Nikola Tesla Lost his Temper

Peter Savo was probably an informant. Tesla probably knew this, but didn't do anything to shoo him away. So, he mildly tolerated him and used him as a witness for his various experiments. The Pierce-Arrow demonstration of 1931 in Buffalo, New York, was no exception.

But the muses are graces who give gifts of grace to anyone who asks with enough sincerity of intention to qualify receiving the benefit of their grace. These muses are demi-gods whose task it is the administration of Nature's Government performed in a manner of hierarchical efficiency no different than the hierarchical efficiency of the administration of Wikipedia, WikiMedia, etc. In the Sanskrit, they're called: devatas.

These muses operate from: Sat-Chit-Ananda; Creative Energy, Intelligence and Bliss. No passion enters into their endeavors. For it is passion which allows for the inception of error to occur due to the inherent blindspots which passion possesses. And there can be no error lest Creation fall apart.

There is a rumored account (on a separate occasion) of Tesla claiming, privately to one or a few people, of having avoided the draft during the Prussian war by cutting off his testicles and displayed this fact.

If this is true, and despite it, Tesla lost his temper with Peter Savo when Peter pressed Tesla for more details at the end of the demonstration. This display of passion, by Tesla, broke the grace – imparted to him by his various muses who serviced him – and, thus destroyed any chance for his success in this endeavor. Shortly afterward (in three years), the FCC was born (in 1934) putting to rest any hope for an electric car tootling around putting out radio broadcast interference emanating from its strong production of electrical energy.

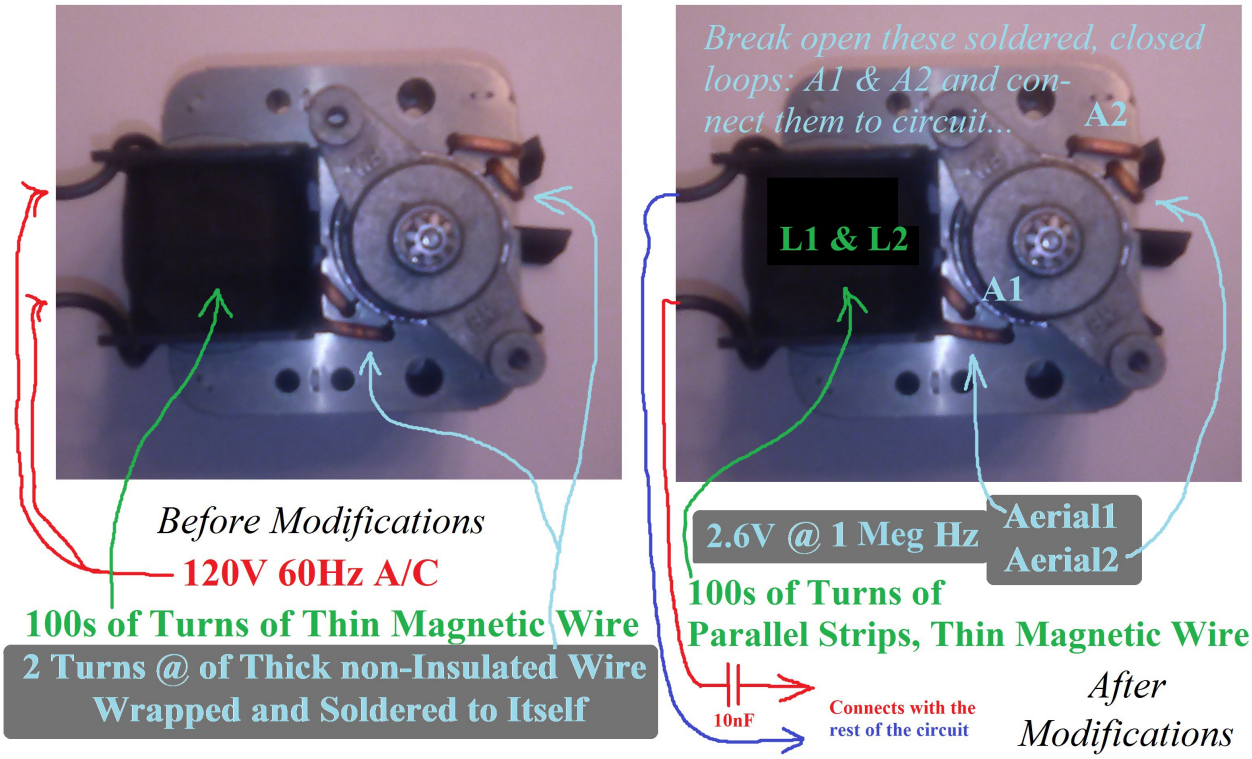
For the antenna, on the backside of the Pierce-Arrow, was not for the reception of radio waves. It was for the dissipation of any stray electrostatic charge which could build up within the chassis of the car. For it *will* build up – given Tesla's use of the chassis as a magnetic sink for the flywheels of his specially designed motor. But I'm getting ahead of myself...

