The George Gray Motor Concept

Magnetic Impulse Repulsion Motor

The motor concept described in this document is hereby presented as an open source gift to all people by its Australian born inventor George Seymour Gray who first thought of this idea in 1955.

The accompanying drawings are also presented as a gift to all people by Colombian born Carlos Elkin Hernandez.

I George Seymour Gray hereby donate this technology to all people in all countries and territories of the Earth and it may not be patented by any individual or corporation or group of people. It must be understood that there are many other ways of constructing and using this technology by those skilled in the art and all these methods may be used by all people of the Earth.

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This information is for anyone to use and discuss with others about exactly how this concept can be improved.

This information is only provided to give a rough concept to all people who are seeking free energy for mankind.

All coils will probably need to be air core coils. If iron cores are used they will not have time to lose their magnetism and will repel the next approaching coil.

The shape of the neo magnets is very important in the build up and collapse of the coils. **Everything must be sharp and quick.** Without sharp spikes there will be no high voltage in the secondary coils of the main poles, which must be high voltage low current.

Without high voltage and sharp spikes the aether will not provide free energy.

Solid state components, which were not common in 1955 such as transistors etc., may be used for quick collapse of coils just as they are used in ignition coil circuits for cars; or magnetic switching can be used.

The attitude of the coils and whether the neo magnets pass the faces of the coils or only one side of the coils is important. This is an important point to think about when considering Faraday's Law and the Lenz effect. The coils

may have to be vertical so that the permanent magnet only passes one side rather than pass the face.

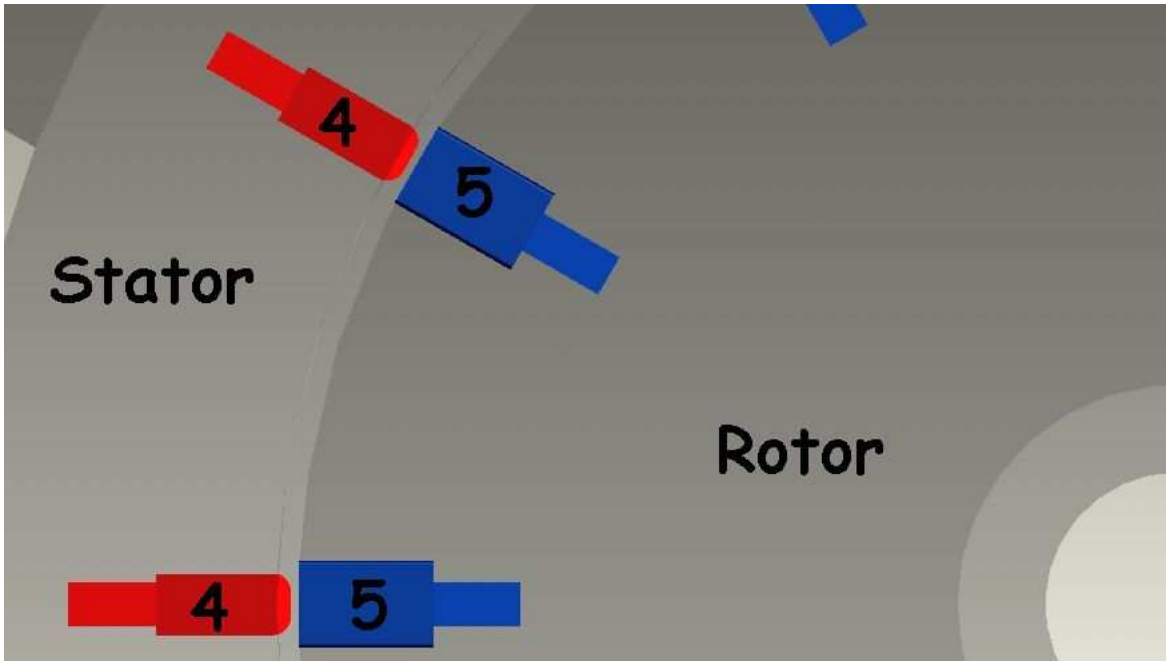
We will now discuss coils in the singular instead of plural.

When passing the face of a primary coil where there will be produced an opposing pole either North or South depending on how it is set up, the primary coil must be collapsed before Lenz can have a detrimental effect, unless the starting motor brings the GGM (George Gray Motor) up to speed and overpowers Faraday's Law and the Lenz effect.

Solid state monitoring of Lenz can be achieved by sensitive components and the primary coil can then be collapsed at the best time to achieve the sharp collapse. The primary coil must stay collapsed (circuit broken) so that no attraction pole can be made as the permanent magnet leaves or passes. The permanent magnet must be able to pass by without being pulled back, and if not, the great power produced by the repulsion of the main coils when the motor is up to speed will overpower the pulling back effect.

