

# Development of First Fuelless Engine May Spur Change in History by 1984

A CALIFORNIA INVENTOR has found a way to create limitless electric power without using up fuel — potentially the greatest discovery in the history of mankind.

Edwin Gray Sr., 48, has fashioned working devices that could:

- Power every auto, train, truck, boat and plane that moves in this land — perpetually.
- Warm, cool and service every American home — without erecting a single transmission line.
- Feed limitless energy into the nation's mighty industrial system — forever.
- And do it all without creating a single iota of pollution.

Already, the jovial, self-educated Gray is forcing scientists to uproot their most cherished beliefs about the nature of electro-magnetism.

Eventually, his discovery will transform the economic base upon which the society of the entire planet has rested up to this point.

Despite the ever-present danger from the petroleum and other power giants who face business extinction within the decade because of his invention, Gray and his associates in EvGray Enterprises have demonstrated its worth publicly — an act requiring great courage.

Displaying the kind of open honesty that made America great, Gray and his partners stress the fact that they want the whole world to benefit from their new technology.

"I WON'T ALLOW it to be bought up and buried by big money interests," Gray told TATTLE during the exclusive demonstration.

Neither government agencies nor private enterprise would listen to Gray, so he turned in frustration to foreign interests. The innovative Japanese were eager to listen.

"AS SOON AS word got out that the Japanese were interested in what we're doing, the Americans started flocking around."

Today, the small shop facility in Van Nuys is crawling with visitors from every segment of U.S. industry and finance.

"The big money boys from Wall Street started coming around," Gray said, with a touch of defiance in his tone.

"A bunch of them came in and suggested I file bankruptcy and get rid of all my backers and friends. Then they talked about giving me 20 million shares of a new corporation at \$25 a share."

Gray was being offered a deal worth more than \$4 billion — on paper.

"THAT SURE sounded rich, but I know darn well they would have fixed it up to sell that corporation off somewhere for a dollar and leave

By TOM VALENTINE

me holding 20 million shares of nothing."

The key men at EvGray include Richard B. Hackenberger, an electronics engineer who formerly worked for Sony and Sylvania corporations and the U.S. Navy; and Fritz Lens, a former Volkswagen mechanic who knows nearly as much about the fantastic electrical system as Gray.

TATTLE was given a thorough demonstration of Gray's "impossible-but-true" methods for using electricity.

THE FIRST demonstration proved that Gray uses a totally different form of electrical current — a powerful, but "cold" form of the energy.

A six-volt car battery rested on a table. Lead wires ran from the battery to a series of capacitors which are the key to Gray's discovery. The complete system was wired to two electro-magnets, each weighing a pound and a quarter.

"Now, if you tried to charge those two magnets with juice from that battery and make them do what I'm going to make them do, you would drain the battery in 30 minutes and the magnets would get extremely hot," Gray explained.

As Lens activated the battery, a voltmeter gradually rose to 3,000 volts. At that point, Gray closed a switch and there was a loud popping sound. The top magnet hurled into the air with tremendous force and was caught by Hackenberger. A terrific jolt of electricity had propelled the top magnet more than two feet into the air — but the magnet remained cold.

"The amazing thing," Hackenberger said, "is that only 1 per cent of the energy was used — 99 per cent went back into the battery."

GRAY EXPLAINED, "The battery can last for a long time, because most of the energy returns

to it. The secret to this is in the capacitors and in being able to split the positive."

When Gray said "split the positive" the face of two knowledgeable physicists screwed up in bewilderment.

(Normally, electricity consists of positive and negative particles. But Gray's system is capable of using one or the other separately and effectively.)

"He means we have to rewrite the physics textbooks," Hackenberger grinned. It has been the engineer's job in recent months to formulate Gray's system and put it in writing.

"That's not an easy task because this system actually defies everything I've ever learned."

Gray said, "I never had no schooling in electronics or physics, so nobody told me it was impossible."

