coils, by means of Diodes connected in series between all Drivers.



W. J. Miller
March 3/83.

MOTOR FREQUENCY RANGE GEN.	

EVEN NUMBER OF LAMINATIONS
 AND NUMBER OF MAGNETS
 ELIMINATE DYNAMIC & STATIC
 PRESSURE

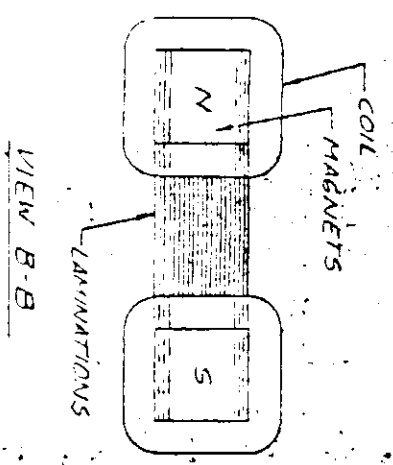
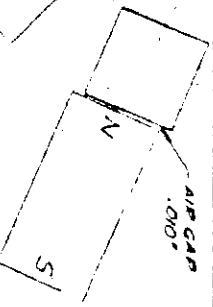


MAGNET & COILS
 STATIC ASSY

MAGNETS & COILS
 15 X 24°

LAMINATION
 22930 (15)

AIR GAP
 .010"



GENERATOR
 MILLER

MAGNETS-ALNICO TYPE HIGH PURITY
 OR SANDWICH TYPE
 MAGNETS 1 X 1" X .021" TO .022"

COILS-250TC ONE AREA COILS
 FROM COILS TO MAGNETS
 SO COILS ARE IN

LAMINATIONS
 1/2" X 1/4"
 ROTOR
 (PLASTIC)

1 1/2" X 1/4"

PLEASE NOTICE;

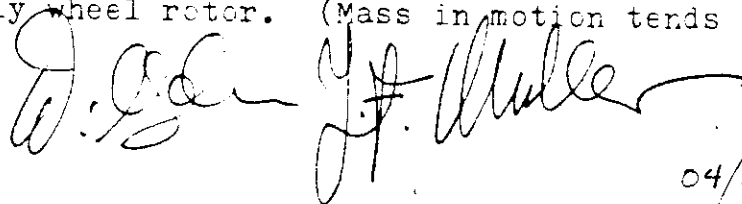
No recommendation was given by NOVA on the coil's size and number of turns.

Our generator has guess wound 200-250 turns of #16 wire which is not an optimum coil. The best coil output was read at 15 volts, 10 amps which is 150 watt power. That means if we calculate the proper coil winding and size it should increase the output substantially. Wire size and coil turns and coil numbers and cores can produce any output desired.

We beleive that conventional generator coil windings that make a flux change through a 8,000 B(gauss) magnet, could be turns of any size wire on a one inch cobalt magnetic core that is the standard norm.

It would create the optimum amperage and voltage output if we adheared to the conventional generator coil's output!

No reference to Newton's Law was made on Kinetic Energy stored in a fly wheel rotor. (Mass in motion tends to stay in motion)



04/24/83

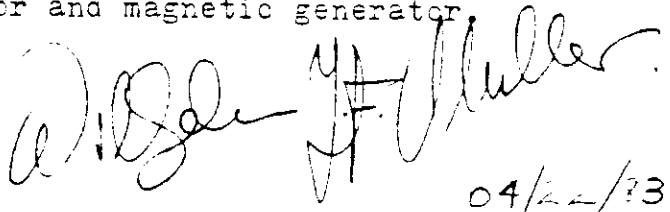
GENERAL EXPLANATION

Permanent and/or electro magnetically imbalanced infinite laminated even iron segments around a rotor, stationary uneven magnets and coils.