The collapse of the primary coil produces the induced high voltage in the main high voltage coil.

Below is a view of a stationary red neo permanent magnet (4) in the stator and one part of a blue primary winding (5) of a transformer on the rotor. The unseen other part of the primary winding (5) is wound about the winding of its related secondary high voltage coil (6) on the rotor. Magnet and coil shapes will be different from that shown.



Let us now consider that the permanent magnet (4) passes the face of the primary coil (5) and not the side of the primary coil (5). The starting motor would be necessary to achieve this.

As the rotor rotates the leading side of its primary winding (5) past the permanent magnet (4) in the stator, the primary winding (5) is excited in one polarity and collapsed, and as the lagging side of its primary winding (5) passes the same permanent magnet (4) in the stator it is then excited and collapsed in the opposite polarity.

Each time the leading side of the primary winding (5) on the rotor is excited and collapsed, there is induced in its related secondary coil (6) on the rotor a high voltage, which then collapses.

Each time the lagging side of the primary winding (5) on the rotor is excited and collapsed there is induced in its related secondary coil (6) on the rotor a high voltage of reverse polarity, which then collapses.

The polarity of the secondary high voltage coil (6) is changed in harmony with the changing polarity of the primary winding (5) as the permanent magnet (4) passes its leading and lagging sides. (If the Faraday and Lenz effects cannot be overcome, **one side only** of the coil may have to pass by the magnet)

This operation produces a repulsion of the opposing secondary high voltage coils (3 and 6) of both the stator and the rotor when the same thing happens with the permanent magnet (1) on the rotor, which excites and collapses the primary winding (2) in the stator.

Every time an excited high voltage coil (3 and 6) collapses it receives a magnetic spike of free energy from the aether resulting in a greater repulsion between the high voltage windings (3 and 6) of the stator and rotor.

The GGM (George Gray Motor) is then a Magnetic Impulse Repulsion Motor.

There must be a plurality of permanent magnets and associated coils.

The permanent magnets are on the rotor and the stator at opposite ends of the motor, for example, the permanent magnets (1) on the rotor might be at the West end of the motor and the permanent magnets (4) in the stator at the East end of the motor or the other way round.

There are 12 permanents magnets (4) in the stator, which excite 12 primary windings (5) and in turn 12 secondary high voltage windings (6) on the rotor.

There are 12 permanent magnets (1) on the rotor, which excite 12 primary windings (2) and 12 secondary high voltage windings (3) in the stator.

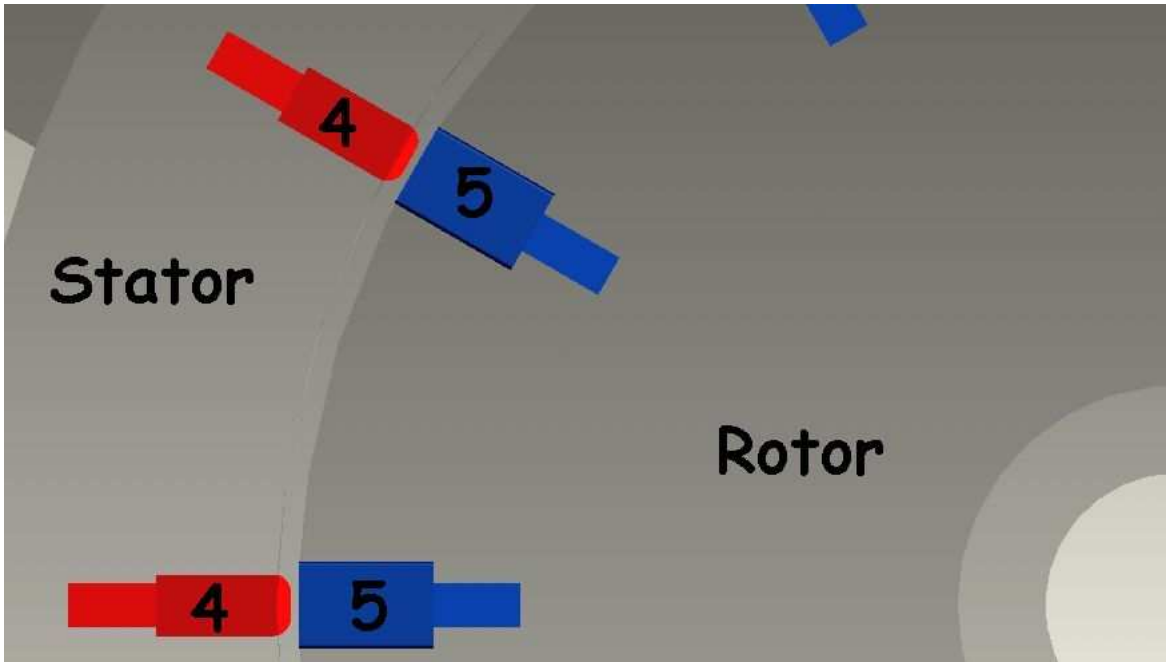
The motor must be run up to a certain speed with a starter motor and once running with a suitable flywheel, no external power source or battery is required as the great power produced by the repulsion of the high voltage

