How much power is required by the motor to run the car (electric car) in watts?

I'm going to answer[1] the question by not answering the question, but by replacing it with a question everyone fails to ask since one possible implication is the limitation imposed by traditional expectations which include: how much power will the battery pack need to deliver to the motor/s of my EV to give me the driving performance I demand? For, we just assume these limitations instead of questioning their rigid authenticity and any possible alternatives, such as: the possibility of powering an EV from a single 12 volt battery, alone, with unlimited range instead of requiring the use of an entire pack of batteries that have traditionally required periodic pit-stops to refill them from the utility grid?

Huh? Is this possible? The answer is…..yes!

For instance…

What if I were to tell you there is a limitless supply of reactive power available every moment to moment (renamed: "radiant energy" or "Primary Solar Rays" by Nikola Tesla and proponents of New-Age vernacular)? And that a guy by the name of Oliver Heaviside solved the problem of converting reactive power (which is considered useless power by "knowledgeable electrical engineers") into usable power? Reactive power is considered useful for energizing motor coils, but not for running motors off of this "energizing energy" which may only be borrowed, not spent. Yet, its conversion into useful energy was solved over a hundred years ago when Oliver Heaviside invented what we call his: "Telegrapher's Equations".

And a simple resistor, embodied by an incandescent light bulb or an electric heater or electric stove, is also capable of converting reactive power into actual, real, usable power. But whoever thinks about this?

It's interesting to note that we look at this problem with a very narrow intention of merely attempting to successfully transmit power on a transmission line and correct for losses due to conversions from active power to reactive power. The conventional solution is to convert reactive power back into active (usable) power.[2] Never in anyone's wildest dreams does anyone ever consider intentionally spawning a transient (surge; aka, over-voltage) by creating a standing wave of reactive power and, thus, enable the suspension of a transient beyond what is considered to be its normal lifespan, namely: brief.

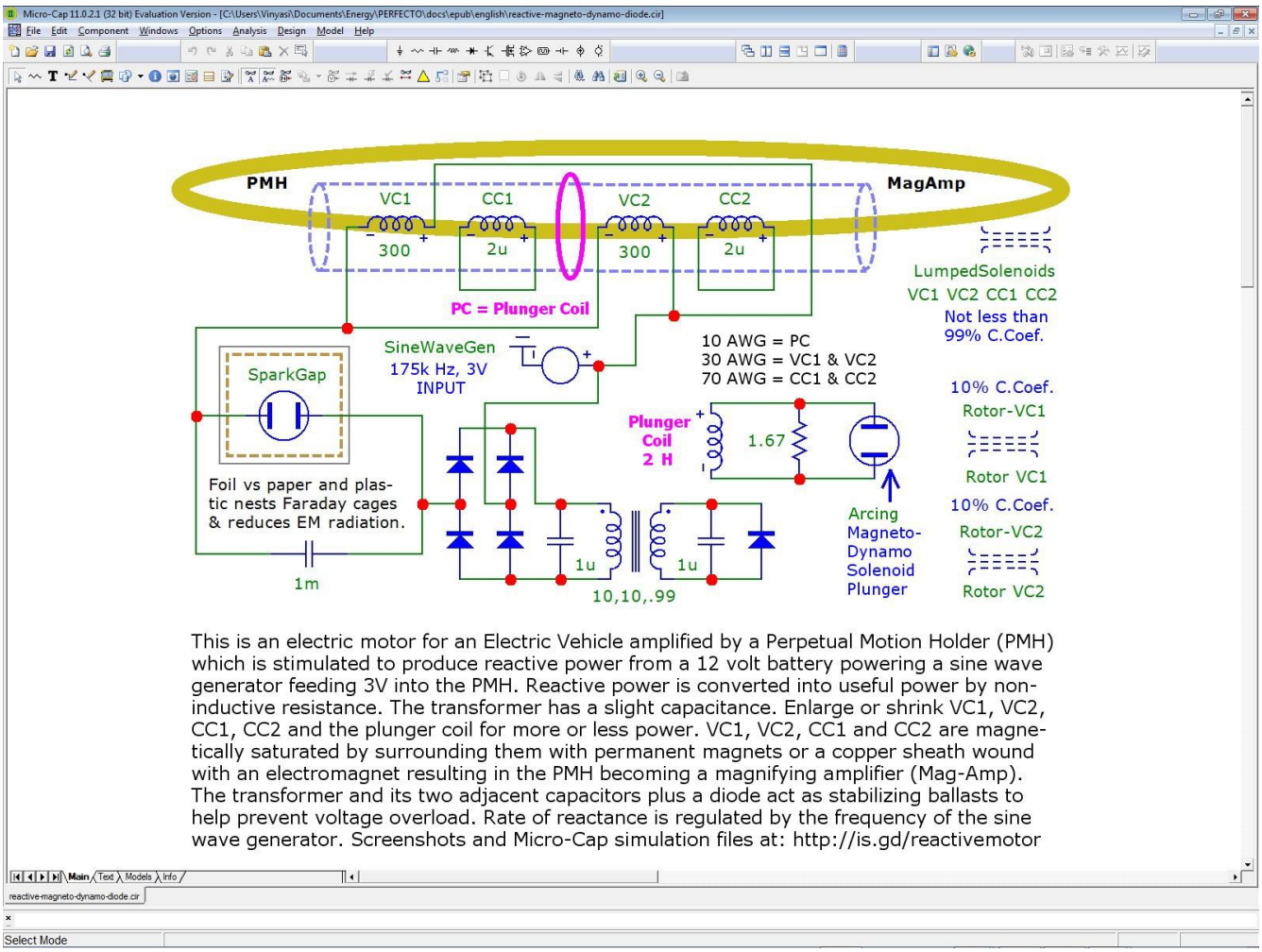
It's really quite simple.

