

The Howard Johnson Permanent
Magnet Rotory Motor:
Exegesis via the
Einstein-Cartan-Evans Field Theory

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Abstract:

Howard Johnson's Permanent Magnet Motor, US Patent 4151431, 1979, is an historic invention that addresses our escalating need for new sources of energy. It is a deceptively simple innovation that cleverly harnesses the magnetic forces of attraction and repulsion.

Mr. Johnson demonstrated the motor to the US Patent Office many times from 1973 through 1979. Finally in 1979, a well known nuclear engineer, President Jimmy Carter, recognized the magnetic motor's potential and agreed with Howard Johnson - it may well be an unknown form of nuclear energy. Accordingly, President Carter stepped in and forced the antagonistic and disinclined US Patent Office to grant Mr. Johnson's patent.

This paper reveals how the Johnson Permanent Magnet Motor works by means of the Einstein-Cartan-Evans (ECE) Field Theory. ECE theory states

that Spacetime is a vast source of energy. This 'source' creates gravitation - which keeps us from floating into space, and electromagnetism (torsion) - which forges the diversity and complexity that drives all of Nature. By developing technologies that feed from the unending reservoir of spacetime, we gain a cleaner, renewable energy source that can replace fossil fuels completely.

This paper also uses a scientific scalar and vector mathematical model developed by William P. Harrison, Jr., that includes gauss meter readings and diagrams that emerged from the working prototype rotary motor.