This motor is the main secret to the success of the Pierce-Arrow demonstration. Understand the electro-mechanical operation of this motor, and you will appreciate how realistic this “tall tale” can be. *{Certainly not a hoax, nor a rumored anecdote.}*

The motor is a step-up transformer. The input voltage was – not fed directly to the main coils (such as is the case with conventional motors). Instead, a very small voltage of one-half volt was fed to an array of four pairs of starter coils. The twelve radio tubes (which Peter claims Tesla bought upon his arrival to Buffalo) could have been a simple radio receiver capable of tuning out any frequency other than whatever high frequency his motor was designed to operate at. In my simulations, one Mega Hz is the magic value.

Starter coils are an invention of Tesla. They help an induction motor begin its rotation, and in a specific direction, without which the rotor will simply wiggle a fraction of a full rotation. This reciprocating wiggle will reflect whatever frequency the motor is operating at.

But starter coils are not usually connected to anything. They're usually connected to themselves ...

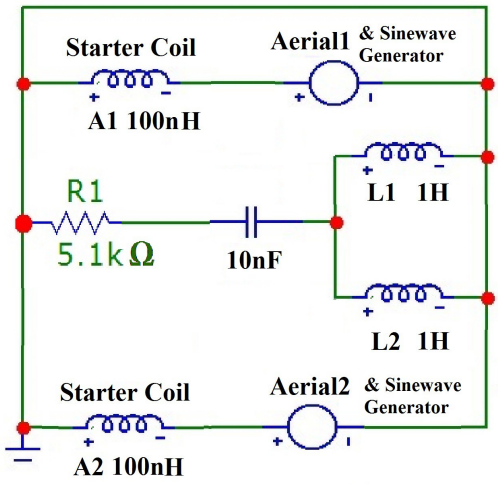


How to convert a standard A/C single-phase induction motor into Nikola Tesla's Pierce-Arrow 1931 demo...