A simple Perpetual Motion Holder (PMH) experiment verifies that magnetic memory (known as: "remanence", but could also be renamed: "magnetic inertia") can maintain a circulating loop of magnetism in a steel loop, indefinitely. Computer core memory dating back to between the years of 1955 and 1975 used this property to store their memory, indefinitely, before the advent of more modern methods.

And reactive power may easily be generated by the terminus of a transmission line.[3]

Combine these two features, plus a loose coupling with an inductor (the "plunger coil" in the schematic, below), and feed this reactive power through an A/C to D/C conversion via a full bridge rectification of four diodes to a capacitor, and we get the generation of a standing, lossless wave of an indefinitely surging transience of reactive power of negative power factor accumulation. The addition of a spark gap (on the side of the schematic) will periodically fire and dissipate this tendency to surge to infinite oblivion to prevent the destruction of its host-circuit. Attach a transformer to the end of this

circuit acting as ballast to apply the "Oliver Heaviside Solution to the Ferranti Effect" and help stabilize an unstable condition (by design, overunity circuits are inherently unstable), and we have ourselves a "Free Energy Power Gain" if we include an illuminative resistance in the form of another spark gap at the rotor making this a magneto-dynamo and capable of converting all of the freely available reactive power into usable power requiring merely 12 volts input of nano amps and a moderate frequency of sine wave stimulation. This output may be increased or decreased based on numerous parameters, such as: the mass (self-inductance) of some of the coils in our customized PMH (labeled VC1 and VC2 in the following schematic)…..



The brown ellipse represents a toroidal magnetizing core for the PMH surrounded by an envelope of permanent magnets or else the magnetic field of a magnetic amplifier to compensate for magnetic losses radiating outwardly. The PMH steel core will compensate for magnetic losses radiating inwardly. Both compensations are needed since this circuit will not operate at anything less than a 99% coefficient of coupling among the voltage coils, VC1 & VC2, and the current coils, CC1 & CC2. At a coupling coefficient of 98% among these four coils, this circuit will die and this is only one of several factors to which this tenuous circuit of overunity is vulnerable.

These five solenoid coils (of my imaginary PMH) is patterned off of a standard single phase A/C induction motor extracted from an ice cream churning appliance, but with enlarged values to some of its coils - especially its voltage coils. These voltage coils are formed by splitting the main motor coil of

a single phase motor into a bifilar coil of two windings connected in parallel. The current coils of my schematic are derived from the starter coils of a single phase induction motor.