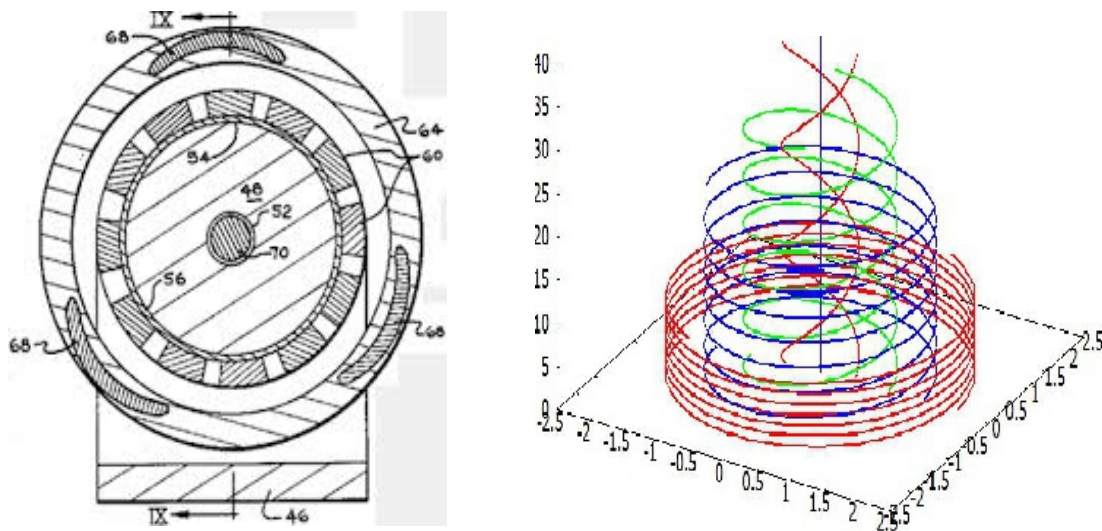


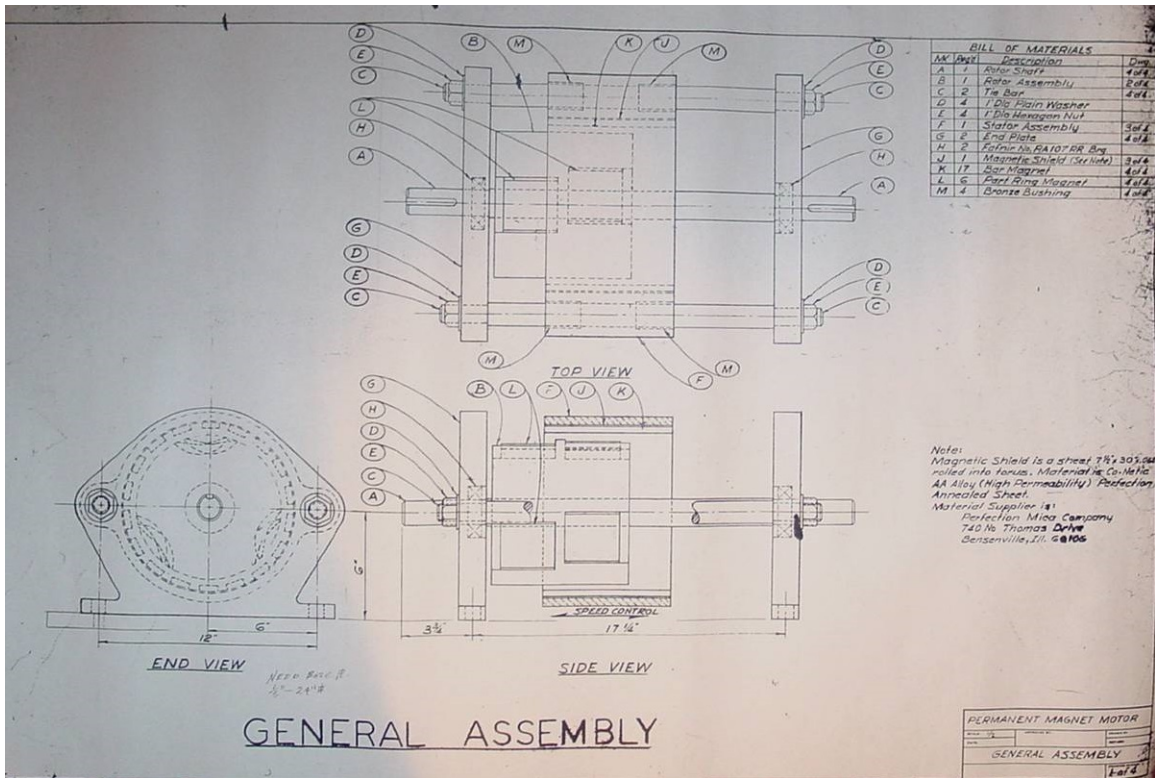
Fig.10 ECE Theory's free magnetic field

Figure 10 of patent [4151431](#) displays a form of rotary magnet motor. Employing ECE theory and

thorough investigation we find that, as presented in the patent, the magnet motor is not autonomous, it cannot self-run. By placing a magnetic shield (54) and stator magnets in the center of the device, the ($\sim w$) wave function of the magnetic asymmetry is blocked from the z axis of rotation; so it will not be able to produce the Spin Connection Resonance (SCR) needed to self-run.

The spin connection initiates torsion and curvature 'into' spacetime; it's resonance (oscillation) produces and delivers surges of electricity 'out of' spacetime. For free body rotation to take place, the active plane B fields must be decoupled from the local ambient inertial frame of spacetime to produce SCR at the z axis, which will then give rise to wave conduction and time reversal processes in the wave system.

Because this design (fig 10) will not work, what form should the prototype take?

