

Kipper Motor Construction Notes

by **Steven R. Elswick, BSEE**

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The Kipper Motor is, on the surface, an easy-to-build free-energy generator of the *motor-generator* class. From a 3A input, I observed a 30-40A output on the device I constructed under the direction of Markus Kipper. Based on what I observed, I drew up the plans and Kipper approved them. Since the original plans were published, there has been a lot of revision in the theories due to new information from Kipper and further research I performed. Additionally, some researchers constructing the Kipper Motor came to see Kipper and the motor first hand. After visiting him, they were as convinced as I was that Kipper had something... and did not come completely clean. Personally, I do not believe Kipper was deceiving me, but rather, he has a "touch" for tuning these type of devices and doesn't realize what he is doing due to a lack of any formal training in the electrical field. In any case, this device apparently produces ZeroPoint Energy. One of our visitors claimed he can achieve this as well, but at the cost of \$50,000 per kw. The Kipper route would be an incredibly cheap method to achieve this.

Amazing Results... When Kipper and I built the prototype, it worked almost immediately. The battery was at 9.6V and could barely turn the alternator (in fact, I hand spun the alternator to get it to turn). Kipper looked at it, bunched the wires together and released them a couple of times. Then, much to my surprise, the motor "perked up" and started spinning faster and faster. Within 2 hours, the battery was charged to 14.8V and

we placed an inverter in the circuit and plugged in a 100W light bulb. We measured 3A current on the driver circuit,, and 30A on the alternator circuit! The circuit worked well for a couple of weeks. However, by this time we were selling plans and one of the other researchers sent me a larger pulley to see if we could increase its output. After, I placed this in the device it didn't increase the output and motor seemed strained. Within hours, we could tell the motor was in trouble... and it shortly fell apart. It turned out the pulley was slightly off-center, causing a wobble that physically destroyed the motor.

Disappointing Developments... When the motor was replaced, the overunity effect disappeared. At this same time an agent provocateur appeared on the scene. He convinced Kipper to stop helping us, and work exclusively with him, in return, he promised Kipper millions. After Kipper, left us, we were unable to get the device to function again. Meanwhile, Kipper had a number of misfortunes befall him which ultimately included the Feds conducting a raid on his property to confiscate his equipment under the guise of the War on Drugs. The case was ultimately thrown out of court (I personally know that Kipper has NO association with drugs), but it achieved the objective of totally disrupting his family life and research.

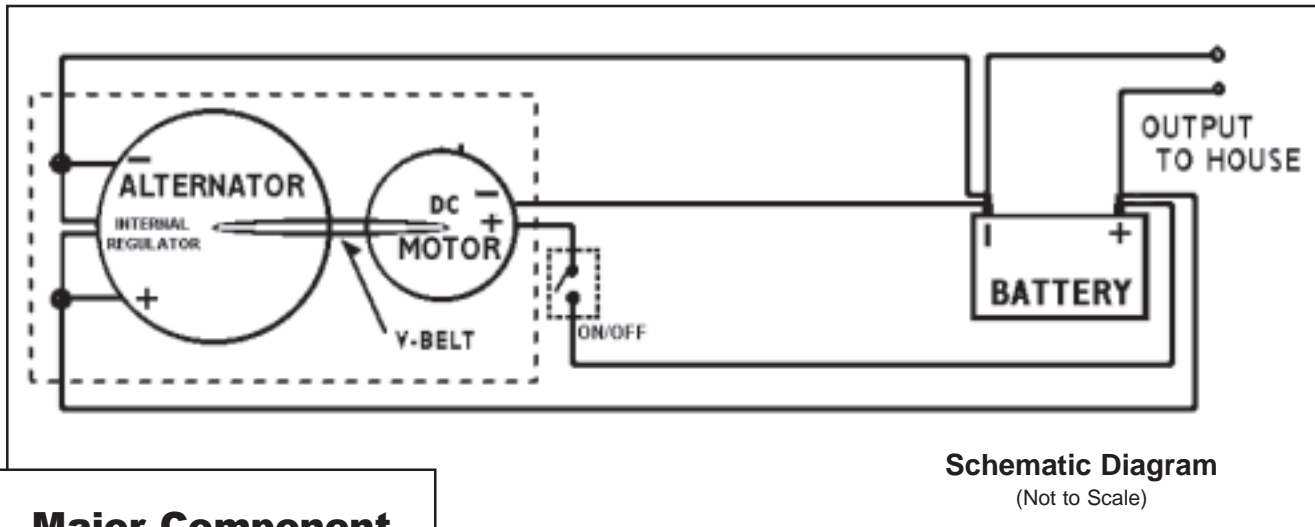
For more info... Despite these negative developments, I believe in the Kipper motor... and that it is related to Tesla's cosmic rays. . Future issues of the magazine, *ExtraOrdinary Technology*, will be systematically cover material related to Tesla's cosmic ray research and any Kipper Motor developments that may occur. **SRE**



Markus Kipper holds ammeter showing 45A during 1st build at Exotic Research in September 2000.



