

So, in conclusion about the Type "C" Rotor Configuration, it has become very clear that we are now not able to depend on this configuration to create any Torque, unless we first chop the wave frequency in half.

Now in regards to Type "B" Rotor Configuration, it has become clear that we have not tested this and we probably will not get around to testing it for a while, unless of course we build the next GALT with two sets of Rotors so that we can try it out first as a Type "B" Configuration and then at the same time we can test the Type "C" Configuration.

But overall, as the Type "B" Configuration still has some Nub Overlap and Shuffle that would tend to naturalize the torque; but overall this concept has more induction than it has counter force and should create some Torque. But as you can see this concept still might have some of the problem concepts that are found in the Type "A" Rotor Configuration. I guess we will have to just build it and find out at some point in time. Note here that when we Take a create two sets of two Rotor Nubs and then stack them in the center of the Four Coil GALT or even the Two Coil GALT it is easier to make a Type of "C" configuration as we now have two different Rotors and Magnets reacting.

I'm now told that Telsa's original A.C. Alternator had eight stationary Coils with Four Coil Nubs that rotated in the center. So by creating this Type "C" configuration we have actually improved on Mr. Tesla's first concept; as it would seem that Mr. Telsa's first A.C. Motor did not in fact violate the law of Lenz!!! But we are. He also had Rotors to create the D.C. Magnetism using these D.C. Electro Magnets; and we now have the great new Neodymium Magnets; and soon we will have the Hexanitride magnets that are 100 times more field strength. Soon.

TYPE "C" ROTOR CONFIGURATION: This configuration is a little bit different then Mr. Tesla's first A.C. Alternator as we now are going to generate the Henries without having any shuffling; as we have the Rotors 100% and/or 100% at the same time. So now at least we have been able to separate these three different Rotor concepts as we move forward to bring Tesla's missing concepts forward.

Now as two of the Rotor Nubs (each Rotor has only two reacting nubs) are magnetically reacting to the Stator none of the other Nubs are magnetically reacting with any Nubs; so in essence we have the two Nubs 100% being used when no other Nubs are being used; so really there is no overlap or shuffling and no reluctant counter forces are every created. But when we now use a stack of two rotor sets in a pattern that is Criss Cross; whereas the upper two Rotors (with the magnet in between) activate Stators separately from the bottom two Rotors; in a manner that cancels all of the overlap/shuffling physically while geometrically we really still have some shuffling. The Six Coil GALT seems to geometrically work as two of the rotor Nubs are at TDC and the second set of Nubs have just 100% left; and the third set of rotor Nubs is just reaching the starting point of the third set of Stators. So geometrically speaking the Lower Rotor is bifurcated physically and magnetically from the Upper Rotors in such a way so that no overlap or shuffling is happening when the Rotors are rotating. But in all reality it looks like it might be shuffling as one Rotor Set is winding down when the other Rotor Set is winding up, but these Rotors are each on a different Rotor Assembly and don't share any magnetism.

So, what we now have in the Type "C" Configuration, is regular Reluctance grabbing and pulling the reacting Nub towards TDC and the Pull Reluctance also at the same time is pulling the reacting Poled Nub towards TDC (as North grabs South and South Grabs North) and then after the Nub reaches TDC and starts to travel past TDC, does the Push Reluctance (caused by South pushing South and North

pushing North), take over as this Push Reluctance is now pushing the Nub past TDC (as South pushes South and North pushes North). Note here that there is still some counter Reluctance force being created only past or after TDC (where the SRM Rotor is just coasting), but in all reality this Push Reluctance Force after TDC, is now totally dependent on the fact that a load of some kind should always be kept on the GALT Coils; this is true, as it is only an ongoing load which causes that the amps to actually flow, that cause the Magnetic Pole shift on the Stators; so as the load moves more amps we end up with more Push Reluctance and we get more actually horse power. So either way it is becoming very clear that we now have a Transformer that will create Torque but we will get more torque if we keep a load on the GALT Coils at all times. So our other ideas of having resistors put on some of the GALT Coils to maintain a Load condition if there is no demand still might be needed; but we will see soon. Only time will tell, but either way it has become clear that even if the new GALT "C" Configuration makes some torque without having a load on the Coils, it surely will make more torque if we can keep a load on the Coils. So either way we are ready to move forward and build bigger unit.

I think at this point in time what we now need is to build a Six Coil GALT "C" Configuration that has two sets of two Nub Rotors (on the lower and upper area). I really like the idea of using a four Nub Configuration for this purpose. A machine this size would now earn about \$250,000 a month. We are ready.

Dave