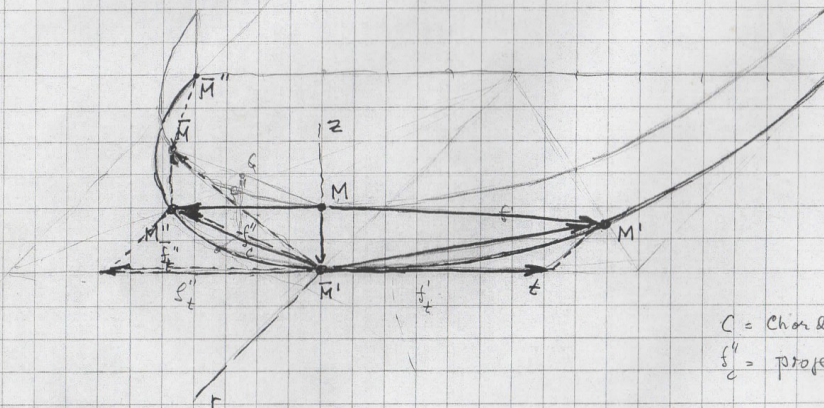


A set of blueprints circulated for years that allegedly detailed the 5000 Watt production model that Johnson planned to market. He could not get it to work. There is reason to believe these blueprints are genuine and originated with Johnson, but they are not like the patent image. The 5000 watt blueprints have an outer stator with internal rotor. Studying the blueprint with an understanding of ECE theory, shows this design has potential. ECE theory reveals numerous design problems that would dampen and interfere with the ($\sim w$) wave function of the magnetic asymmetry, from the z axis of rotation. One problem is the aluminum rotor with permanent magnets embedded in it. The paramagnetic properties of aluminum would dampen

the magnetic field's ability to freely interact with the wave function at z axis. This was probably the reason Johnson could not get it to work. Pressed for time and funding, and obligated to the manufacturer to deliver production model. Based on Johnson displayed work. Most likely he made the working prototype from wood, frame and rotor.

Let track moments $M', M'',$ etc. be fixed in the lower circular track.
 " structure moment $M, S,$ etc, " " " " upper " " "

For every M' creating a tangential force f'_t , there is a balancing f''_t due to M''
 These are repulsive forces if a N pole is at $M, M', M'',$ etc.
 " " attractive " " " S " " " M and a N pole at $M', M'',$ etc.
 Thus, a monopolar N-N combination will be balanced for $f'_t = f''_t$
 and, a " S-N " " " " " " $-f'_t = -f''_t$



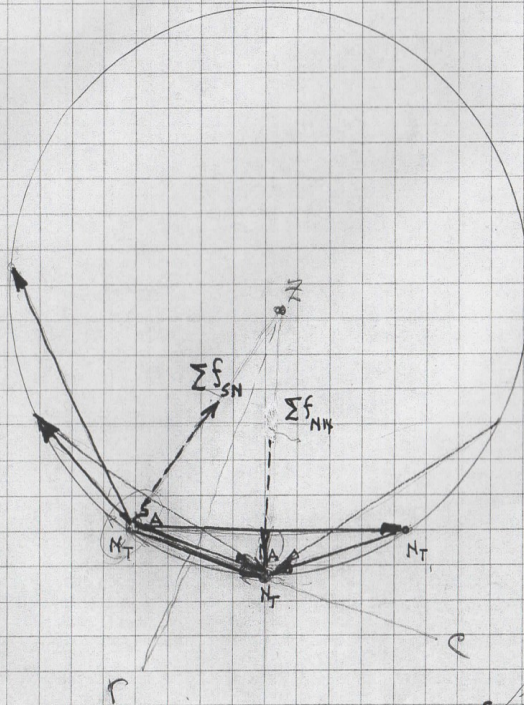
$C = \text{Chord}$
 $f''_c = \text{projection of } f'' \text{ on chord } \bar{M}'M'', \text{ etc}$

Now, with pole N at M and pole S at \bar{M} f''_c for each pole is balanced
 Although f''_c due to N-N and S-N poles reinforce each other from \bar{M}' to M''

Image of circular track by William P. Harrison, Jr.

This drawing with hand-written notations evolved as Professor Harrison reverse-engineered Johnson's working prototype in 1979. Harrison's notes were not intended to be seen, but luckily they are clear and easy to read. He gives eye-witness detail that articulates and validates ECE theory: The shield and stator are on the outside of the motor. This increases the dynamic gain difference of the wave system and sets up the boundary conditions needed to confine and determine the plane of spacetime spin. Harrison writes that all radial forces balance out to zero. For each repelling force there is an equal attracting force. Positioning the arc magnet close to the stator, all forces synchronize to net zero, all balance. (Johnson's motor does not use the radial forces at all for power, unlike electric motors.)