KIPPER MOTOR CONSTRUCTION DETAILS



Major Component Parts List

Batteries

Trojan 12V Deep Cycle Battery 24TM
Trojan Battery Co, 12380 Clark St Santa Fe Springs, CA 90670; tel 1-800-423-6569

- 20 HR rate (AH): 85
- Reserve Capacity: 135 Minutes @ 25 A
- Cranking Performance:
CCA @ 0°F: 550A • CA @ 32°F: 675A
- Dimensions:
Length: 11¹/₄" • Width: 6³/₄" • Height: 9³/₄"
- Weight: 44 lb

Alternator

Remanufactured Alternator 213-4011
NAPA Auto Parts, check telephone book for nearest one.
Output Ratings: 12 Volts @ 63 Amps

DC Motor

12VDC Permanent Magnet Motor 2M197
Dayton Electrical Mfg Co, Nile, IL 60714
(available through Grainger)
Input Requirements: 12 Volts @ 3.7A
Output Torque: 1/35 HP
Output Speed: 1/35 HP / 2350 RPM

V-Belt

Heavy Duty - FHP Belt 3L190W
NAPA Auto Parts, check telephone book for nearest one.

Wire

#10 AWG Gauge Wire
Used Throughout in 6ft lengths.

Assembly Instructions

Construct A Suitable Housing:

- ProtoType - Steel Box 7" height x 7" depth x 18" length (1/2" lip around 6" x 17" opening to mount bracket bars)
- Use Rigid steel bars with holes for mounting components
- Can be made of wood or open air with angle iron frame
- Must be sturdy to hold motor/alternator firm
- Fabricate and secure Alternator Mounting Bracket
- Fabricate and secure DC Permanent Magnet Motor Mounts
- Attach electrical switch box to side

Fabricate Wiring Harness:

- Cut 4 each 6ft long #10 gauge wires
- Attach red wire to + terminals
- Attach black wire to - terminals

Mount Alternator and DC Permanent Magnet Motor:

- Draw wiring harness through side panel
- Lay the Alternator in front of the adjustable mounting slot
- Connect wires to Alternator
- Mount Alternator in the box to the adjustable mounting slot.
- Lay Permanent Magnet Motor in front of the vertical mounts
- Pull connecting wires for Permanent Magnet Motor thru center of vertical mounts
- Connect wires to Permanent Magnet Motor
- Mount Permanent Magnet Motor using the vertical mounts.
- **CRITICAL: Check the alignment of the motor pulley.** It must be level with alternator pulley.
- Attach the belt between alternator and motor.
- Tension the belt properly.

Power Connections:

- Draw On/Off Switch wires through side of box
- Connect wires to On/Off Switch
- Connect Battery wires to Battery
- **INSURE ALTERNATOR IS ROTATING CLOCKWISE** by briefly turning motor on then off. **If NOT, switch wires on motor.**

SOME POSSIBLE INSIGHTS PROVIDED BY KIPPER

When the original plans were drawn up, I believed the Kipper Motor was a easy-to-build device. After all, when I helped Kipper build the motor, it was basically snip, snip, twist, tie, and tighten the bolts down... and presto... it ran. However, after we began distributing the plans, many of the customers were having problems getting it to run. At this point, my thinking began to change as to why this device operated the way it way it did.

Our focus turned to the wires. They were the ONLY true variable in the device that we could easily alter. After discussing the matter with Markus Kipper, he provided the following instructions:

- **The alternator must be placed so that the positive (+) terminal of the alternator is on the side closest to the motor.**
- **Use twisted wire pairs.** [TECH TIP: An easy way to make a twisted wire pair is to take the one end of the wires and tie them to something solid. Stretch them out straight, and then place the remaining ends in a drill. Run the drill slowly until the wires are twisted together at the proper spacings.]
- **Loop each twisted wire pair with 4 loops (cw-ccw-cw-ccw) with 2" diameters.**
- **Place the looped wires between motor and alternator** (he did not specify orientation).
- **Twist wires until effect shows up.**

These suggestions did not work for me. Shortly after we began receiving complaints, an agent provocateur arrived and Kipper's life was severely disrupted. According to Kipper, his bank accounts were frozen, his 401k plan disappeared, and he had visits from three government agencies (the Men In Black?). He claimed that they could detect these devices.