SIMPLE OR MULTIPLE DOUBLE RETURNING HELIX
IN ALL RELUCTANCE MOTORS AND/OR GENERATORS

Magnetic elimination around a shaft is explained for all non reluctant motor generators which is achieved by employing an even number of rotor segments and an uneven number of stationary permanent and/or electro magnets and coils. Therefore, magnetically eliminating all static and dynamic pressure on all reluctant motor generators, in a forward and returning helix properly spaced around, and/or along, shafts or spindles of cobalt, and/or electro magnets, and/or air bearings in a turbine rotary fashion.

Odd and even, indefinitely returning gives you a zero torque input, and this is achieved by unequalizing magnetic pressures, called magnetic motor and magnetic generator.


04/22/73

REFER TO:

Fischer Electronics Co., Engineering Report
Drawings One and Two
Encl., Letter, Resume, and Drawings

THE ROTOR EXPLAINED

The rotor has even segments of fine laminations of brass and iron alternately and/or other magnetic materials, would dampen the eddie currents and hysteresis. These segments are imbedded in a non-magnetic or non-conductive material.

The rotor can be in any direction indefinitely, along an axel, vertical or horizontal, or any combination thereof.

Rotor core material should be EQUAL in mass to the material of stator coils in a returning helix.

The purpose of the rotor is to pump magnetic flux changes through coils.

D. G. Y. Miller
04/22/83

Kenetic Energy is stored in the fly wheel rotor assembly at any size. Circumfrences responds proportionately to mass and speed. (Apply Newton's Laws of Physics)

Motor force - no more torque input necessary.

D. G. Y. Miller
04/22/83

THE GENERATOR COILS AND
HOW THEY ARE POSITIONED

Wire should be wound in the proper direction, turns and size equal to coils of conventional generators around a core material of cobalt rare earth magnets charged to the amount of 8-10,000 B(gauss) or Hci 16-18,000 Ce, or of an electro magnetic nature at any volume B(gauss).

Using an odd number of A.C. coils, wound on magnetic cores, they are then placed around an even numbered iron and brass segmented rotor. In the parisphere of a rotor; gyroscopic, cylindrical, linear, elliptical, horizontal, vertical, spherical, cone shaped, diamond shaped, or ringed and/or any combination thereof.

W. G. J. H. H. H.

04/22/83

REFER TO:

An Elementary Book on Electricity and Magnetism and Their Applications.
Norwood Press / J.S. Cushing & Co. - Berwick & Smith / Norwood Mass., U.S.A.
The MacMillan Company; London: MacMillan & Co., Ltd. / Copyright 1902
Page 139 / 1st Paragraph / Chapter 10 / Faraday's & Lenz's Law

NOVA's Determination of Efficiency of Canadian Amplified Magnetic Propulsion Systems (CAMPS) Generator.
Page 2 - Theory of Operation / Paragraph B.

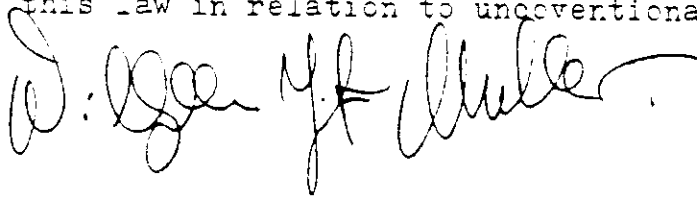
Physics Parts I & II / Authors, David Halliday & Robert Resnick
John Wiley & Sons, Inc. - New York - London - Sydney / copyright 1960, 1962, 1966.
Page 874 / Chapter 35 / Faraday's Law / 3rd Paragraph

TO EXPLAIN ANY FLUX CHANGE

(FARADAY & LENZ'S LAW)

Making a flux change in ANY manner in a magnetic field, that is, not moving a magnet or a coil. We make our flux change by moving segmented iron or ferrite material, and set up corresponding magnetic field in a coil that is energized by a flux change, does not seem to explain the back E.M.F., when we are in the same direction with the output coils. As the permanent magnet which is stationary and when our flux change comes through the coil and we short circuit it, it will only make the magnet stronger!, but not opposing. These two sentences of Faraday and Henry on page 139 are in paradox with each other because the back E.M.F. only occurs when we move a magnet or a coil, or the coil is wound in the wrong direction on a magnet.