secondary windings (3 and 6) in the stator and on the rotor is much more than enough to overcome Faraday's Law and the Lenz effect; much work can then be done.

It is a bit like an internal combustion engine overcoming the compression strokes because of the great power produced in the combustion chambers along with the flywheel for kinetic energy and balance. Many people do not have the strength to turn a tight internal combustion engine over and yet once running the resistance of the compression stroke seems negligible and much work is done.

Speed control of the GGM is by open-circuiting some of the stator primary windings (2) otherwise the motor will go too fast because the faster it goes the faster it will try to go. The greater the speed up to a point, the better it will operate. Again, I stress, we need sharp and quick action by the magnetic induction in the coils and the collapsing of the coils. Magnet shape and coil attitude is most important.

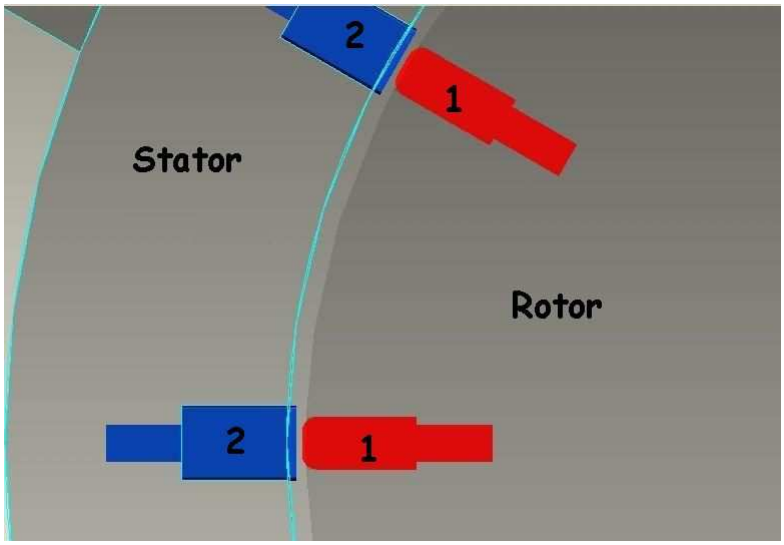
Below is a picture of red permanent magnets (4) in the stator and parts of blue primary windings (5) on the rotor. Magnet and coil shapes will be different from that shown.



It must be understood that more or less permanent magnets and more or less primary and secondary high voltage windings may be used.

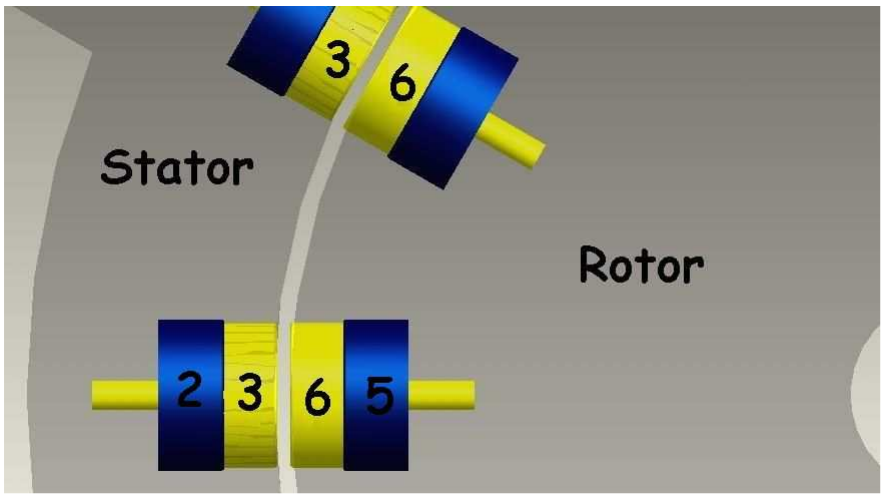
In this application the primary and secondary windings are at 30 degree intervals.

Below is a view of a blue part primary windings (2) in the stator and red permanent magnets (1) on the rotor.