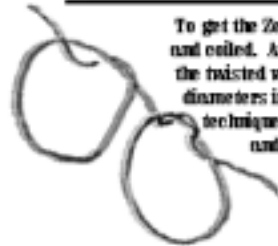
After they threatened the Kipper family's well being, strange things began happening in and about his home-stand. Kipper claimed a humvee sat off his property at night. Low overflights during the day by black helicopters became the norm... and the Kippers' tended to stay at home more to protect their property.

Subsequently, in 2003, I learned that during this period, Kipper had been promised big bucks NOT to work with us. Accordingly, it makes any information that Kipper passed on to us after the agent provocateur's arrival suspect. None of the suggestions Kipper passed on to me worked on my device. However, I am continuing my research into this as time permits. If it worked once, then surely it can work again, *_SRE*

Key Factors According to Kipper

Recommended Coiling Technique

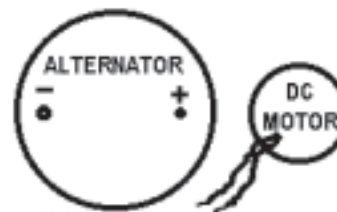
To get the Zero Point Effect, the wires must be twisted and coiled. After twisting the wires from the alternator, the twisted wires need to have 4 coils with about 1.5-in diameters in it. This drawing of 2 coils illustrates the technique we used. Note one coil is "clockwise" and the other is "counterclockwise".



This is a coiled wire pair with loops of about 2 inches. They did not work for me. ----->



Orientation of Alternator wrt DC Motor



Geometry plays a very important role in tapping zero-point energy. This view from the back shows the best orientation for the alternator with respect to the DC motor.

According to Kipper, a primary factor of the Kipper Motor's operation is the correct orientation of the alternator with respect to the motor. **The alternator's "positive" terminal needs to be as close to the DC motor as possible.** It usually has a red plastic washer on it. The theory is to create a disturbance in the wire between the alternator and the battery to allow "cold current" to flow.

I tried changing it, but it did not seem to make a difference. __SRE

Comments Towards a New Kipper Motor Theory of Operation

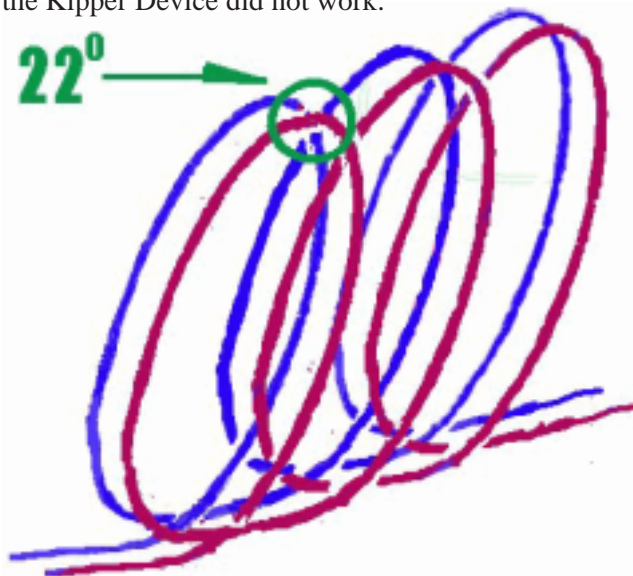
An Impossible Device!

In September of 2000, I observed with my own eyes (in fact I even helped construct it), a device that defies the norms of Physics. This device, a simple motor/alternator/battery combination which had 3A input and 30A output on a 12V operating system. (36W input/360W output). The battery increased in voltage from 9.6V to 14.8V within two hours. At least that is what the ammeters and voltmeter showed. I have discounted the possibility of measurement error or trickery due to other observations.

