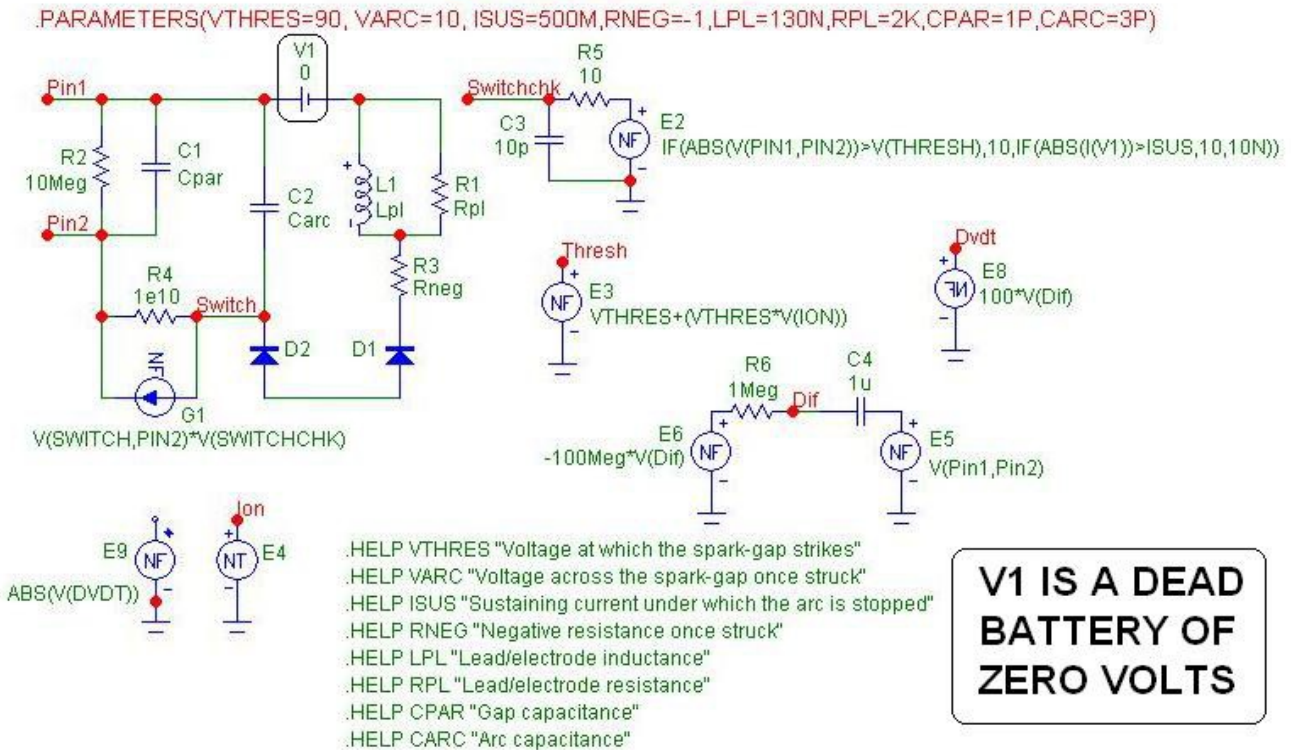


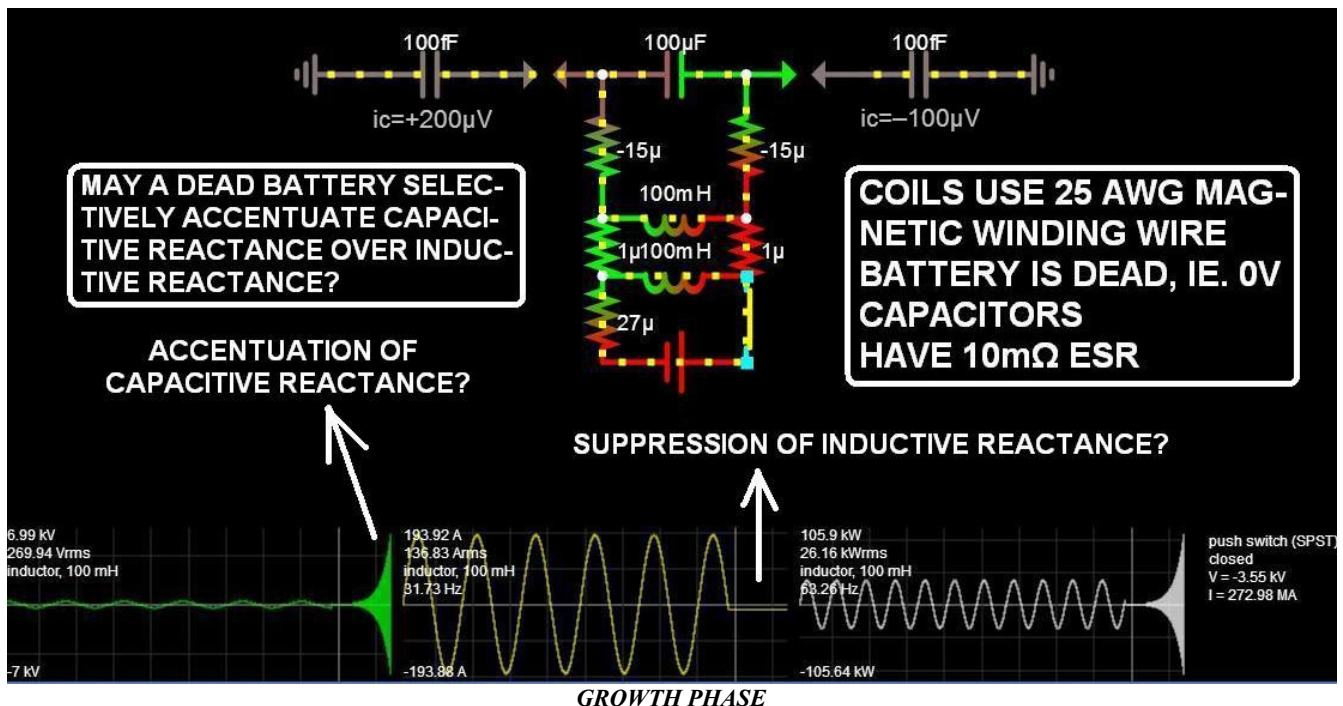
## Dead Batteries Accelerate Electrical Reactance. [Ossie Callanan](#) was Right!

Micro-Cap electronic simulator has a dead battery