215A RMS & 345V RMS

L1-2: 1H & A1-2: 100 nH

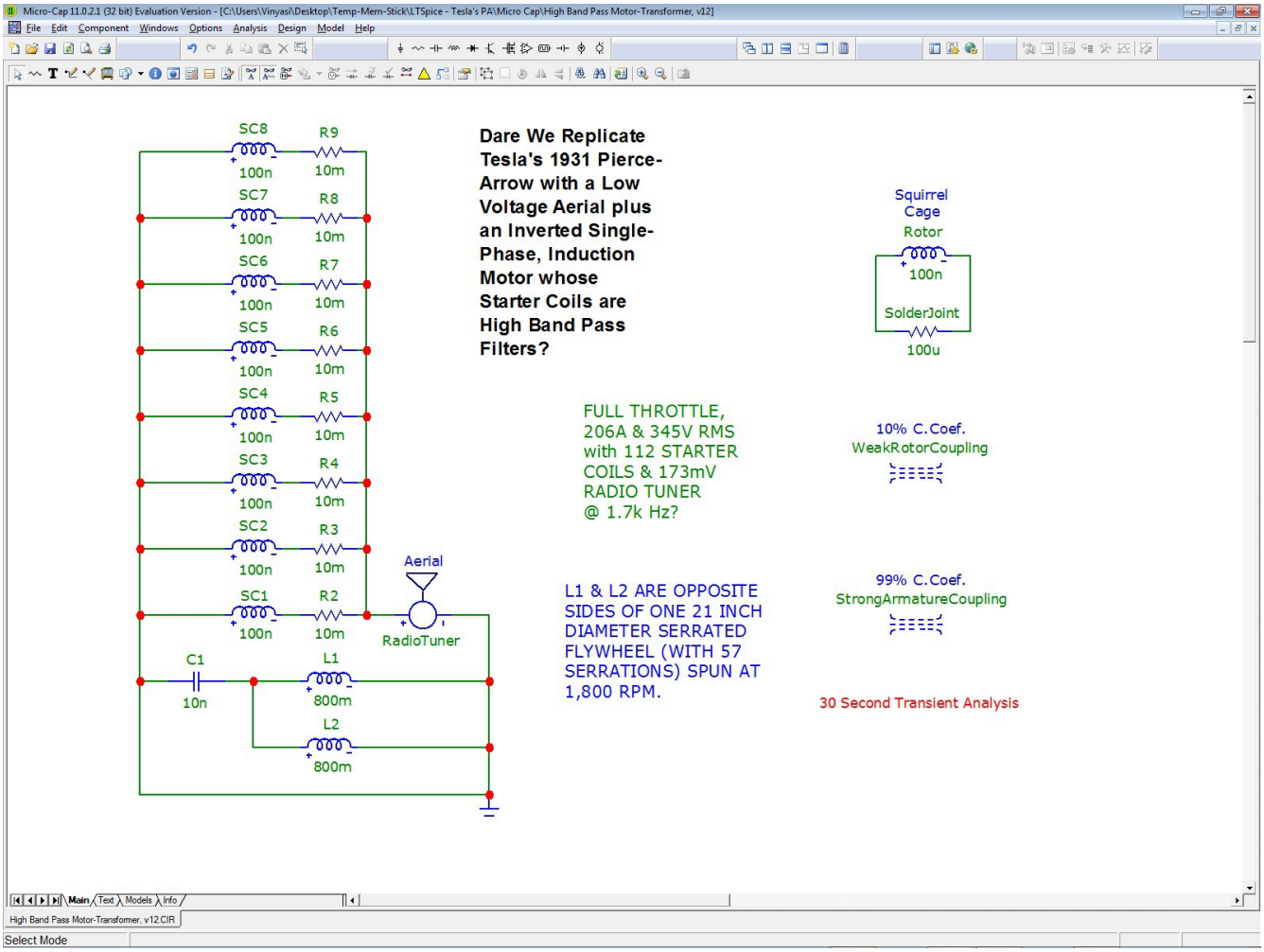
3,162 to 1 L1-2 vs A1-2 winding ratio



A greater than 90% coupling coefficience among: L1, L2, A1 & A2.

Two loops of stout copper wire (without insulation) is wrapped around and through holes bored into the laminate armature of the motor, and then soldered to themselves to create a closed loop of self-induction. The mutual induction these coils share with the armature is sufficient to magnetically energize them.