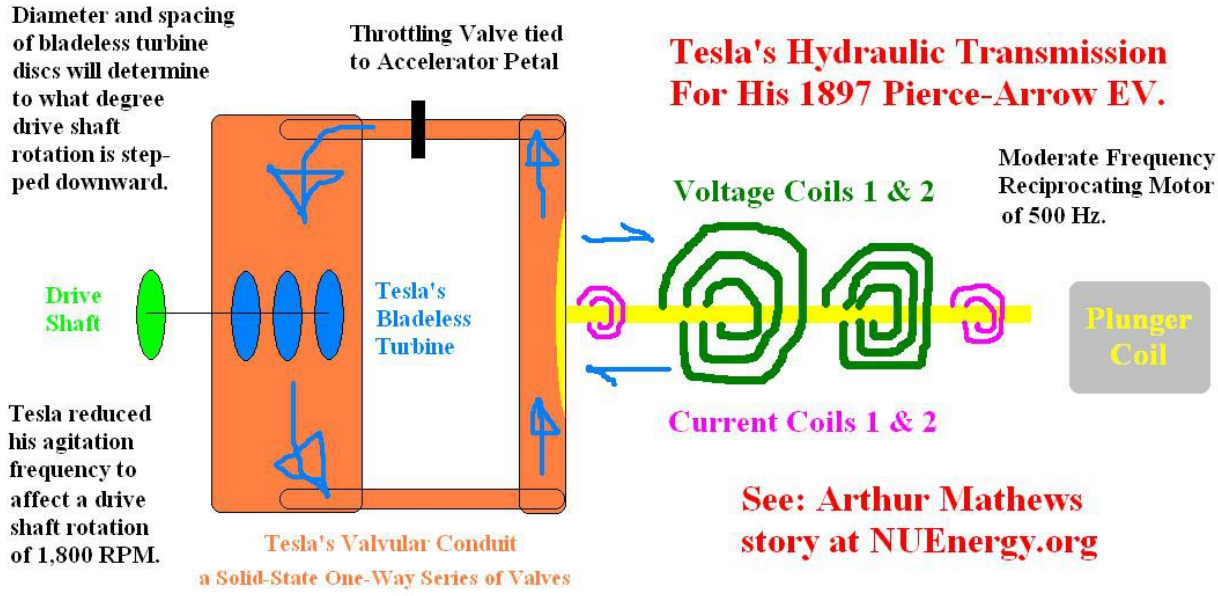
These voltage coils, VC1 and VC2, will exhibit a preponderance of voltage with a scant amount of current. Yet, the phase angle of voltage to current will be offset by a full half of an A/C cycle, namely: by a separation between them of 180 degrees.

The current coils, CC1 and CC2, will exhibit no voltage (zero voltage) and lots of current.

All of this will combine within the plunger coil at the full values totaling the entire energy of all four coils.

The plunger coil will see pulses of triangular surges riding atop A/C sine waves. If it is coupled (across an optional shunting resistor) to a spark gap, then this plunger coil takes on the reactant properties of a capacitor for it will no longer exhibit current out of phase with its voltage by a full 180 degrees of separation. Instead, it will exhibit current ahead of voltage by 90 degrees just like a capacitor! This is known as: negative inductance.[4]

I use Arthur Mathews' story to verify the likelihood that this reciprocating device, which operates at a frequency a tad higher than a conventional motor, will successfully propel a car.



The transformer positioned at the bottom-right of the circuit, acting as a stabilizing ballast, is not intended to be nor support any external load. It's just there to make sure explosive runaway surges are less likely to occur along with a diode alongside it to help out as well.

BTW, it may be wise to use a frequency input within the license-free experimental radio band called LowFER) of 175 kilo Hertz.

Obviously, this is all hypothetical yet simulated within the context of a $5,000 software called: Micro-Cap which is a variety of the Berkeley SPICE model for electronic analog circuits.

So…

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A better question might be: “How much coefficient of performance is the circuit schematic, above, capable of?

In the words of Wikipedia…

“The coefficient of performance or COP (sometimes CP or CoP) of a heat pump, refrigerator or air conditioning system is a ratio of useful heating or cooling provided to work required. Higher COPs equate to lower operating costs. The COP usually exceeds 1, especially in heat pumps, because, instead of just converting work to heat (which, if 100% efficient, would be a COP of 1), it pumps additional heat from a heat source to where the heat is required.”

In other words, “more energy out than what enters in”. Voila! Freely available, useful energy!

Footnotes

[1] How Much Power Is Required By The Motor To Run The Car (electric Car) In Watts : Vinyasi : Free Download, Borrow, and Streaming : Internet Archive

[2] Reactive Power Control in Transmission System using FACTS & SVC

[3] Telegrapher's Equations

[4] Negative impedance converter - Wikipedia