inside of their neon bulb, spark gap macro...

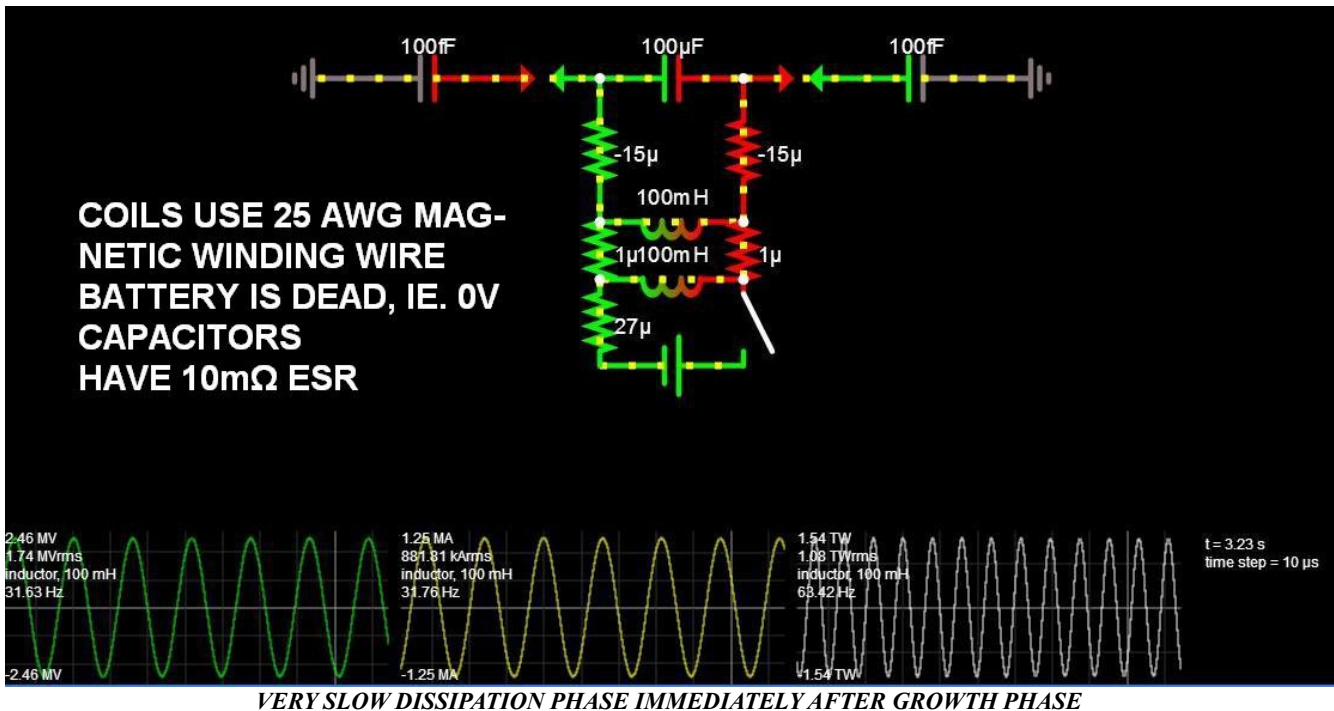
### SPARKGAP MACRO



I wonder why? Do [dead batteries](#) accelerate capacitive reactance while suppressing inductive reactance?...