Please investigate this law in relation to unconventional generators and motors.



BACK E.M.F. IN COILS

Back E.M.F. is explained away by NOT moving a magnet through a coil or a coil through a magnetic field. Therefore we make a flux change by rotating laminated iron and brass segments and/or other magnetic materials, only past a coil on a magnet, stationary on the outside of the rotor. The electrical current produced in the coil while the flux change has taken place with a moving rotor, is in the same direction as the original permanent magnetic flux direction which it is on. Therefore, they are NOT opposing, as in a conventional dynamic generator. (DIRECTIONAL Electron Motor Force)

To any change, which refers to making electricity by flux change any way you want, does not apply to the word any, only to the statement of moving a magnet through, or past a coil. Contradicting itself.

W. G. H. Miller
04/22/83

THE ELECTRO MAGNETIC MOTOR

COILS EXPLAINED

4-22-83

Two coils on each core (one A.C. - one D.C.) self energized controlled by micro processors and/or others, capacitor discharge which in turn will give us magnetizm on the core, which in turn will give us pulsed magnetic rotation of the rotor.

W. G. H. Miller

Test- results of the
Muller- generator in Canada
Aug./Sept. 87

Recd 10/5/87

NEWS RELEASE

For the past eight months Active Marketing Ltd. has supported the development of a magnetic generator by Mr. Wilhelm Muller of the country Canada.

Prior to Active Marketing's involvement many prominent scientists from around the world had viewed Muller's technology and expressed tremendous optimism that over unity could be achieved if the project was properly funded.

To this aim Active Marketing provided funding and professional personnel required to determine the feasibility of the technology. Funding for the project exceeded one million dollars.

The machine was constructed in accordance to Mr. Muller's wishes with state of the art componentry. Extensive testing was conducted by Mr. Charles Clark (Chief Scientific Officer) and his staff. A general outline of the results is provided below:

..... Two Muller homopolar generators employing the odd/even principle were tested during the month of August, 1987. The first configuration consisted of 16 Neodymium-Iron-Boron magnets and 30 copper wire electrical coils (15 per side) for the generation of electrical output power. The second configuration was a smaller wheel using 8 Samarium-Cobalt magnets and 7 aluminum heat exchanger coils for inductively heating water or similar fluids.

Both AC and DC drive motors were used to provide the input power needed to maintain a rotor speed of 2000 to 3000 RPM. A DC output rectifier capable of 18 KW was designed, fabricated and tested on the generator configuration. Additionally a solid state DC pulse motor was constructed using four driver coils and the 16 rotor magnets to power the electrical generator.

The test equipment used to verify performance, consisted of a Hitachi dual trace 60 MHz oscilloscope, a Fluke RMS volt meter, and an Amprobe-1000 AC/DC hall effect ampere meter.

Over thirty tests were concluded with the electric generator. The output coils were matched electrically in pairs prior to testing to maximize power output and minimize pulse transient losses. Both DC rectified and AC output power measurements were conducted using varied non-inductive test loads. Input power was corrected for power factor while using AC drive motors. The results of the tests revealed a maximum output to input power ratio of 0.56 for both AC and DC rectified measurements. Testing with the solid state pulse motor was not successful due to extensive transient spikes produced by the collapsing magnetic field in the driver coils. Presently the solid state system is being replaced by a more conventional brush and commutator system.

Fifteen tests were completed with the induction heating configuration. Transient as well as steady state tests were conducted. Results indicated that the design runs near unity during the transient test. However, the accuracy of the data is suspect since startup motor work could not be integrated to accurately determine input power. Steady state tests indicated output to input ratios ranging from 0.56 to 0.66, slightly higher than the generator testing. The induction machine was also run with an even amount of poles and magnets. Starting torque was significantly increased with the extra pole indicating an advantage with the odd/even principle during startup. However, once running the output/input power ratio was the same.