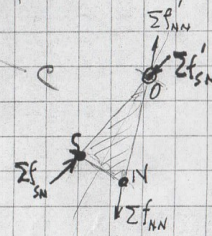
T = Track A = Armature



force f is effect of N_T on N_A or S_A

All attractive S_A-N_T forces are balanced along a tangent, as are N_A-N_T forces

However, all S_A-N_T forces have a resultant Σf_{SN} and all N_A-N_T forces have a resultant Σf_{NN} . These are both directed in the same direction. Therefore, they add and could create a torque about the Z axis.



However, a triangular free body SN acting as the armature SN with a bearing at O will be balanced radially. Using ΣM_o we see Σf_{SN} and Σf_{NN} act through O , $\therefore \Sigma M_o = 0$.

Image of internal rotor by William P.

Harrison, Jr.

Here Harrison shows that the magnetic forces that go from the stator to the center of rotation are the working forces. As predicted by ECE theory free body magnetic field.

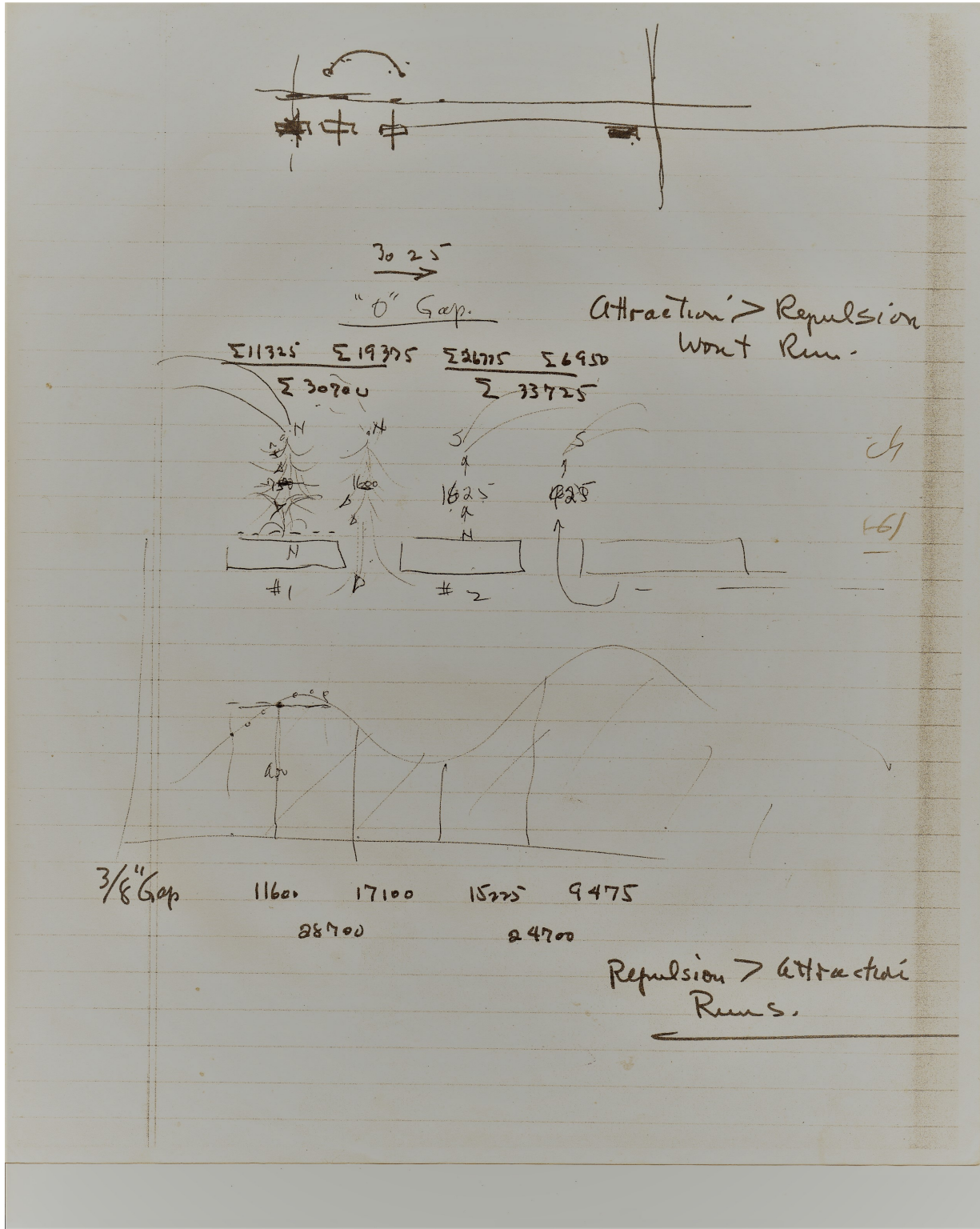


Image of force relationship by William P. Harrison, Jr.

For a scalar model, repulsion must be the prime force of action. The net effective power would directly relate to the effective decoupling. Magnetic attraction is a combined coupling, where repelling is not. Motive force greater than the permanent magnet's energy levels, as a by product of the Spin Connection Resonance (SCR) wave action in the free body rotor. The actual energy level of the magnets is not as critical as the effective coupling ratios. The description of the working prototype becomes a proof of ECE theory in its application of Space Center Resonances.

Next two images show the Gauss meter readings taken from the prototype .

August 3, 1979
(from chart)

Air Gap (probe)

N

S

(North Pole)

(South Pole)

	(North Pole)		(South Pole)	
	Opposed	Attract	Opposed	Attract
1.	750	- 1600	1. 925	- 1650
2.	700	- 1450	2. 675	- 2200
3.	850	- 1500	3. 600	- 2200
4.	1175	- 1600	4. 500	- 2175
5.	950	- 1400	5. 375	- 2325