It sure looks that way! This is significant since capacitive reactance always gives a greater gain per unit time.



Maybe it pays to hold onto all of our dead batteries and save planet Earth from their toxic disposal nightmare?



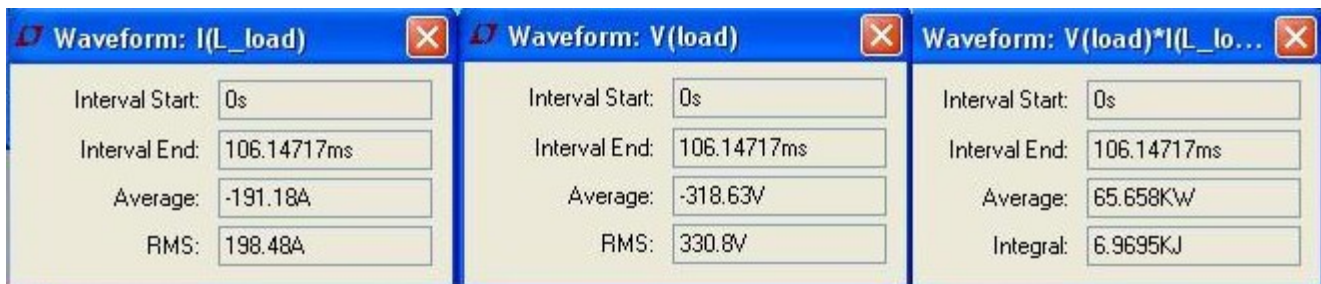
It is obvious to me that thermodynamics is merely one-half of reactive electricity in which dissipation is the norm resulting in the damping of a wave. So, we already have it half right.