First, and foremost, was the operating characteristics of the motor that worked. The battery didn't have enough power for the motor to start turning the alternator... I had to give it an initial spin with my hand. Once started, it was struggling very hard to turn, but it did start turning. Kipper looked at it and said, "that's not right." He then bunched the wires and let them drop several times. After about thirty-seconds, the device **started picking up speed!** After about five minutes, it sort of "perked up its ears" and **jumped to full speed!**

After two hours or so, the battery was charged to 14.8V and we hooked on a 750W inverter and a 100W light bulb. The device didn't slow down, instead *it observably spun faster!* Neither, the motor nor the alternator got hot under these operating conditions. It almost seemed like the alternator was pulling the drive motor along.

This device only stopped working when we tried a new pulley whose hole was slightly off center, creating a wobble which tore up the drive motor. When we replaced the drive motor and used the original motor, the Kipper Device did not work.



In comparison, the devices which have not worked drained the battery, and never reached the operating speeds I observed on the original. Furthermore, the drive motor would get hot and draw excessive currents from the battery. These were the observations I expected to see in the original device from a conventional engineering perspective.

Intermediate Conclusions!

From the above account it can be derived that this is a tuned circuit. The key indicator for this is that Kipper had to bunch the wires and release them to get it start charging. In doing so, he changed the inherent capacitance of a very loosely coiled 6' length of wire. Also the inductance was most likely altered as well.

It can also be derived that there is good possibility that the phenomenon I observed was the "cold electricity" that Tesla first observed. The fact that neither the alternator nor the motor got hot in the motor that provided overunity results. In later models, the drive motor would overheat and draw excessive current. In addition, the later models had no output from the alternator even though it was turning. Subsequent testing of the alternator itself, reassured us there was nothing wrong with the alternator.

That leaves the wires. When I first drew up the plans, I thought that Kipper did an awful sloppy wiring job. So my advice was to keep the wires as short as possible. In retrospect, I erred by thinking in terms of conventional physics. I now advocate **6' lengths of wire**, and allowing them to naturally coil up.

Finally, this appears to be a generator which is demand driven. When we put a load on it, an inverter and 100W bulb, the motor and alternator speeded up!... and there were no noticeable heating effects. It was as if the load pulled the alternator along. Clearly, physics as we understand it, does not cover this.

Possible Band of Energy!

If it wasn't for the observed physical anomalies (the behavior of the device), one could say measurement error, and move on. However, in order for the device to behave as it did, power had to come from somewhere. In *Tapping Zero Point Energy* (by Moray King), it was pointed out that if two opposing currents cross at 22° could create a "bucking field" and allow zero-point energy to enter the circuit. I believe that much of Kipper's efforts when he was working with the agent-provocateur leaned in this direction and that is why he was emphasizing the coil windings.

However, recent studies have led me in different direction--cosmic rays. While doing the research for Tesla's 1931 Pierce Arrow Car [see *ExtraOrdinary Technology* V1N2 (April/May/June 2003)], the account attributed to Peter Salvo (Tesla's nephew) stated that the a 6' antenna was linked to the box. Furthermore, I recently read that early radio experimenters avoided using antennas of 6' because they were known to cause electrocution. (Unfortunately, I have searched and can't find my notes as to that particular document.) Combine that with the fact that the original Kipper device had 6' wires connecting the components together, and it becomes self-evident that a case can be made that the wires coupled to the same energy that Tesla drew upon with his car.

This leads me to believe that there is a natural band of energy that couples with 6-ft antennas. As it is unknown whether this is a quarter, half, or full wavelength, that is, the actual wavelength of the Tesla power band can be 6', 12' or 24'. To determine the appropriate frequencies, we can fallback to classical physics and use the following equation:

$$\lambda = v / f \Leftrightarrow f = v / \lambda$$

where λ = wavelength (ft)
 v = velocity of propagation (ft/s)
 f = signal frequency (Hz)

ASSUMING that

- the velocity of propagation (v) is the speed of light: 186,000mi/s = 982,080,000 ft/s
- the wavelength(λ) is 6', 12' or 24'.