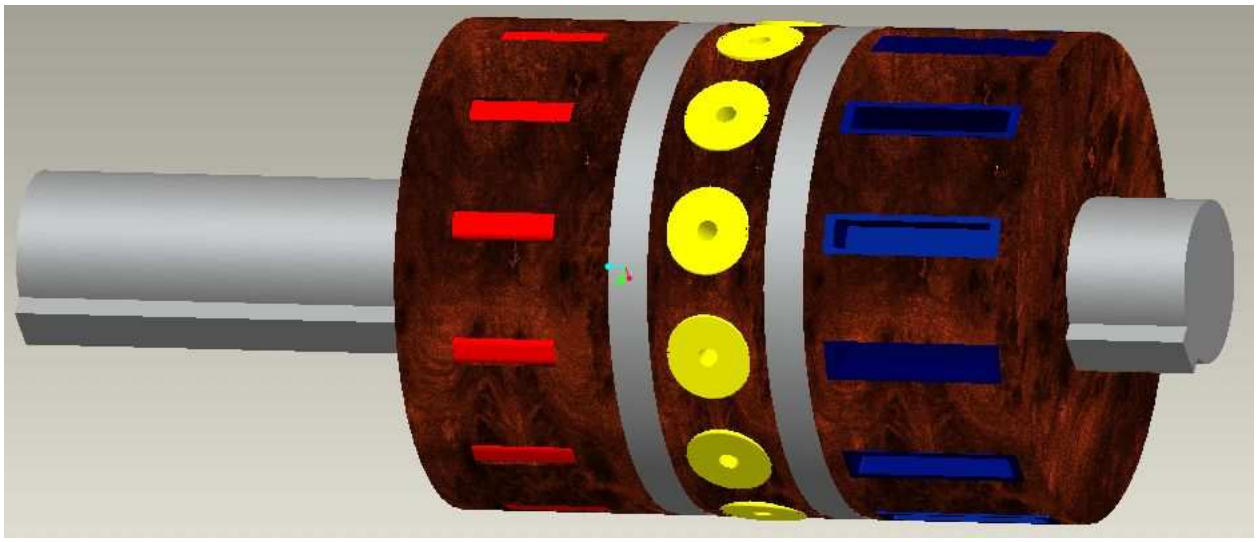


Below is a view of the other part of the blue primary windings (2 and 5), which wrap around the yellow high voltage secondary windings (3 and 6) of the main coils, which repulse each other by being North to North or South to South.

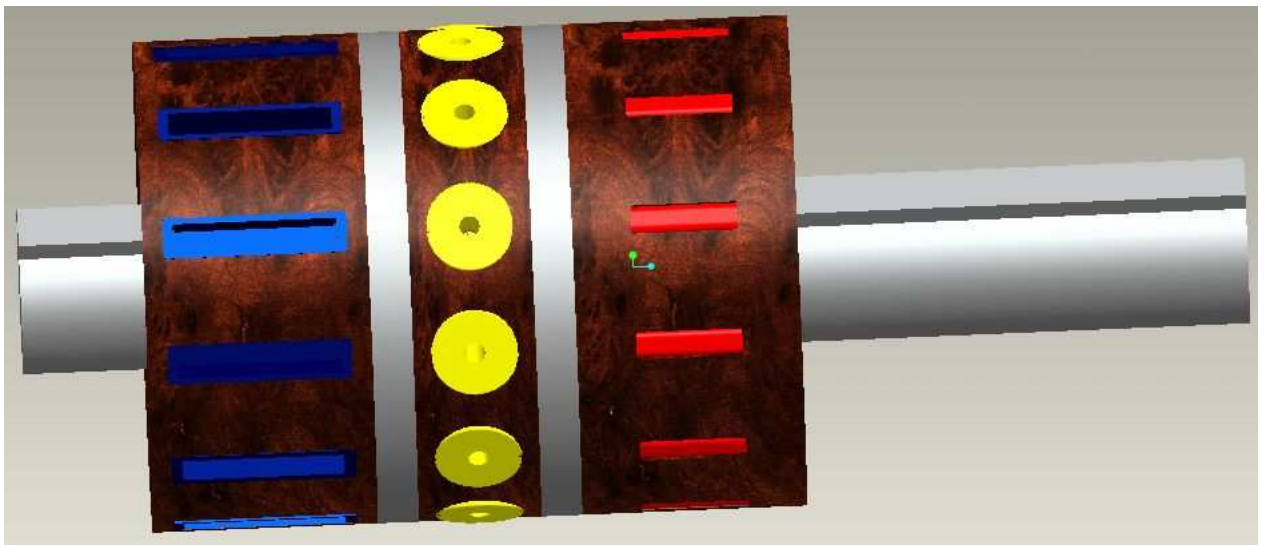
It does not matter whether they are both North or both South because they will always oppose each other, even when they both collapse and change polarity at the same time.