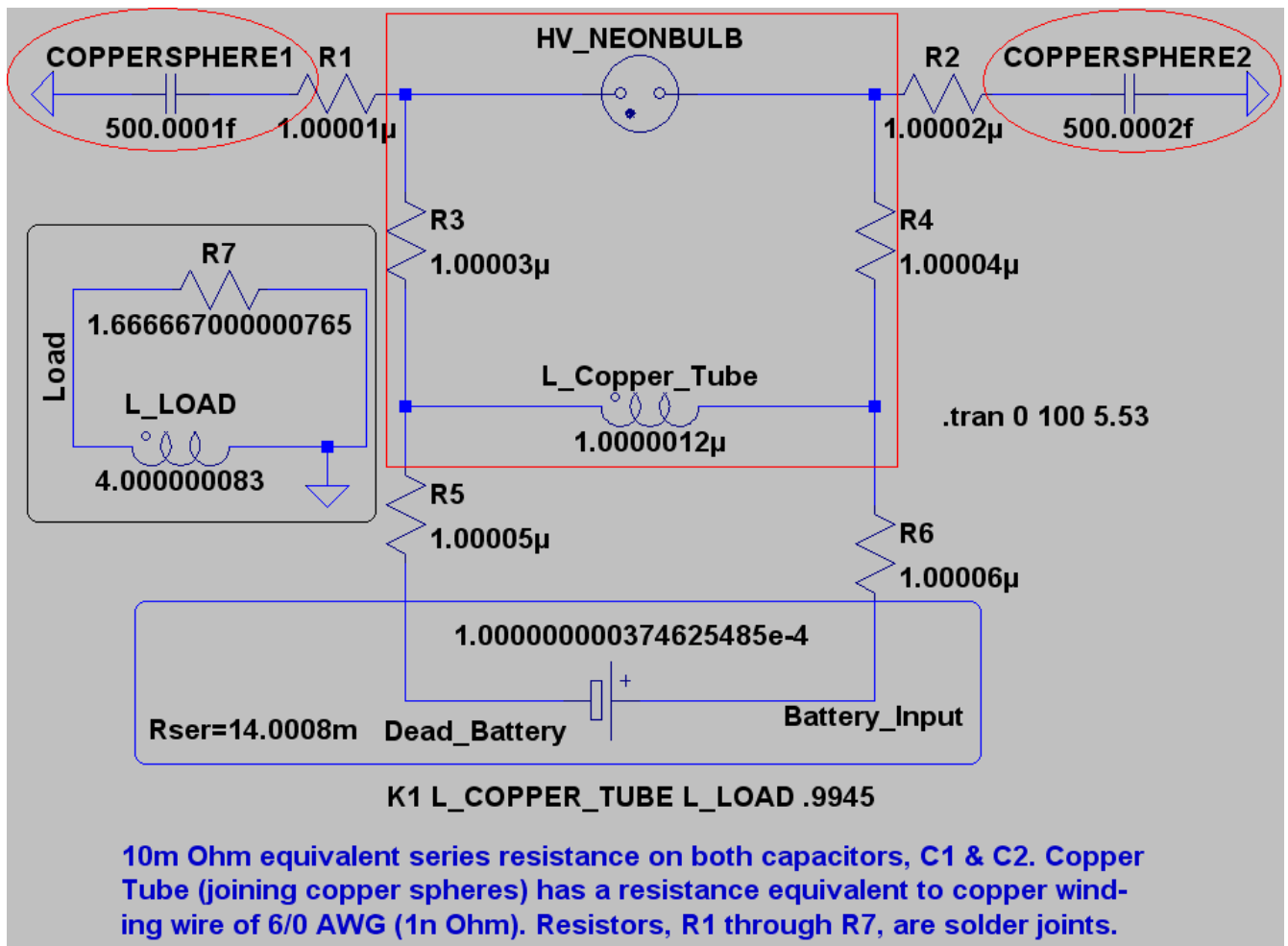
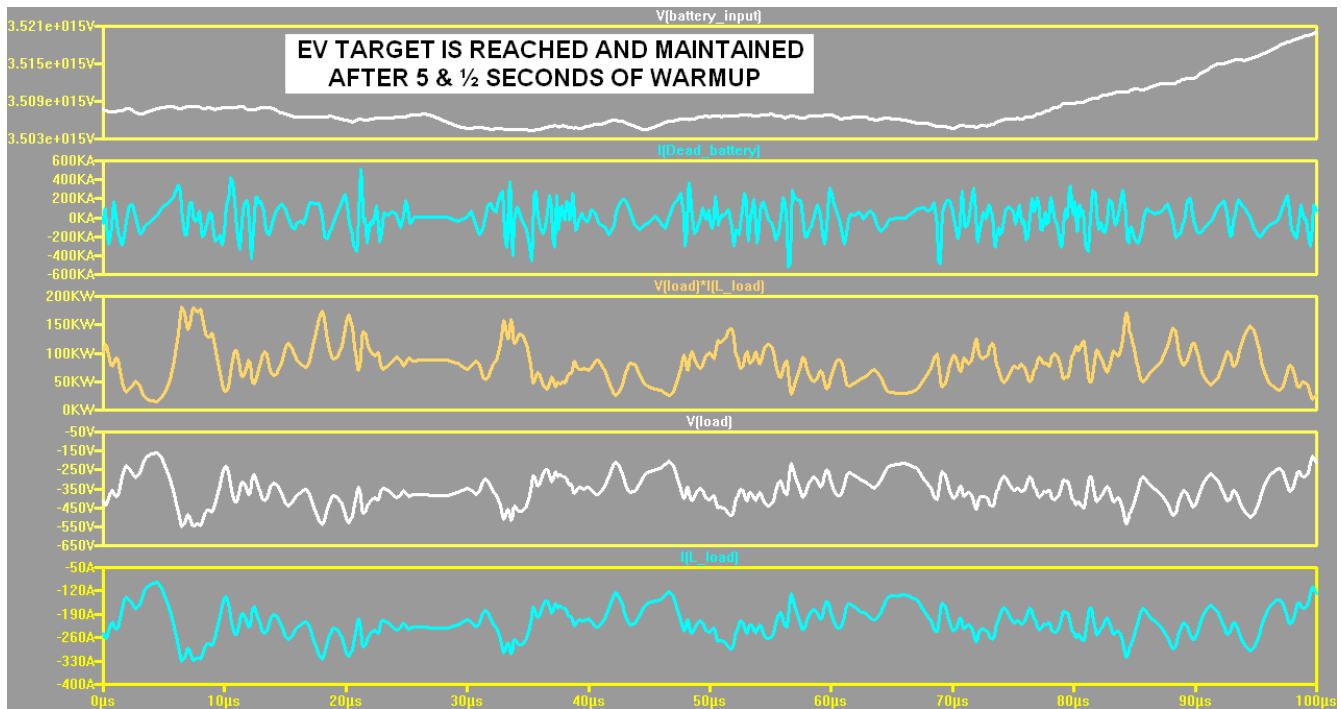
But reactive growth is the other half of thermodynamics. Both taken together holistically describe electricity.