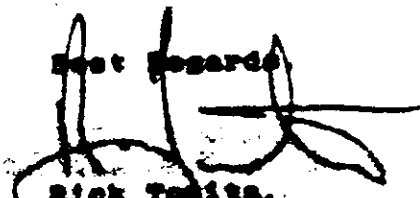
In conclusion the present system as configured does not operate over-unity and the odd/even principal does not prove to be beneficial during continuous operation.

Based on the above results, Active Marketing has suspended funding for the project until further scientific evidence indicates the technology can be developed successfully.

Active Marketing Ltd. would like to express their sincere appreciation to the many scientists and the hundreds of individuals who expressed support for the project. The above individuals were from every major area of the world.

In closing, I would like to express my gratitude to the many businessmen and governments from around the world who were prepared to standby to develop the technology if proven successful. The majority of these businessmen and governments became involved based on the credibility of the individuals behind Active Marketing and their past business experiences. Thank you for your open mindedness, confidence and support.

Best regards,



Rick Tehta.
Associate/Active Marketing
Ltd.

Scientists Express Amazement at Muller Demonstration

Copyright © 1990 by Jeane Manning

"You're violating the Laws of Conservation of Energy," a scientist from Maryland exclaimed to Bill Muller of Penticton, B.C., Canada. He was among a group of participants, at the Society for Scientific Exploration (SSE) meeting in August, gathered around a small experimental apparatus. It was sitting on the sidewalk outside a building on the Stanford University campus, where the SSE meeting was held.

The small-scale experiment had been devised by Muller to test what is happening in his larger machine. The experimental apparatus contained two of the specially-wound "driver" coils (which go into Muller's magnet motor) stacked face-to-face, two electrolytic capacitors and a full wave bridge for DC (direct current), all on a strip of Plexiglas.

The researchers had brought testing equipment — a multimeter and current probe — and showed onlookers what happened when the cord on the apparatus was plugged into an electrical outlet outside the building.

The equipment showed 2.9 amperes of the 115-volt current going into the little demonstration apparatus. Multiplied, that means the input was 333.5 watts AC. But the output was measured at 2.5 amps and 153 volts — 382.5 watts DC — which caused head-scratching and amazement among SSE members and guests.

Muller and his engineer Gerald Diel came up with the experiment in order to prove that the materials they use do "boost" — or in other words amplify — the power flowing through them. Usually the power comes from the process of moving super-powerful magnets past the special coils, the researchers explain. The experiment was to try using

AC (alternating current) on a lineup of components, instead of having the magnets passing by the coils.

Eliminates Core Losses

The materials include amorphous metal cores inside the coils. Muller was one of the first independent researchers to work with amorphous metals, otherwise known as metallic glasses. The alloy was developed to cut down on heat losses in transformers for utility companies. In Muller's machine, the benefit is that the amorphous-metal core doesn't oppose the next oncoming magnet.

Muller invented the brushless magnet motor and generator in which a flywheel rotates super strong magnets, spaced along its periphery, past coils containing amorphous metal cores. The machine contains an odd-number/ even-number configuration of poles/magnets so that the wheel is never stuck in one position. Over the years Muller refined his concept into a sophisticated device that has no static (stopped) position and therefore turns easily despite the powerful holding force of the new magnets. A further refinement has been the addition of an electromagnet which periodically kicks a flywheel magnet forward just after it passes the electromagnet. This split-second timing is done by electronic

switching: a microprocessor controls the process of flashing current into the coil which then briefly becomes an activated electromagnet, of a polarity to repel the flywheel magnet and this keeps the wheel rolling.

Displayed Magnet Motor

When Bill and Ilona Muller and Muller Technologies engineer Gerald Diel were invited to the SSE meeting, they in turn asked associates in California, Ray Camaano and James Warthan, to bring a sample of the Muller motor/generator.

Driving a van from their homes in San Jose to Stanford, Camaano and Warthan hauled the 80-pound version which they had built. The van was parked near the SSE meeting place, and there Muller and associates demonstrated their hardware to scores of SSE participants, in small groups.