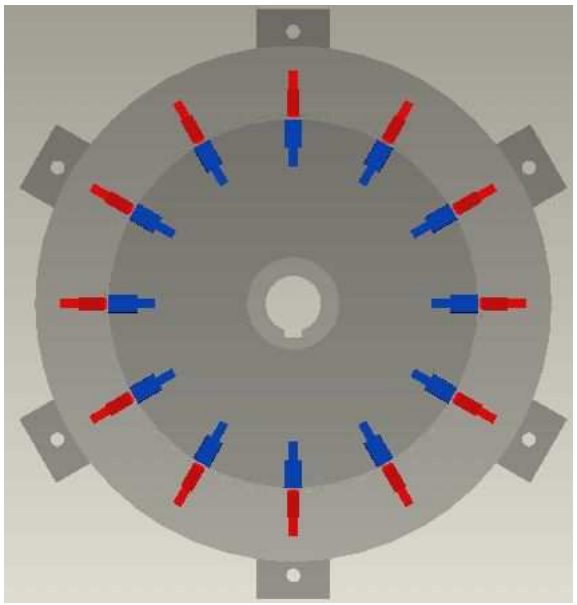
Below is a view of the rotor with red neo permanent magnets (1), blue primary windings (5) and yellow secondary high voltage windings (6). The other part of the blue primary windings (5) is not visible in this picture.



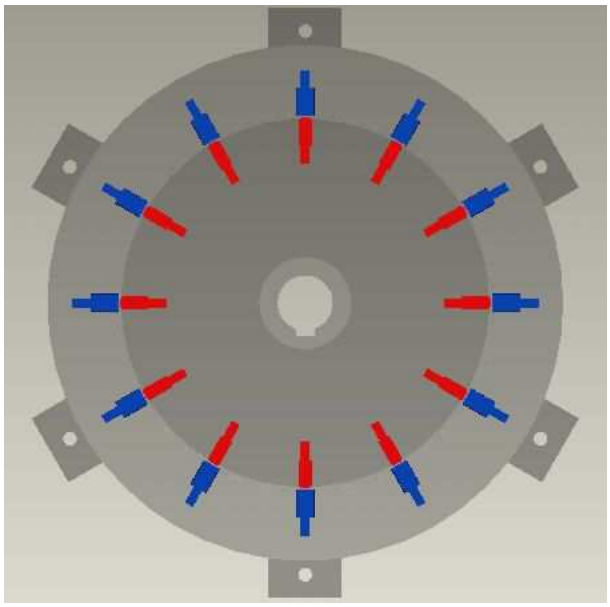
Below is the same view of a rotor in reverse.



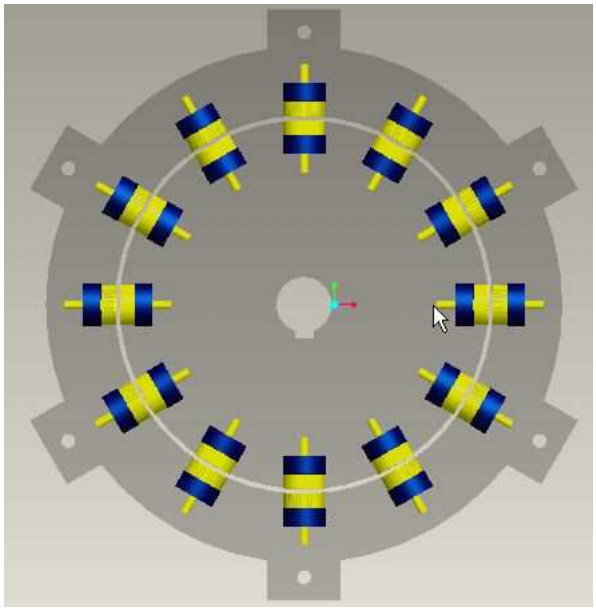
Below is a view of red neo permanent magnets (4) in the stator and parts of blue primary windings (5) on the rotor.



