

Authorities Raid Plant, Confiscate Working Prototype Motors

Inventor of World's First No-Fuel Engine Is Suppressed by L.A. District Attorney

EDITOR'S NOTE: On July 1, 1973, TATTLER published a story announcing the invention of a remarkable "fuelless engine" capable of powering an automobile. The engine, invented by Ed Gray and named the EMS motor, functioned on an electromagnetic principal that allowed it to regenerate its own power.

At the time, TATTLER predicted the Gray engine would revolutionize the auto industry. We also published Gray's announced intention to have automobiles containing the engine in production and available to the public by the end of 1974. That obviously has not happened, and, for a very good reason.

For the past seven months, Gray has been the victim of an incredible campaign of obvious harassment by the Los Angeles District Attorney's office. This harassment appears to be yet another chapter in a long history of attempts to suppress any automotive invention that might disrupt the status quo for auto manufacturing as established by Detroit's car-making giants.

TATTLER was warned not to print this story until the issue was settled in court. We are printing it because the public has a right to know what is happening and because it has become obvious that the district attorney has no intention of seeking a quick decision in the case. In this exclusive report, Articles Editor Tom Valentine reveals the sordid, behind the scenes suppression of one man's effort to help mankind.



ED GRAY holds working prototype fuelless engine.

By TOM VALENTINE
Of the Tattler Staff

The effort of inventor Ed Gray to produce a fuelless automobile engine that could greatly benefit mankind has been blocked by the Los Angeles District Attorney's Office.

Gray is the inventor of the EMS motor — a remarkable electromagnetic engine that regenerates its own power thus eliminating the need for liquid fuel.

Gray had intended to have his motor in production and available to the general public by the end of 1974. However, a series of confrontations with the Los Angeles District Attorney's Office has completely stymied his efforts.

Gray's problems began last July 22, when Los Angeles authorities raided his plant in Van Nuys, Calif. Virtually everything in the building was confiscated — including his working prototype motor.

SEVEN MONTHS later, not a single charge has been brought against Gray. Yet, the Los Angeles District Attorney's office still has his records and engine models.

The Van Nuys raid is only the latest incident in a strange pattern of "non-arrests" of automotive inventors that dates back more than half a century.

In a continuing investigation of this phenomenon, TATTLER has documented dozens of cases in which inventors came up with "a better idea" for an automobile engine, only to be harassed into tragic situations ranging from bankruptcy to suicide.

Fascination has three-point road contact and is designed like an aircraft. Savings in material are considerable and handling is improved as well as mileage.

"I'm having a hard time keeping the business alive," Lewis confessed, "but I know the nation's economy needs this car."

Lewis, noting that Chrysler and American Motors are in trouble, suggested they incorporate his car into their lines.

"Ford doesn't have a better idea: I do," he grinned and stressed that he wanted his idea to be made available to the public.

There are two beautiful and innovative new autos sitting in Sidney, Nebraska, but evidently the establishment doesn't care to improve.

THE NATIONAL TATTLER

Threat of Arrest Spurs Tattler Reporter

At one point during his investigation of the Ed Gray EMS motor case, TATTLER Articles Editor Tom Valentine was threatened with arrest if he pursued the matter.

The threat came from Ran Novell, an investigator with the Los Angeles District Attorney's office.

When Valentine telephoned the district attorney's office to inquire why the DA had kept the Gray case pending five months without bringing formal charges, Novell snapped back:

"I'm advising you of your rights. You have the right to remain silent because anything you say may be used against you in a court of law."

"I don't have anything to say. I'm simply trying to ask questions," replied Valentine.

"Well, you may be indicted as a co-conspirator in this case," said Novell. "You've got to be kidding," said Valentine.

Later, Valentine expressed his opinion that the threat was nothing more than an attempt to "scare me away from the case."

"BUT IF THAT was what he was trying to do he couldn't have picked a worse tactic. All he succeeded in doing was making me resolve to get to the bottom of this," said Valentine.

One example was the suppression of the revolutionary Lewis automobile more than 40 years ago.

In 1933, Paul Lewis invented a three-wheeled car powered by an air-cooled engine. Called the "Airo-mobile," Lewis' product proved itself in road tests.