THEN

for 6' wavelength

$$f = 982,080,000 / 6$$

$$= 163,680,000\text{Hz} \sim \mathbf{164\text{ MHz}}$$

for 12' wavelength

$$f = 982,080,000 / 12$$

$$= 81,840,000\text{Hz} \sim \mathbf{82\text{ MHz}}$$

for 24' wavelength

$$f = 982,080,000 / 24$$

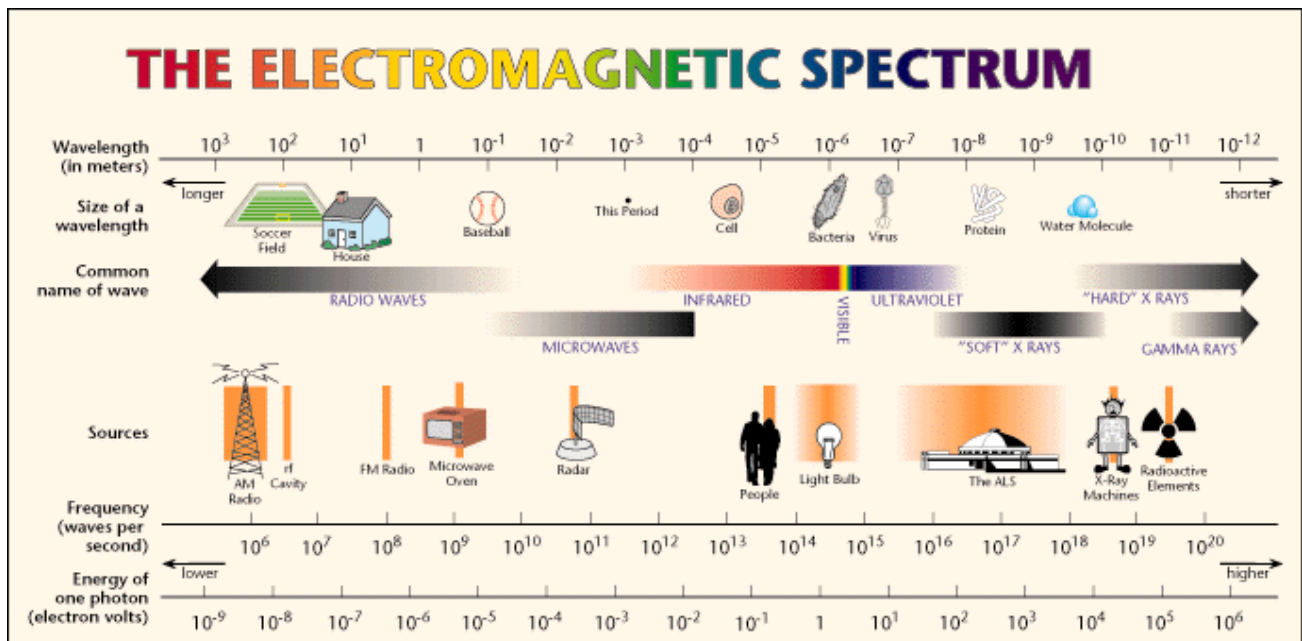
$$= 40,920,000\text{Hz} \sim \mathbf{41\text{ MHz}}$$

Intuitively, my personal choice is at 41MHz. Remember, these are only approximations, but should put us in the ballpark of the actual frequency.

The atmosphere has two windows which pass electromagnetic energy quite well [see *ExtraOrdinary Technology* V1N3 (Jul/Aug/Sep 2003)], and all of these frequencies fall well within the second window (3Mhz-3GHz). Tesla worked with frequencies in the 5MHz range as early as 1900. In his later years, he would advocate using much shorter wavelengths.

Verification?

Normally, one would think that now that we have established some parameters for an existing band of energy, we should be able to check it out by erecting a 6' antenna and tuning a receiver to the various frequencies. I suspect that if this were done, all one would find is white noise, or some radio conversations as this falls in the "land mobile" spectrum. The latter is the reason I believe we are dealing with a phenomenon



The electromagnetic spectrum covers a wide range of wavelengths and photon energies. If the Kipper Device has a resonant frequency of ~42 MHz, it would be an High Frequency (HF) device and fall between the AM and FM bands. Interestingly, this has the same band as "land mobiles". At ~40MHz, is a band for radio astronomy.

other than straight forward electromagnetic waves and must fall back on Tesla's cosmic ray theory. Please bear with me as most of what is stated, from this juncture on, is PURE SPECULATION and meant to stimulate thoughts on how the impossible happened.

It appears that the Kipper Device may actually *collect* ions and for it to work there must be location for them to move towards. For instance, the nearly dead battery had a location for them to move to, and the alternator and drive motor kept them circulating. Initially as they rushed into the battery, the voltage and current rose, giving the motor more power, but perhaps because there was a massive influx of ions being pushed into the alternator from the battery, it had no load, and was able to turn easier. Then when the additional load was applied (the inverter and light) the current ran faster as the capacity of the system was increased, much like breaking of a dam.