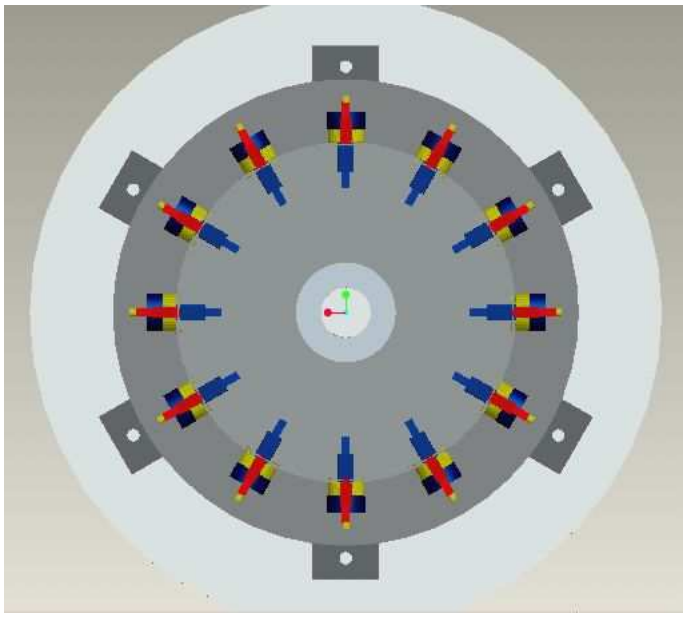
Below is a view of parts of blue primary windings (2) in the stator and red neo permanent magnets (1) on the rotor.



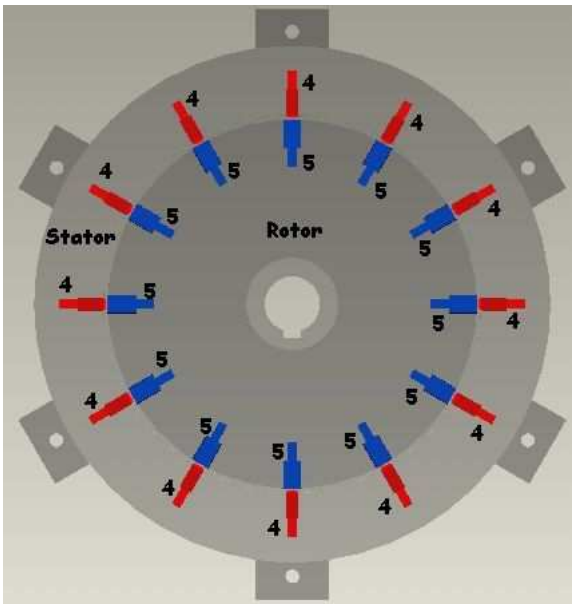
Below is a view of secondary high voltage main windings (3 and 6) with parts of the blue primary windings (2 and 5), which are not directly passed by the permanent magnets (1 and 4) but are excited by induction in the remote primary windings (2 and 5), which are passed by the permanent magnets (1 and 4).



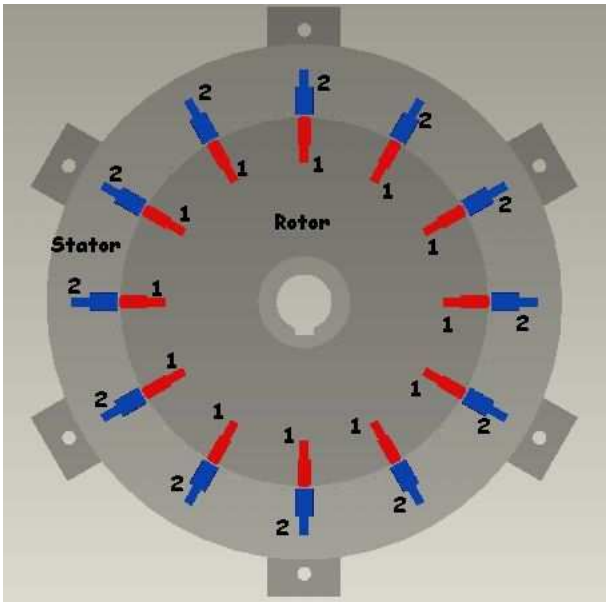
Below is an end view to give the idea of how they are when all the windings and magnets are at top dead centre.



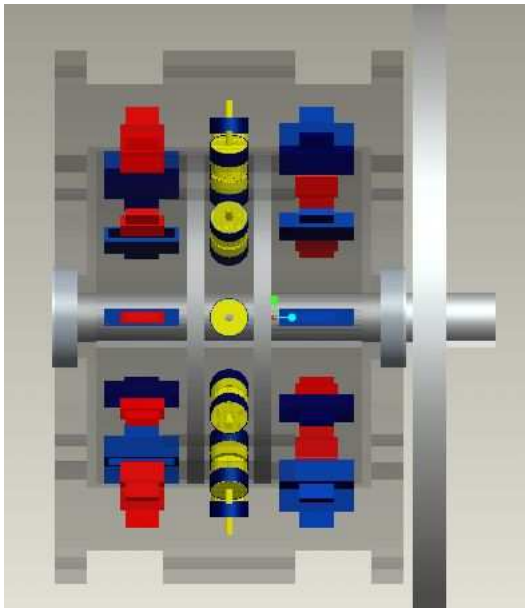
Below is another view of red permanent magnets (4) in the stator and parts of the blue primary windings (5) on the rotor.



