to an outer casing. See assembly in (Diagram **FIG. 1**) No. **5**. Upon release of the switch during rotation of the motor the switch is returned to the off position by way of a spring (Diagram **FIG. 3**) No. **10** thus the momentary switching is repeated to arrive at motoring the armature.

[**0024**] In (Diagram **FIG. 4**) indicates the use of a brush and commutator switch where upon rotation of the motor shaft No. **4** a laminat of a high electrical conductor No. **5** and **6** known as a commutator reach the point at the power cycle where it bridgeds two brush contacts No. **7** riding on the shaft No. **4** being held in a mount No. **10** that is affixed inside the motor housing, thus sending current to the stator coils momentarily during the power cycle and in rotation proceeding to a non electric conductor area No. **9** thus acquiring the repeating on off cycle for motoring.

[**0025**] In the event of regulating the motor speed. When the stator switch is off at the end of the power cycle a small designated amount of current would be maintained in the stator coils. This will create resistance or negative pull on the armatures direction as it wheelds away from the stator on the momentum cycle. So for a constant motor speed a resistor would be connected between the stator coil wires at the switch. (Diagram **FIG. 3**) No. **11**, also a variable resistor can be used for variable speeds attached in the same position as the said constant resistor. This method of speed control would be necessary in a gravity condition were if the motors work load failed by way of breakage the motors armature would suddenly escalate twords light speed and disintegrate, rendering it hazardous, otherwise the motor could be speed controlled by varying the supply voltage.

[**0026**] Because this motor is runned solely by the stator coils in the said manner. Instances will occur when the armature stops in the off position when the motors current supply is shut off. This requires the motor to have a mechincal means of repositioning the armature for restarting. This is achievesd by two different means in (Diagram **FIG. 5**) and **6**. In (Diagram **FIG. 5**) a ratchet ring No. **5** affixed to motor shaft No. **4** (also see Diagram **FIG. 1** No. **7** for assembly view) driven by a linier solenoid (Diagram **FIG. 5**) No. **7** has a member attacshed to the end of the solenoid plunger piston No. **8** and upon the end of the member having a spring loaded catch No. **6**. When the motor is switched on from external supply, current is also delivered to the solenoid No. **7** and is engaged. Delivering a momentary linier stroke where the catch No. **6** engages with the ratchet ring No. **5** and torques the armature, moving it into position for the stator coil switch to engage thus starting the motor. The solenoid is then automatically switched off and is returned to the rest position as indicated in (Diagram **FIG. 5**) by way of a spring located inside the solenoid cylinder No. **9** thus the spring loaded catch No. **6** retracts to pass under the ratchet ring, where upon reaching its rest position where it remains during running of the motor. In (Diagram **FIG. 6**) the same action is achieved using a rack No. **1** and ring or pinion gear No. **3**. The pinion gear being affixed to a standard roller clutch which is affixed to motor shaft No. **4**. The roller clutch engages torque in one direction and rolls free like a bearing in the opposite direction. Thus accomplishing the same starter action as in the said ratchet design.

[**0027**] In (Diagram **FIG. 8**) No. **1** indicates the same armature as the motor in (Diagram **FIG. 7**) and **FIG. 1**. However in (Diagram **FIG. 8**) having a different field iron laminate profile No. **3** and Stator coil No. **2**. It's position being transverse to the motors radial length. The laminate poles No. **3** paralleling each other from top and bottom of the coils north and south pole. This configuration concentrates the flux field between and within the laminate poles thus generating greater magnetic forces. Having a motor of equal size and amperage use it will deliver greater torque.

[**0028**] Taking this motor further, where the same torque can be achieved with only half the current use, giving it one hundred percent gain in efficiency. The realization that a stator coil generates the same magnetic force on both sides of its poles. As is the flux field of all magnetism being symmetrical. By placing one stator, (Diagram **FIG. 9**) No. **1** in the center of two armatures, No. **2** and No. **3**, each armature is being motored on one half it's diameter at a time. Equaling the same torque as one armature being motored by two stators on each side, as in conventional method. The difference being only one stator coil is being used instead of two, thus only half the current used. This can be with both stator field designs presented in (Diagrams **FIG. 7**) and **FIG. 8**. In (Diagram **FIG. 9**) No. **4** indicates the two armatures joined on one end with gears to a center output shaft. The gears would then regulate the synchronous timing required to run the two armatures. The two armature shafts can also be joined with chain or a timing belt having one armature shaft longer as to be the output drive shaft, not shown in diagram.

[**0029**] This concludes all aspects necessary for understanding the working of this Free Energy Electric Motor and is compliant to Einstein's Equation that energy equals mass times velocity squared.

What I claim as my invention is a free energy electric motor:

1; A SOLID IRON LAMINATE ARMATURE, having no magnetic coil windings.

2; One of two, STATOR COIL and FIELD IRON LAMINATE profile and configuration. Described in Diagram **FIG. 8**.

3; ELECTRICAL MOMENTARY SWITCHING OF STATOR COILS, for motoring the armature.

4; A DUAL ARMATURE and SINGLE STATOR MOTOR configuration.

5; ELECTRICAL RESISTIVE MOTOR SPEED CONTROL.

6; TWO MACHANICAL STARTERS.

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