Bare iron wire, or bare iron ribbon, is wrapped around the copper tube and leads to the core of an inductive load (such as, an electric motor in an electric vehicle) in order to transfer the power of the copper tube to the load. This makes the whole arrangement – of the reactive power supply and the inductive load – into a transformer of sorts. This may be why one of the Ammann brothers admitted to the newspaper reporter of iron wire inside the barrel strapped to the front-end of their EV conversion? I can only guess what the “mineral” must have been... Quartz sand to act as an electrostatic sponge? Perhaps... If so, then I would recommend lining the inside of the barrel with aluminum foil to reflect this electrostatic charge back into the quartz sand should any of its charge try to escape the wooden barrel. BTW, dry wood is the perfect insulator since it is not also a dielectric.

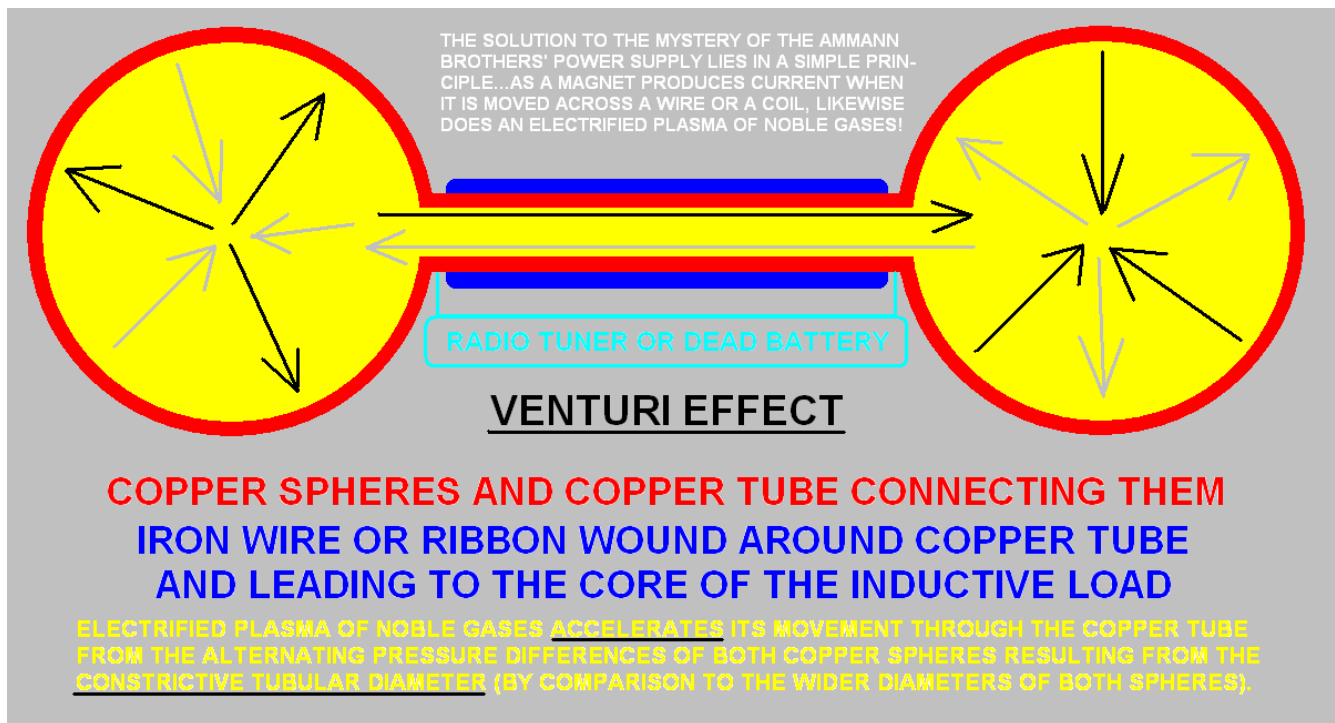
After five and a half seconds of warmup, the following circuit simulation reaches a target sufficient enough to power the twin A/C motors of a [RAV4EV from 2002](#) if I speculate that their combined inductance is 4 Henrys...





Could the ultra-low inductance and resistance of the copper tube (1nΩ) be due to its high-voltage plasma?

## How and Why this Invention Works



Dead batteries (and crystal radios) accelerate this Venturi Effect by not providing enough voltage to interfere with the waves of oscillations traveling through the copper tube. This is because *voltage mirrors resistance* just as easily as *resistance mirrors voltage* (who can say that only one, and not the other, is the cause and not also the effect?). Dead batteries (and “crystal” radio tuners) act as low-voltage sources providing a location for current to “appear” inside of them whenever reactive conditions are applied to their internal matrix [according to John Bedini and Peter Lindemann](#) describing the rapid switching within their “Little School Girl Motor” (SG).