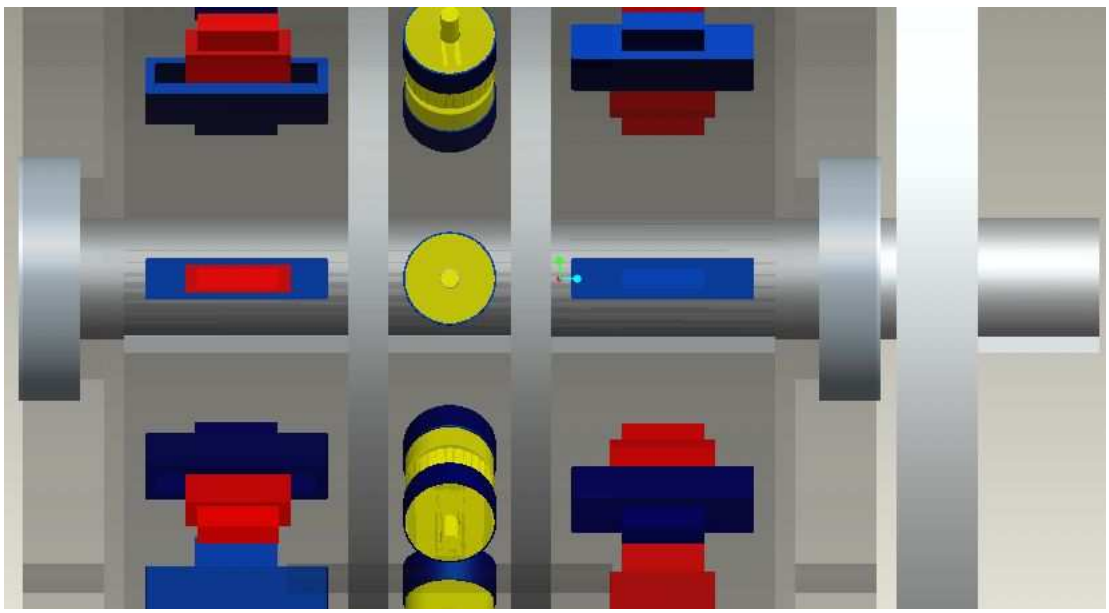
Below is another view of parts of blue primary windings (2) in the stator and red permanent magnets (1) on the rotor.



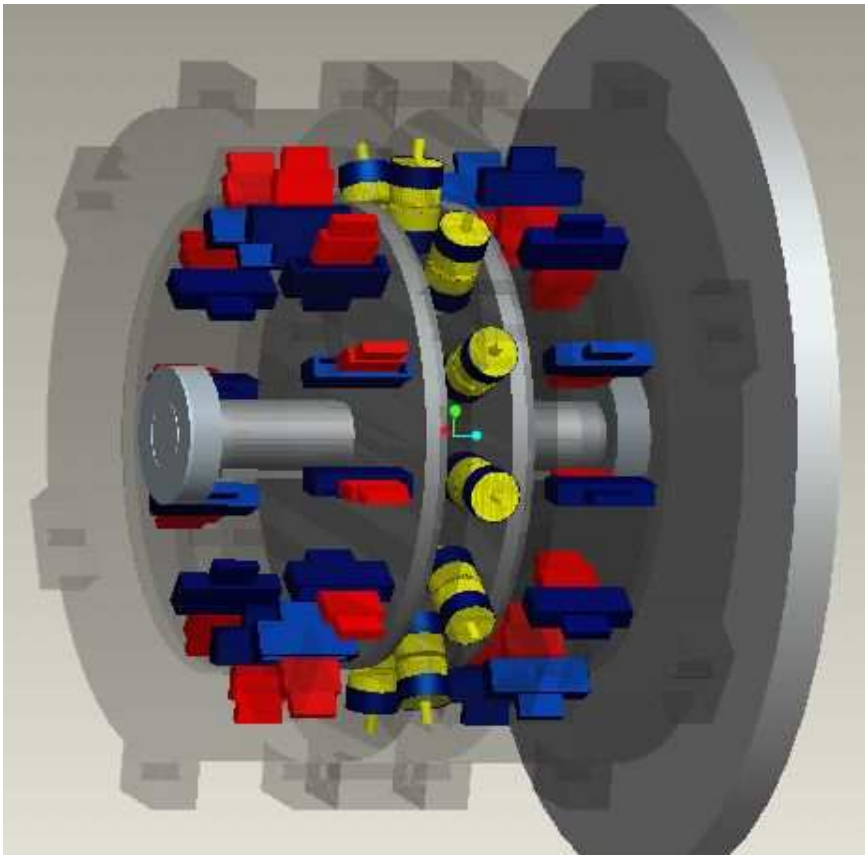
Below is a view showing magnets and coils of both rotor and stator.