This opens us up to realm of questions:

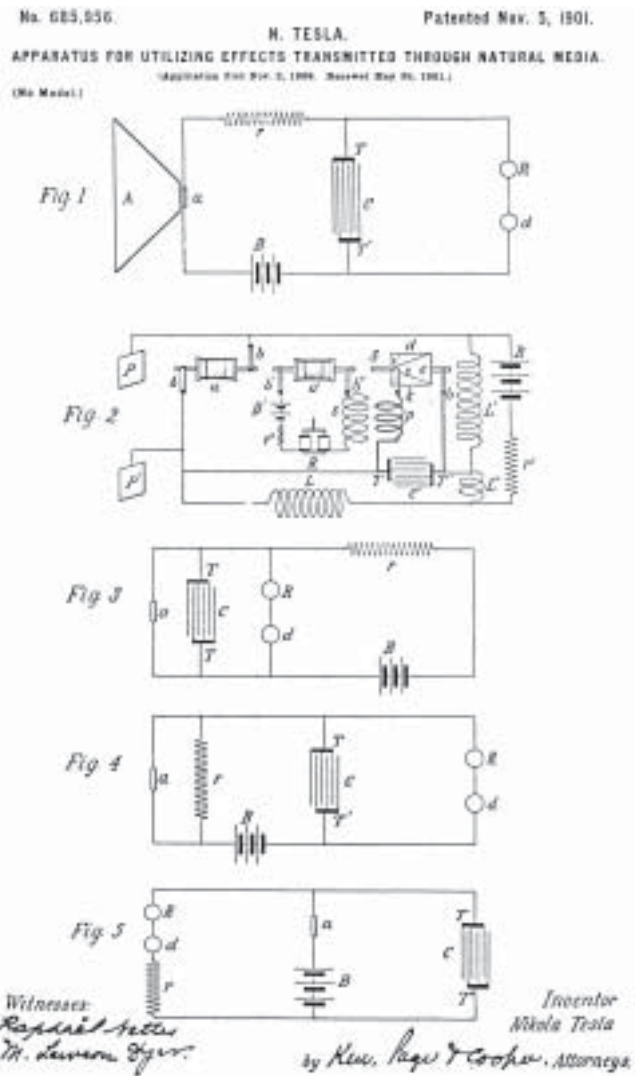
- 1) Does the circuit get completely saturated to the point that the ions do not have a place to go?
- 2) If that happens, what do we expect to see?
- 3) If the circuit is briefly discharged to ground, would that "recapacitate" the circuit?

Tesla's Free Energy Circuits

Although many refer to Tesla's US Patent 685,957 and US Patent 685,958 as the Holy Grail for radiant energy, I believe that actually US Patent 685,956 (shown on the right) is the one most applicable to what we accomplished. Both in 957 and 958 Tesla had no batteries but a ground. However, he also stated that the ground established the direction of current flow, and that he had patented other ways of achieving it without a ground. Obviously 956 would be the patent he referred to as a battery provides the seat of power determining current flow.

I could not but help notice similarities in the Kipper circuit and the Tesla circuit. Once you consider the wires as an antenna, and the alternator as resistance, then all we are missing a big capacitance. Evidently, our crude version used the capacitance inherent the coiled wire, and it was just enough to give us a glimmer. Perhaps, if we had built some capacitors and place them in the circuit, it may have worked.

Perhaps, most important of all is that we may not need and alternator or motor at all, just 6' antennas and the circuit in Figure 1 of Tesla's Patent. This would be an incredibly easy way of tapping into cosmic ray energy like Tesla recommended.



Witnesses:
Raphael Petrus
W. Lawson Byrv.
 Inventor
Nikola Tesla
 by *Ken. Page & Cooper, Attorneys*

Tesla urged us to tap into the cosmic rays for our energy needs. His early research was focused on longer waves that would be generated by Wardenclyffe. Denied this avenue, he discovered how to tap cosmic rays in a reliable fashion by 1932. I suspect that the difficulty he had tapping it was due to ion saturation of the current.

Future Information

I am limiting disclosure to members of TeslaTech only... and would appreciate the members honoring that. Memberships help support this research, and thus members should reap benefits first. If you are not a member, you may want to join now and receive our quarterly magazine in which we will be releasing additional information as it become available.

Those who are attempting to duplicate this work, please keep in touch with me. I encourage you to release pertinent information as it develops. There is a lot of expertise available in the membership. Working together increases our odds of success!__SRE