Regarding whether his machine can be both a motor and a generator at the same time, Muller says, "ultra-fast switching ability — nanosecond timing" is a key to its being both. It can "generate when a magnet approaches a coil, and "motor" as the magnet passes the coils. A computer controls when the device is operating as a motor turning its shaft, and when it is generating electricity. The generated electricity is stored momentarily in capacitors to be used when the machine switches to being a motor.

Muller said his own machine has tested at between eight to one and five to one "over unity" (more power out than goes into a device).

What about the machine demonstrated to SSE participants? Is it "over unity"? Camaano replied that the Muller model reproduced in San Jose by himself and Warthan "hasn't been tested under load. But Bill's (machine) has."

San Jose Innovators Design New Machine

Copyright © 1990 by Jeane Manning

Could a "free energy" car be approaching over the horizon? At the Society for Scientific Exploration meeting, raum & zeit interviewed two Californians who said they believe they could, in less than a year, build a Muller magnet motor to power a vehicle.

Ray Camaano and James Warthan of San Jose have already built a version of the motor/generator, in cooperation with its inventor, Bill Muller of Penticton, B.C., Canada. When Muller was invited to the SSE meeting, he asked his two San Jose associates to bring their machine to Stanford. Otherwise, Muller would have had to transport his own demonstration model through the bureaucracy of the international border.

Camaano, a 27 year old machinist/mechanic, and Warthan, a 45 year old computer programmer, say they would be only about six months away from running a car with the magnet motor "if we had the funds." They figure they need \$20,000 to carry out their plan of powering a standard VW Rabbit pickup with a device that any auto mechanic could install into a vehicle in a day or two.

"We could have two batteries — one that the magnet motor-generator charges and one that it runs off of." Timing would be controlled by a microprocessor control circuit. "Braking the car to a dead stop would be no problem," Camaano says. "The coils would act as brakes." A "cogging effect" would slow down the car. As in the incurrent machine, the microprocessor would switch the motor/generator to the generator mode, inducing a braking effect known as "regenerative braking" on the car.

Microprocessor Control Circuit

The switching is controlled by a mi-

croprocessor control circuit which receives data from an optical encoder as to the magnet/coil pair relationships, then activates mosfet (metal oxide silicon field effect transistor) switches to energize the electromagnets.

Regarding the Muller magnet motor, which uses powerful neodymium-iron-boron permanent magnets, Camaano says, "We're harnessing vortexes." He also commented on matching capacitance and inductance, and tuned circuits: "Tesla did almost everything with resonant circuits. When you make a magnetic field resonate, the power of the field goes way up."

So far the San Jose duo has spent thousands of dollars on researching and building the machine. On their wish-list is a \$5,000 dynameter for testing. Realistically, however, their next purchase was to be the new mosfets which can handle 1,000 volts at 50 amps. The powerful magnets, inducing current as they turn past the coils, are responsible for spikes of current which previously burned out components before the new mosfets were available and protection devices used.

Their microprocessor control circuit was designed and developed by Jack Masterman for Light Engineering (Camaano and Warthan's company), and the prototype control unit was developed by the same company.

The microprocessor can be interfaced with a personal computer, Camaano explains. "Through the personal computer we can control all functions

of the motor/generator while it is running. Therefore, duty cycle, timing advance, motor/generator mode are all adjustable while the machine is running — a feat that is impossible for conventional commutators!"

"The status of all functions can be continuously monitored by the personal computer, and once the optimum operating parameters are established, this data can be permanently programmed into the microprocessor for production models."

The two researchers say that powering a car would be fairly straight-forward. The existing clutch, flywheel and transmission can be used. "An adapter plate would need to be made to mount the motor to the transmission, and the shaft of the motor would need to be machined to accept the existing flywheel. Motor speed can also be controlled by microprocessor."

"Then we would have a free energy electric car!"

On Oct. 15, 1990, the innovators from San Jose gave raum & zeit a further update on activities of Light Engineering: "We have a new motor/generator under construction that utilizes all the principles we know of, and should produce free energy ratios far in excess of that which is known at this time. We are using twin counter-rotating discs, with the motor section down toward the center of the discs and the generating section out on the periphery.