6.	900	- 1400	6. 300	- 2275
7.	950	- 1575	7. 525	- 2150
8.	800	- 1350	8. 600	- 2275
9.	1050	- 1550	9. 450	- 1800
10.	1000	- 950	10. 550	- 1700
11.	850	- 1700	11. 575	- 1825
12.	800	- 1900	12. 400	- 2050
13.	550	- 1400	13. 475	- 2150
	11,325	19,375	6,950	26,775

Sum: 30,700

Sum: 33,725

Opposition % of attraction is: .5845

Opposition % of attraction is: .2595

N S

3/8" Air Gap
(North Pole)

3/8" Air Gap
(South Pole)

	Opposed	Attract
1.	875	- 1100
2.	950	- 1450
3.	950	- 1400
4.	925	- 1375
5.	925	- 1350
6.	950	- 1450
7.	925	- 1350
8.	925	- 1350
9.	1000	- 1350
10.	925	- 1100
11.	875	- 1250
12.	775	- 1275
13.	600	- 1300
	11,600	17,100

Sum: 28,700

Opposition % of attraction is: .6883

.024% opposition increase over the magnets
11.74% attraction decrease over the slots

	Opposed	Attract
1.	950	- 1250
2.	550	- 1175
3.	650	- 1150
4.	650	- 1150
5.	800	- 1150
6.	600	- 1175
7.	750	- 1150
8.	700	- 1200
9.	800	- 1100
10.	850	- 1150
11.	650	- 975
12.	850	- 1250
13.	675	- 1350
	9,475	15,225

Sum: 24,700

Opposition % of attraction is: .6223

36% opposition increase over the slots
43% attraction decrease over the magnets

φ

In conclusion :

A development project is needed before productive motors can be built. Working parameters need to be defined, and specifics gathered regarding investments for magnet-making equipment. In the light of new technologies like 3D printing, making magnets and developing a cost effective motor is within reach. Currently, without prescribed parameters, magnet manufacturers can not produce the matched and balanced magnet sets needed for the motor. Howard Johnson invested many years to perfect his proof of concept. A development program would carry forward that work, updating and outlining the specifications of both motor stator and arc magnet. Mass production is possible and applications would be limitless.