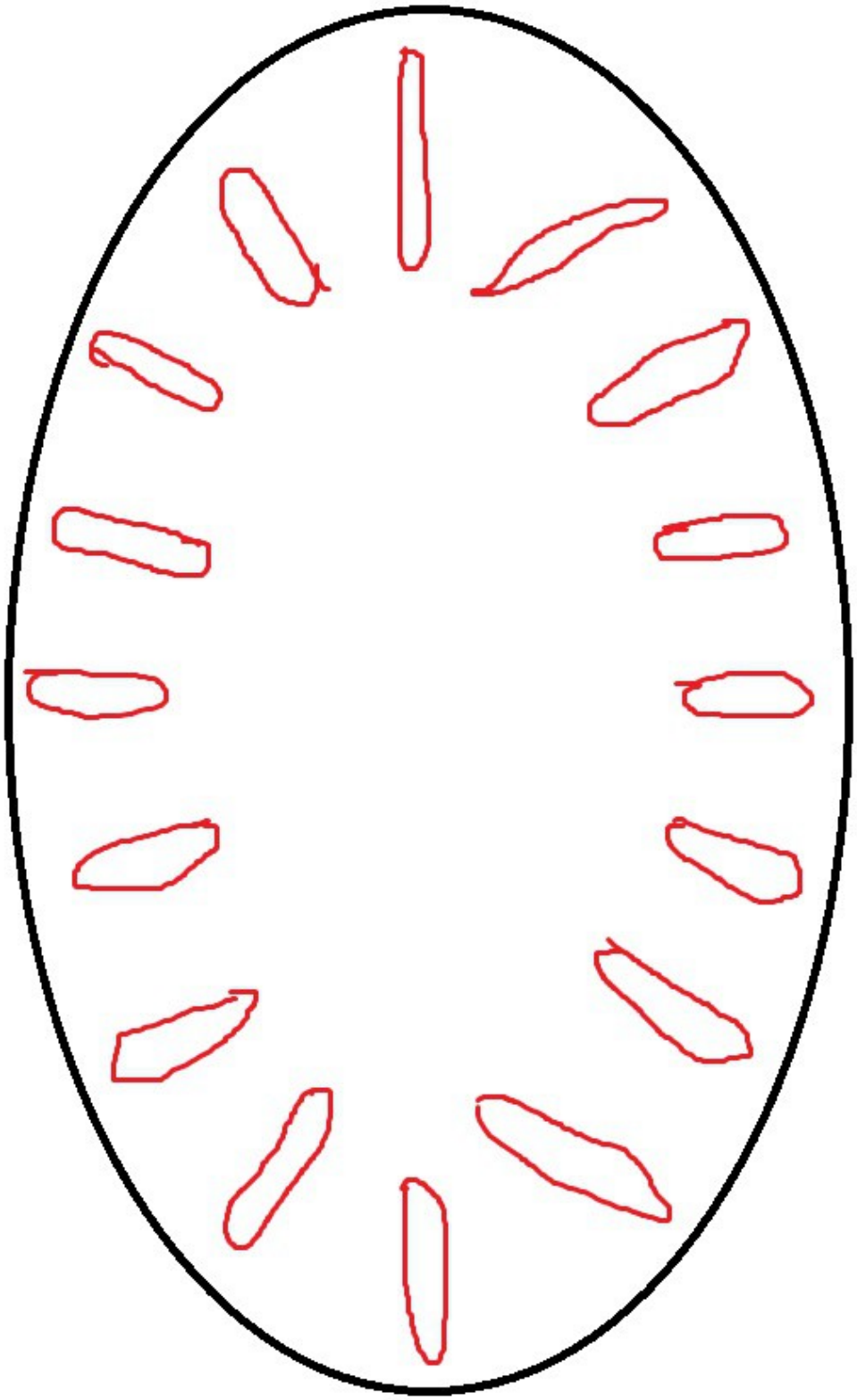
I propose (based on my simulations in Micro-Cap SPICE) that these starter coils be arranged as a circle of eight coils around the perimeter of the laminate armature and connected to the motor's circuit ...



We have another story of how Henry Ford thwarted a hostile take-over by General Motors by telling them that if they continue to pursue their goal of taking over his company, then Henry will send a letter to all of his customers who bought his Model “T” telling them what to do with their “cow magnets”.

Most of Henry's customers were farmers. This was before the Great Depression. And most of America lived on family-owned farms prior to the Depression. Gasoline was not the fuel of choice on these farms. They were the *only* fuel available among city-dwellers to power their cars. But farmers had the advantage of distilling their own “hooch” to run their cars and trucks and tractors off of, for alcohol was the original fuel for which the internal combustion engine was designed to run on (just as the diesel engine was originally designed to run on vegetable oil – not petroleum diesel).