"What is required to generate power is a fluctuating magnetic field. The conventional way to generate electricity is by moving magnets past coils. The problem with this is that the more power you take out of the generator, the more torque is required to turn the shaft, due to Lenz's law. What happens is, the coil repels the magnet coming in, and holds onto it going away (in a

Energy Conference Reports

Researchers Share Information

Muller has cooperated long distance by sharing information with the two San Jose men as they built their model of his motor. Both the Canadians and the Californians are experimenting to find the best balance between voltage and amperage for doing work, Camaano said. He and Warthan have built coils in which they aim for higher voltage and lower amperage. "Maybe 100 volts at ten amps."

In the Muller motor/generator model they took to Stanford, the San Jose researchers were using fewer magnets — eight magnets turning past seven coils — in their flywheel than Muller. As they learned from Muller, Camaano and Warthan were using neodymium-iron-boron (NdFeB) magnets, of a size two inches square and one inch thick, which Camaano said are 37 megagauss in strength. This means, said Muller, that each magnet has a holding force of 2,000 times its own weight.

Over the years of his research, Muller has informed thousands of people that a permanent magnet is a perpetual energy source, carrying "enormous ampere pressures within itself." Unlike a battery, the new breed of super-powerful permanent magnet doesn't lose strength over decades, or with use.

Muller Educates

As for the Law of Conservation of Energy, Muller joins leading-edge physicists in describing the universe as an open system. A more-output-than-input device would break the Law if operating within a closed system. In addition to new materials such as permanent magnets and amorphous metals making it possible for Muller to do what formerly was not possible, new advancements in electronics also

make new machines feasible. High current can be switched in whatever direction desired, Muller explains, "so we are now able to construct permanent magnet motors, large or small, that are also generators at the same time."

"We can now direct back motive forces — that are normally against the magnet — back into the same direction as the motor. Without the use of brushes."

Muller began his career as an electromechanic for the giant Siemens electrical company of West Germany, with training in high-frequency work. Later challenges included bringing power to mines in northern Canada, and then starting his own appliance repair business in British Columbia. His experimentation with magnets goes back to 1966.

Increasing Recognition

August of 1990 was a step forward in public recognition of Muller Technologies. Muller is still receiving letters and phone calls from people who saw his demonstrations at Stanford and, on August 11 and 12, at the Solar Energy Expo and Rally (SEER) in Willits, California. Muller made two of those letters available to **raum&zeit**.

For example, one scientist with a Ph.D., director of a center for leading-edge research, wrote Muller: "... I was impressed with your demonstrations at the SSE meeting this August."

An engineer from Berkeley writes to Muller: "... about your fantastic machine. The simplicity of hardware coupled with complexity of control makes your dynamo approach the design of nature."

Ilona Muller reports that at the Solar Energy Exposition, they showed the Muller motor-generator to many solar

car innovators (including those with the Stanford University car, which, incidentally, won first prize). At the SEER gathering "we also met with Dr. Kincheloe again." Dr. Robert Kincheloe is a Stanford University researcher who has in the past demonstrated willingness to examine selected unorthodox energy-generating hardware.

Say
NO!
to
DRUGS

it's
such
an
easy
word

NO!

Energy Conference Reports

conventional design)."

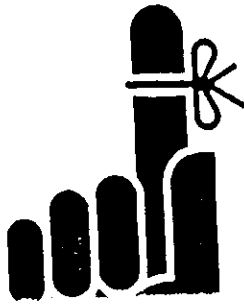
"Our new machine does not do this. We keep the magnets and coils stationary in relationship to each other, and move Metglas (amorphous metal) pole pieces in between, thus causing a fluctuating magnetic field which in turn

produces power. But very little torque is required to generate power with this design.

"The motoring section is unique also. We have an arrangement of permanent magnets that produce a slight motoring effect, and we only use very

little current to enhance the motoring of the discs."

"It is computer-controlled and the circuits are now in development and should be completed within two months."



Just a

Energy Conference Reports

Researchers Share Information

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