But when he began selling stock in his company in order to obtain capital to mass produce the vehicle, the Securities and Exchange Commission stopped him.

FOR YEARS THE SEC kept Lewis "under investigation" without bringing any formal charges. Finally, he was harassed into bankruptcy.

"Once I was bankrupt the SEC dropped its investigation and told me I was clear to continue," Lewis recalled during a recent interview with TATTLER. "All I could do was swear at them and ask them if they knew any way I could make a dead horse walk."

Today Lewis' "Airo-mobile" can be seen in a museum at Harrah's Club in Reno, Nevada.

Ironically, his "better idea" was not totally suppressed.

In Germany during the 1930s away from the influence of Detroit's auto giants, an automobile was developed using the air-cooled engine principal first advanced by Lewis. Today, that car is called the Volkswagen.

Yet another example of such suppression is found in the history of the John Robert Fish carburetors.

Fish invented a carburetor that doubled the gas mileage of Detroit's standard carburetors. When Detroit snubbed his invention, Fish tried selling his product through the mails to do-it-yourself mechanics. He was growing successful when Post Office Department agents swooped down on him for "investigation of fraud."

SEVERAL YEARS later he was exonerated of any charges. But not until the mails to and from his business were stopped during a lengthy "investigation." He was wiped out financially.

A modern case is that of the LaForce brothers, presently locked in a controversy with the Environmental Protection Agency, which is yet another branch of our huge federal bureaucracy.

The LaForce brothers are outstanding mechanics and automotive engineers from Vermont who have designed and built an improved auto engine.

The LaForce engine was tested by the EPA last fall and government spokesmen announced they were impressed. It looked like a small-time inventor had finally broken through the bureaucratic curtain.

Hardly a week passed after the impressive EPA tests when it was announced that the LaForce engine, though more efficient regarding mileage, was more polluting.

Ed LaForce told TATTLER: "That's a crook of you know what! I don't know what their motive is, but we conducted very thorough tests before going to the EPA."

The LaForce brothers are not barnyard operators; they own and operate extremely sophisticated equipment and they know what their engine can do.

LIKE ED GRAY'S case, the LaForce controversy is just beginning.

On July 1, 1973, TATTLER exclusively reported Ed Gray's discovery. Using electricity, he had found a way to drive a car without fuel, without pollution and without noise.

The motor can be used to generate enough power to drive a car while recharging its own

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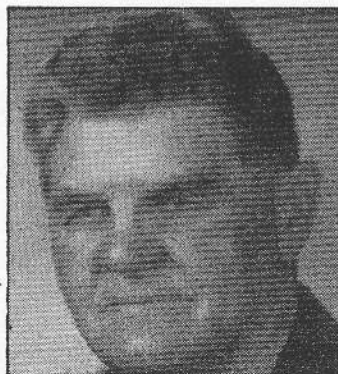
'Fascination' Inventor Won't Quit Despite Money Woes

Inventor Paul Lewis could not meet the financing requirements for the Gray EMS motor, but the 72-year old inventor hasn't quit.

"We are talking to some engineers who may have an electromagnetic motor as good or better than Gray's," he told TATTLER.

Meanwhile, Lewis has built two prototype "Fascination" cars in his Sidney, Nebraska, facility. One was test-driven by a TATTLER reporter and featured in the August 11, 1974, issue of this newspaper.

Our test showed that the Fascination has tremendous promise and Lewis has come up with the first real change in auto design since the horseless carriage was invented.



World's First No-Fuel Engine Is Suppressed

(continued from back page)

batteries — providing practically perpetual power with super-efficiency.

On Jan. 27, 1974, TATTLEER followed up with the story of how Gray and Paul Lewis were planning to put the EMS motor in the "Fascination" auto body designed by Lewis.

AT THAT TIME Gray said his system would need two banks of batteries and recharging would be accomplished simply because batteries could not take the charge rapidly enough.

Lewis and Gray could not get together financially and their plans changed.

Gray's attorney, Joel Ward, filled TATTLEER in on the details since the July 22 raid.

"Despite the action by the District Attorney's office, I am unaware of any of the 800 stockholders in EvGray Enterprises demanding their money back.

"I am aware that some of the stockholders have offered more money, which is certainly indicative of their confidence in Gray's inventions."