Cow Magnets were pills the farmers had to sometimes give to their cattle to swallow to magnetically capture metallic rubbish the cows would oftentimes swallow as they foraged for grass. The pill would pass this rubbish out of the cow's intestines and, thus, free the cow from those encumbrances ...



Well, Henry had a fellow, by the name of John W. Keeley, specially design the flywheels for his Model “T”"s with slots positioned around the perimeter on each side of the flywheel and on the inner wall of the flywheel housing facing both sides of this flywheel. These slots were radially oriented so that the cow magnets would be aligned across the flywheel's diameter at various angles. With, say, a hundred slots, a hundred magnets could be positioned plus a hundred more on the inside of the flywheel's casing, to give a magnetic pulse at a rate of 10,000 cycles per rotation of the flywheel (let's say, just for the sake of discussion; I don't know how many were arrayed in this manner). This magnetic pulse was of a high enough frequency that the motor became self-sustaining once the engine managed to get the RPM's up to a minimal speed. You could, then, cut off the engine and operate the car on the inertia of its flywheel, alone, if traveling on level ground.

General Motors backed down and decided upon a different tactic to put the Ford Motor Company out of business. General Motors came out with a new “model” every year different in no intrinsic improvement save trivial changes made to its look or color or name, etc. This did so much damage to the Ford Motor Company's profits that Ford never recovered and General Motors became preeminent.

But this story illustrates how a motor of a much slower rotation speed can operate off of a circuit, magnetic or electric or both, of a much higher frequency.

And there's other historical precedences for this technique.

Alexandersson had a generator servicing the Marconi Telegraph Radio stations which could put out several thousand cycles per second of alternating voltage. It managed to do this based on a rotating disc with “teeth” around the circumference of its disc. This disc was spun by a motor capable of reaching a high speed of rotation. The speed of the rotation times the number of teeth, or poles, surrounding these discs determines the frequency put out by this generator.

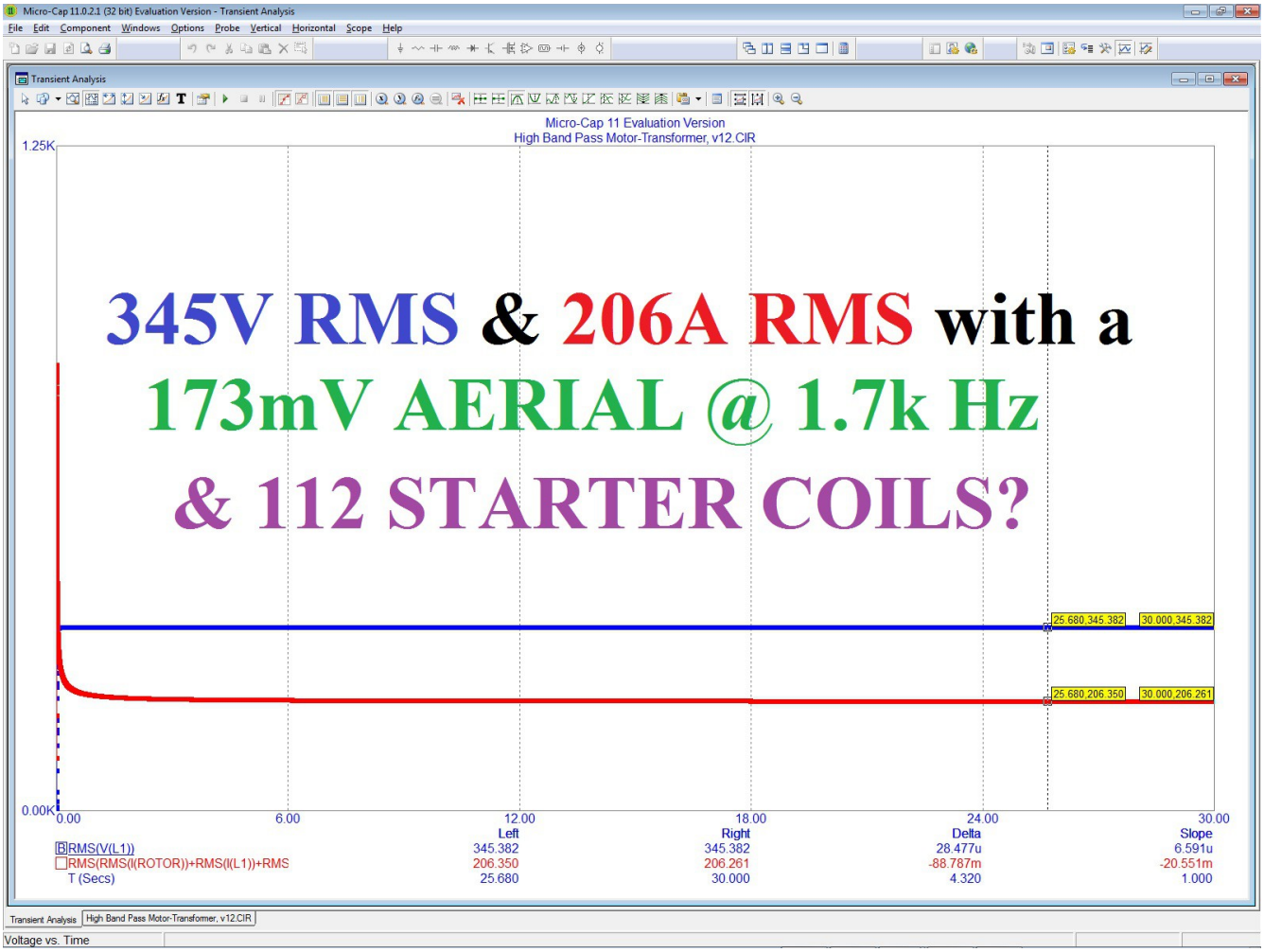
Tesla had a similar concept which he had patented, but instead of poles/teeth, he had grooves etched into each side of a stationary disc arrayed in a radial manner. This middle disc was sandwiched by two rotating discs (positioned on either side of the stationary middle disc) whose sides (facing the stationary disc) had similar grooves of their own.