I tried using a sine wave generator to represent a radio tuner of little, or zero, input voltage as an alternative to using a dead battery with the hope of using a frequency to control the rate-of-output per unit of time.

It worked equally as well as a dead battery giving me [so many choices of frequencies](#) to avoid violating FCC guidelines. I chose, instead, to use a dead battery producing random frequencies without regulation. WTF! 😊

It turns out that modifying the coupling coefficient between the copper tube and the inductive load is enough to fine tune the output so long as the other parameters land the output into the desired window of targeted values.



I like to cite Sangulani Maxwell Chikumbutso since he has achieved an overunity circuit using a radio tuner to “treat” a “secret substance” (plasma?) to supplement his five “good” batteries with an additional current source.

This is probably a smart decision to keep his voltage steady while his current may vary enough to warrant this design consideration for the safety and welfare of his inductive load requiring a constant source of voltage?

[He has shared very little with us](#), except its parameters, namely: 5 golf cart batteries rated at 48 volts, each, to give a total of 220 volts and supplemented with an unknown source of 2.2k amps totaling ½ megawatt.

¿I'm guessing he's recharging his batteries with units of amperage 10 times their units of voltage? This is within range-of-tolerance for batteries and somewhat the parameters (2½ to 1 of A/V) used by Tesla Motors.

His device is not protected by any patent. The South African patent office refuses to issue him protection on the grounds that he is violating the conservative (~~conservation~~) view that (~~law of~~) physics is the first and last bastion of the establishment. So, he encases his device inside a protective enclosure which destroys its contents the instant it is pried open by curiosity seekers. What a life some of us must make of extenuating circumstances!



## In Conclusion...

What if the Ammann brothers were stretching it a bit when they claimed that one of the secret ingredients inside of their drum was a mysterious mineral? What if they were using the term very loosely to designate an element on the periodic chart, namely: a noble gas?

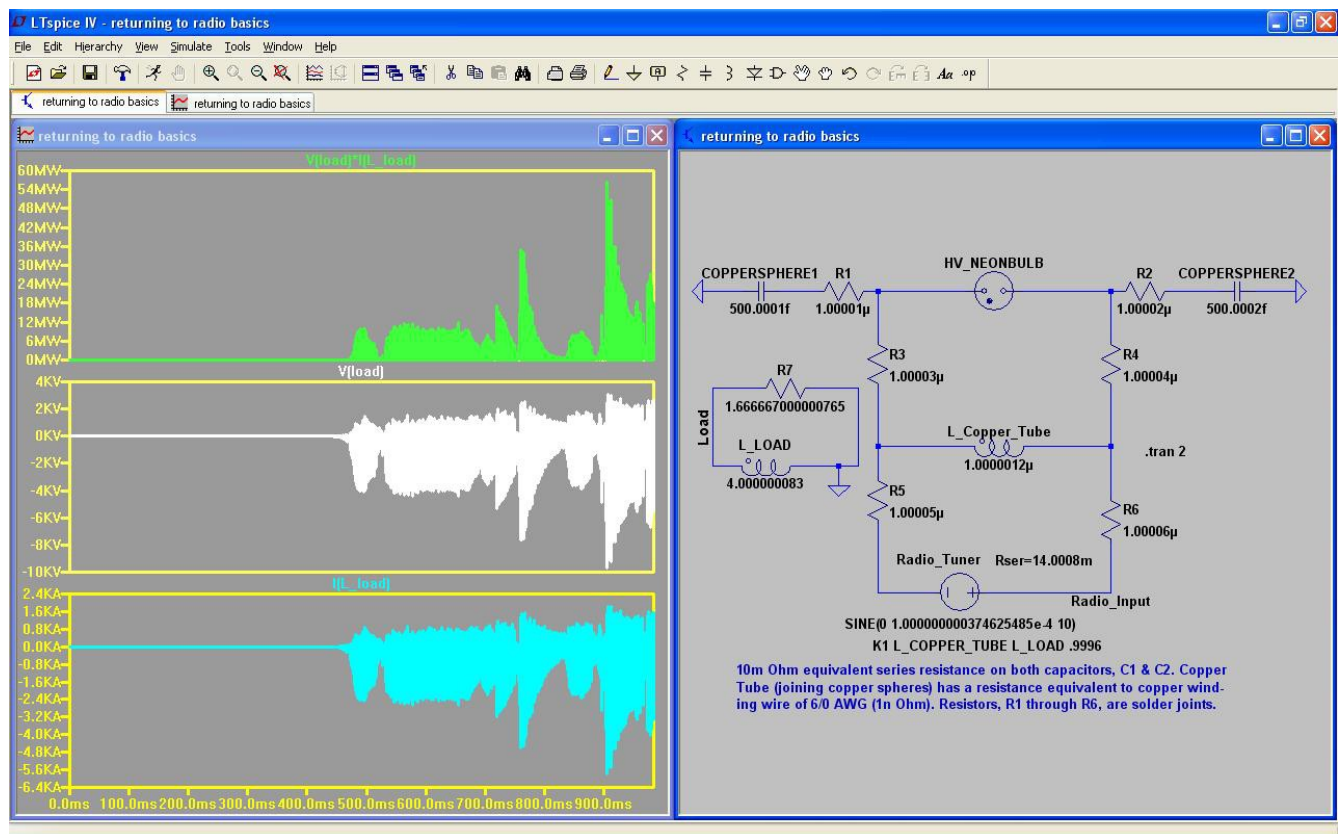
We wouldn't make the same mistake unless we thought we were talking to children. And some grade school teachers would object to our choice of words. But we're talking 100 years ago!