Ward said that the company is in the process of thoroughly testing and evaluating a new prototype EMS motor.

"It is apparent that the academic scientists have taken issue with Ed Gray's layman's language," Ward said.

"HERE'S AN INVENTOR with only a high school education telling scientists that he can do something totally new to them, and saying so in language they cannot accept.

"We are in the process of fully explaining the new concepts in scientific terms," Ward added.

The attorney stressed that the U.S. Patent office has notified him that every claim for

the Gray motor has been accepted and the patent will therefore be issued.

"This means they accept the novelty of his motor. Now we are testing the prototype to determine what its optimum capabilities are."

Ward said that separate patents will be filed on Gray's innovative energy process.

Ward said the company has not wanted additional trouble, and therefore they have maintained a low key approach to the District Attorney's actions.

Ward added: "I'm not going to discuss what we might do at this time. From a legal standpoint it would not be wise."

Many people close to the controversy have wondered aloud why Gray doesn't sue the District Attorney for the apparent harassment.

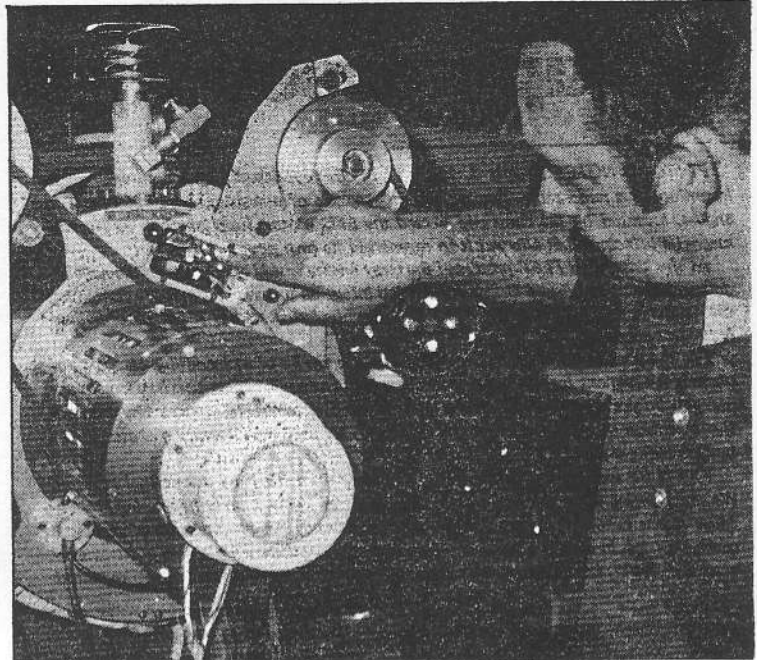
WARD REFUSED to comment on a possible suit, but TATTLEER learned that no suit can be filed until the case is closed. As things stand it is an "ongoing" investigation.

The investigator in charge, Ran Novell, told TATTLEER that, "we're going to charge Gray with grand theft for taking money under fraudulent pretenses. His motor doesn't do what he claims. All he has is a starter motor run by some batteries." However Novell also admitted no one in the DA's office had tested the motor — or even started it.

Since TATTLEER had been diligent in checking Gray's claims before publishing the first story, such a charge came as a surprise. A number of scientists pronounced the engine sound and workable before the initial story was printed.

Novell said that the original search warrant was based on a complaint by a former, and apparently disgruntled, employee.

The DA's investigator, who is not an at-



INVENTOR ED GRAY examines working prototype no-fuel engine similar to one confiscated by Los Angeles District Attorney agents when they raided his plant and put a stop to development of controversial motor.

torney, said there were also earlier complaints about stock sales.

AS OF THIS writing the charges are still "pending" and nothing has been resolved.

Normally, in cases of invention fraud, stockholders clamor for their money back and the inventor declares bankruptcy.

"I know a lot of people want us to get going and bring this invention out right now," Gray told TATTLEER, "and we are doing everything we can."

Novell told TATTLEER: "Look, if this thing had any possibility I'd be the first to promote it."

TATTLEER learned that Novell's sincerity may be questionable. The investigator had every opportunity to get all the facts in advance of the raid.