THE "IMPOSSIBLE" part of the demonstration was the lack of heat generated in the magnet. Heat is one of the biggest problems faced by electrical technology. Also "impossible" is the fact that only the "positive" nature of the energy was used.

"This thing is in its infancy," Gray explained. "When the full potential of American technology starts working with it, the results will astound everyone."

"We've been popping those magnets apart for the past 18 months with that same battery and it's still got a full charge. Now I want you to watch this:"

Gray showed this TATTLE reporter a small 15-amp motorcycle battery. It was hooked up to a pair of his capacitors which in turn were hooked up to a panel of outlets.

HE FLICKED a switch and the tiny battery sent a charge into the capacitors. He then plugged in six 15-watt electric light bulbs on individual cords — a 110-volt portable television set and two radios. The bulbs burned brightly, the television played and both radios blared — and, yet, the small battery was not discharging.

"This is the most amazing thing I've ever seen," exclaimed C.V. Wood Jr., president of the McCulloch Oil Corporation, who was also present at the demonstration.

A 40-watt light bulb screwed into an ordinary extension socket was plugged into the panel powered by Gray's system. The bulb lit, then Gray dropped it into a cylinder filled with water.

"What would be happening if this was getting ordinary power right now?" Gray asked, as he stuck his



MAGNET JUMPS when jolted with "cool" electricity for researcher Richard B. Hackenberger.

hand in the water with the glowing light bulb.

"You'd be electrocuted and that thing would be popping and sputtering until the fuses blew," Wood replied.

This reporter then put his finger into the water with the light — no shock.

"Gentlemen, this is a new manifestation of electricity," Hackenberger said.

THE ENGINEER told the astounded onlookers that no laws of physics were being violated, but a

new application of electricity has been discovered and put to work.

Gray, one of 14 children, comes from Washington, D.C. As a small boy, he was fascinated by electricity, magnets and gadgets in general.

"I really got excited about electricity when they tested the first radar across the Potomac in 1936. I was 11 years old then and visions of Buck Rogers danced in my head."

He learned about radar during his World War II hitch in the Navy and "I've been messing around with coils and capacitors ever since."

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Either saint or sinner

# Auto motor inventor just fueling around?

LOS ANGELES (AP) — Ev Gray, a self-educated inventor, says he has designed a car motor that needs no fuel. Hundreds of investors have put their money on it.

But local authorities have charged him with bilking his believers out of thousands of dollars. A specialist in energy engineering saw the prototype motor and said if it worked, "it would violate all the laws of physics."

In the eyes of Gray's supporters, it is a case of a small-time inventor being harrassed because he is on the trail of a revolutionary idea that challenges the auto establishment.

If allowed to develop his invention, Gray said, "This motor will probably replace most motor power in the very near future."

Claims for the device have varied over the past four years, according to the Los Angeles County district attorney's office, but essentially it has been described as an "electromagnetic motor" that is started by a set of batteries, then runs virtually on its own and puts energy back into the batteries—enough so that they need recharging only infrequently.

"If he did what he says it does it would violate all the laws of physics," said Donald Cronin, a staff scientist at TRW Systems Inc., who watched a test of the motor about a year ago.

"It ran for about 10 seconds and then everything

blew," he said. "A group of scientists from a big research firm in Japan had come with an elaborate amount of equipment—gauges, instruments, TV cameras—and were ready to sign a letter of intent. After the test, they packed it all up and went back to Japan."

Gray, 50, says he has been toying with the idea for such an engine since he was 7 years old. He is almost boastful about his lack of scientific training.

"The technical people tell me that if I had a technical background I wouldn't have come up with a motor like this," he says.

Gray began selling shares in his invention in 1971 and attracted some 800 shareholders. Last July investigators from the district attorney's office seized the prototype engine, plans, drawings, bookkeeping records. It was not until May that charges were filed against Gray—one count of conspiracy to commit grand theft, eight counts of grand theft and three counts of a securities violation.