Another view of magnets and coils on rotor and in stator.



Another view of magnets and coils on rotor and in stator.



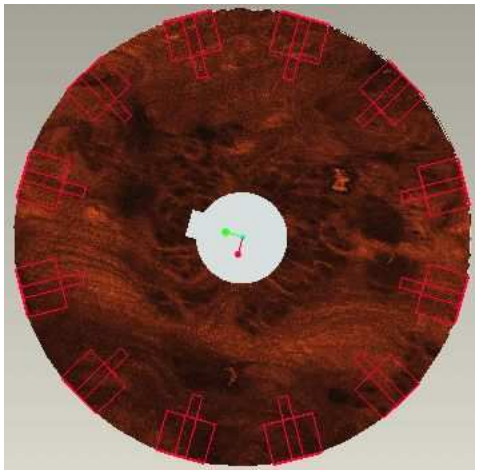
Eddy currents are to be avoided in rotor and stator.

Outer parts of the rotor and stator to be made of nylon or something similar but not conductive material such as steel.

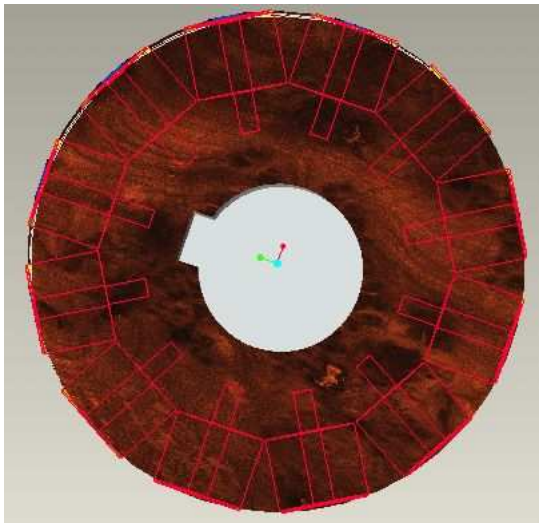
End shields and bearing housings will have to be well away from the permanent magnets to avoid eddy currents.

The rotor shaft could be steel in a 500 to 600 millimetre diameter rotor.

Below is a view of a rotor and coil spacing. Rotor must be at least 500 millimetres in diameter to achieve spacing of main coils (6). (Note the red coils)



Rotor diameter not large enough to have spacing between so many main coils. (Note the red coils)



Extra windings at 15 degree spacing.

Extra primary windings would be in a longer motor and related to their own particular extra secondary high voltage windings, which would be remote from the first mentioned high voltage windings.

This would mean that the same permanent magnet would excite and collapse the first mentioned primary windings as well as the second mentioned extra primary windings.

The permanent magnet on the rotor would excite and collapse the primary windings in the stator spaced at 30 degree intervals as well as the extra primary windings inserted between the original windings; now making the intervals between all primary windings in the stator 15 degrees.

However the extra secondary high voltage windings at 15 degrees intervals in the stator would need to be placed in the opposite direction away from the original high voltage windings; this means a longer motor.

Also the stator would need extra permanent magnets at 15 degrees to excite and collapse extra primary and secondary high voltage windings at 15 degrees on the rotor.

To accommodate the extra secondary high voltage windings related to the extra primary windings the motor would need to be lengthened because the extra high voltage windings could not fit between the original high voltage windings, which are spaced at 30 degrees unless the diameter of the rotor and stator were increased.

To keep the motor balanced when lengthening it to have more poles at 15 degree spacing it is preferable to lengthen it in both directions so that there would be three sets of high voltage windings and double the amount of permanent magnets and primary windings.

If the diameter of the motor is increased the motor does not need to be lengthened to accommodate the high voltage windings at 15 degree intervals.

The above description describes the concept of a motor, which I thought of in 1955 and I wanted to get finance and technical assistance to research and develop the motor.

Many people are aware of the problems I had back in the 1960s and of course nothing more was done with the idea.

I now give my idea to all people so that some may come up with their own various ideas to improve and perfect the concept.

I don’t mind if you all criticise the concept and perhaps only one person brings it to fruition as long as it gets done. I will comment further if I think of something that I have forgotten.

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End of the GGM or George Gray Motor concept.