And Sangulani claims that he treats a secret substance with radio frequencies to elicit his overunity response.

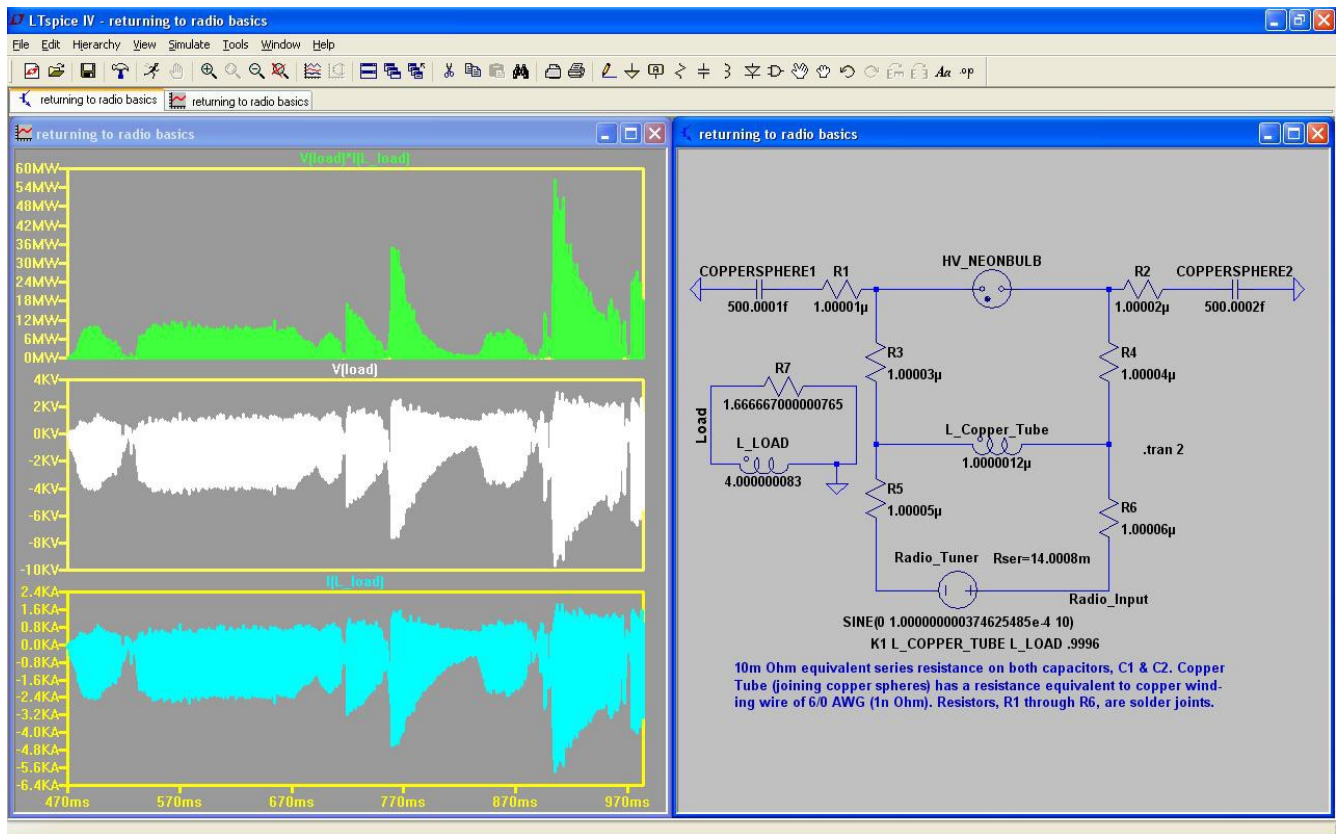
Since either a radio tuner, or a dead battery, can both accelerate the warmup phase, and since both are not necessary for this circuit to work, it almost doesn't matter what the Ammann brothers are saying by comparison to Sangulani since they're using misdirection – just like a magician and a ventriloquist will use the same technique – to keep us from focusing on discovering where the real causation of overunity is occurring in both of their inventions.