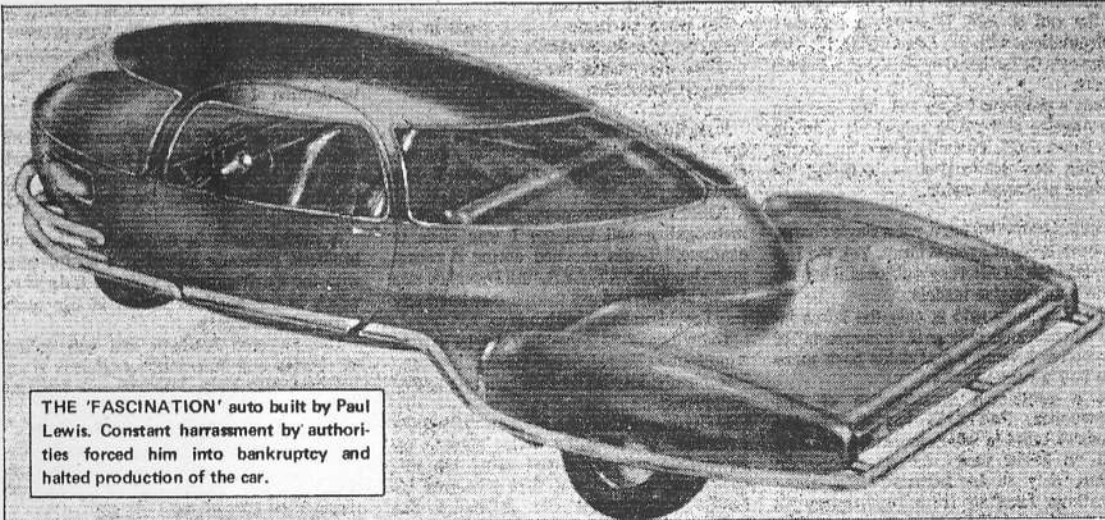
"I wrote the DA's office last April when I first heard of the investigation and stated our willingness to cooperate," Ward said.

"My letter was ignored and they raided the facility. Then, and this is unheard of, after the raid I made another offer to cooperate, which was also ignored."

WARD SAID THAT he submitted written expert opinion to Novell's office in the belief that Novell would exchange expert opinions.

"They have our expert's opinion in writing, but I'm still waiting for theirs," Ward said.

TATTLEER learned from a source within the DA's office that it is general knowledge that Novell is "persecuting" rather than "prosecuting" the case.



THE 'FASCINATION' auto built by Paul Lewis. Constant harassment by authorities forced him into bankruptcy and halted production of the car.

Ex-Beatle Lennon, Wife Yoko Back Together Again

Former Beatle John Lennon and his estranged wife, Yoko Ono, have reunited after a year-long separation.

The jubilant couple celebrated by throwing a huge party at their posh New York city apartment overlooking Central Park.

First to hear the news was the Lennons' business associate and close personal friend, Tony King.

"Yoko and I are getting back together again," Lennon told King. "We need each other and have made the decision to try again."

At the celebration that followed, the Lennons hugged each other as John made the announcement to their guests:

"Our trial separation was a failure," he said simply.

JOHN AND YOKO Ono met during the late

1960s. In 1968, Lennon divorced his wife of six-years, Christine. And Yoko Ono, pregnant with Lennon's baby, was divorced from her American film producer husband, Anthony Cox.

Her much publicized pregnancy ended in miscarriage but she married Lennon late in 1969.

Their marriage was wrought with trouble from the beginning.

Six years her husband's senior, the petite Yoko Ono was accused of breaking up the famous singing group.

The Lennons created an international scandal when they posed nude for the cover of a record album.

And in 1972, they were targets of illegal domestic spying by the Central Intelligence Agency, as TATTLEER recently reported.

The Immigration Service later tried to deport Lennon. His appeals are still pending before U.S. Appeals Court.

Close friends of the couple insist that the CIA's surveillance of their activities and the deportation attempts severely strained the Lennons relationship and finally led to their trial separation.

DURING THE months that followed, Lennon dated secretary May Ping. And Yoko Ono was keeping company with a number of new young, friends.

But when they announced their reconciliation, Lennon gave up his bachelor apartment and moved back into the luxurious home Yoko Ono had maintained during their separation, making the reunion official.



LENNON AND YOKO ONO.