So, this idea of replacing a motor's coils with spinning discs capable of their becoming magnetizable is not new. What is new (or not well known) is that (according to William Lyne in his book, “Pentagon Aliens”) Werner von Braun was tutored by Tesla for two years prior to WWII and immediately after the formation of the FCC (from 1936 to 1938) in New Mexico concerning Tesla's Special Generator, his nuetron bomb, and UFO technologies.

It is the Special Generator I wish to focus on.

According to sources known only to William Lyne (and not known to Thomas Commerford Martin who documented Tesla's Special Generator at a demonstration in 1894), this generator's output was amplified one horsepower for every 200 pounds of iron added to it. I suspect that if a magnetizable flywheel with thousands of radial grooves is housed in a magnetizable encasement magnetically coupled to the motor block and to the chassis of a 4,000+ pound Pierce-Arrow, that the self-induction of this flywheel may be improved upon by several orders of magnitude and, thus also, the output of his motor.

Thus, my proposal -here- to feed voltage of a high frequency, but of a low voltage, directly to the starter coils of an A/C induction motor (rather than the conventional practice of feeding moderate voltage at a low frequency to the main coil) has historical precedence. And simulating it in Micro-Cap analog simulator, works. It manages to put out over 200 amps RMS and 350 volts RMS fed with no more than half a volt to its eight starter coils ...


Micro-Cap 11.0.2.1 (32 bit) Evaluation Version - Transient Analysis
File Edit Component Windows Options Probe Vertical Horizontal Scope Help
Transient Analysis
Micro-Cap 11 Evaluation Version
High Band Pass Motor-Transformer, v12.CIR
1.25K
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345V RMS & 206A RMS with a
173mV AERIAL @ 1.7k Hz
& 112 STARTER COILS?
25.680,345.382
30.000,345.382
25.680,206.350
30.000,206.261
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6.00
12.00
18.00
24.00
30.00
Left
Right
Delta
Slope
RMS(V(L1))
345.382
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Transient Analysis
High Band Pass Motor-Transformer, v12.CIR
Voltage vs. Time