It's low-level capacitance sandwiching both ends of the terminals of a container of noble gas that's the ticket!

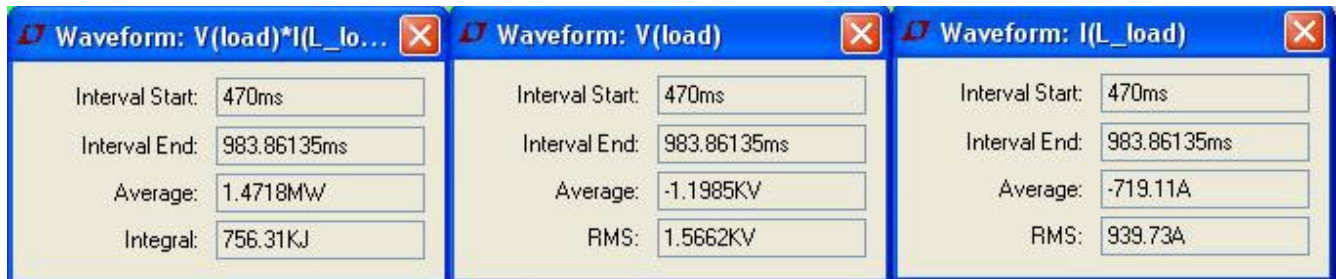
I couldn't avoid the temptation of simulating a plausible arrangement of radio tuning in place of a dead battery...



Zooming in for a closer view...



The overly abundant averages and RMS values are...



The ratio of RMS V(load) to RMS I(L\_load) satisfies my RAV4EV target of 1.66665 to one, volts to amps.

## Sangulani's EV

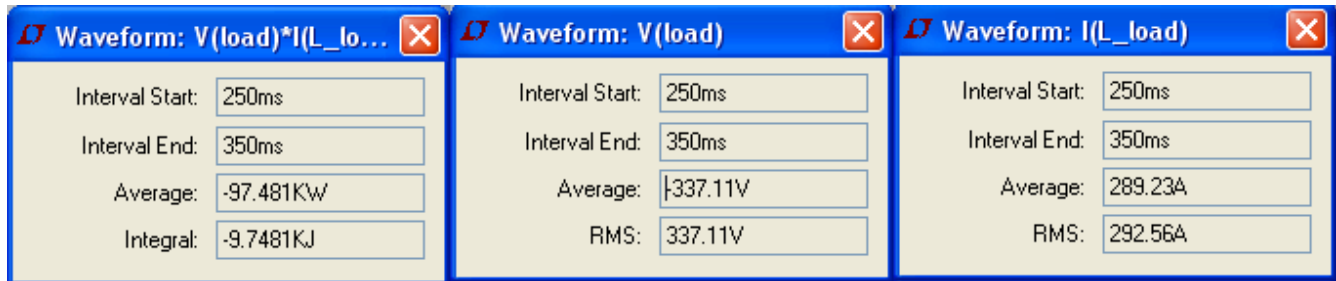
His car's alternator recharges the 220 volt battery pack one battery at a time.

His batteries are not used for powering his vehicle. They're used for precharging a "charging capacitor" adjacent to his motor load before starting up his overunity power supply to provide the current. Excess current will convert to whatever voltage is needed once the power supply is warmed up to its operational level of excitation.

If a momentary charge from the batteries, let's say...once every tenth of a second, were to remind the charging capacitor to remain topped off at the battery voltage (of 340V in the following samples), then the voltage

waveform could veer too much from the motor coils' specifications. And most importantly, the circuit won't take off towards infinite oblivion at some point in time (later on) outside the confines of this limited duration of simulation. Sometimes, given enough simulation duration, that can unexpectedly occur!

Since there is a warmup phase to get through each time the overunity portion of this circuit returns output levels to its operational level every once in a while, then maybe multiple copies of the load portion of this circuit should be duplicated, and all of them mutually coupled together sharing the same magnetic core of iron wires/ribbons, and they should be out of phase with each other (just like a three phase motor) to overlap the warmup period of one phase with the active period of another?



The ratio of amperage to voltage can be raised by increasing the Farads of the charging capacitor...