Gray's attorneys cite the 10-month delay as one sign of harrassment. A national tabloid newspaper attacked the D.A.'s office for its "behind-the-scenes suppression of one man's effort to help mankind."

This kind of talk frustrates the investigators, who see themselves as acting to protect lay investors who aren't able to distinguish a technically complicated

fraud from a valid research effort.

Ev Gray must be persuasive, though: two investigators from the D.A.'s office "went down to see and got hustled themselves—they invested money of their own for a while, but later got it back," said Deputy Dist. Atty. Mitchell Harris.

As to why the case has taken so long to prosecute, authorities say that, in the first place, it has been hard to find investors willing to press charges.

The D.A.'s office also points out that the investigators were busy with other cases they considered more pressing, and this kept them from wrapping up the Gray investigation.

ANNOUNCEMENT  
DUE TO INCREASED  
PARKING  
ENFORCEMENT  
IT  
FOR

# 2 Inventors Work to Devise

Merging an electromagnetic motor with an all-plastic body and chassis, two pioneering inventors will put the first fuelless automobile into production and on sale this year.

The revolutionary machine is being called "the car of the future" for Americans today.

"We have the answer to the energy crisis," declared Edwin Gray, the Van Nuys, Calif., inventor who revolutionized the use of electricity by producing an electromagnetic motor using an ordinary auto battery that does not wear down in a few short miles.

"Our system can eventually solve the world's fuel and pollution problems," Gray told TATTLER.

PAUL M. LEWIS is the inventor of the "Fascination," an ultra-modern, "three-point road contact," all-plastic auto. His car of the future lists a number of engineering advantages over today's models, and the EMA motor will slowly replace internal combustion engines.

Although it looks like a "three-wheeled" car, the Fascination actually has four wheels. The two front wheels are set close together. It is similar to the front wheels of an aircraft. Thus the name for Lewis' corporation — Highway Aircraft Corp.

The 77-year-old inventor told TATTLER, "Mr. Gray has promised delivery of his EMA motor by March of 1974 and we'll get our car on the road shortly afterwards."

LEWIS, A veteran of many hassles with the auto-oil monopoly, was finally forcing his way to the marketplace with an all-new auto design when he heard about the EMA motor.

"We had an advantage over standard cars even with our Renault engines. But, with this motor, the big boys don't have a chance unless they get up to date," the fiery inventor told TATTLER. "I've battled the industry, tooth and nail, for years and now we're coming on strong."

In 1936, Lewis designed a three-wheeled car that looked a lot like the present Volkswagen bug. He called it the "Aiomobile," and his original model is still on display at Harrah's auto museum in Reno, Nev.

Though he did not know what Dr. Ferdinand Porsche was doing in Germany, the Lewis Aiomobile was amazingly similar to the popular VW beetle.

BOTH VEHICLES were low cost, simplistic in design, used horizontally opposed four-cylinder air-cooled engines, transaxles, independent suspension systems and unitized body construction.

When World War II came along, it sent VW soaring in Germany, but killed the Aiomobile. Porsche fit into the German establishment, but Lewis was a "crackpot" inventor and a pain in the neck to the economic status quo.

The VW beetle's popularity proves that Lewis' original idea was valid and worthy, despite the laughter from Detroit.

The Aiomobile was driven out of business in

the late 1930s by the Securities and Exchange Commission and the U.S. Postal Department, who have been called bureaucratic flunkies for the oil-auto monopoly.

"I was harassed for two years and they refused to let me sell stock in my company on the pretense they were investigating possible wrongdoing," Lewis said. "After I was beaten down, they sent representatives to tell me they found nothing wrong and I could sell stock. A man can't make a dead horse walk."

AFTER LOSING the Aiomobile, despite driving it through 26 states for more than 45,000 miles without a repair, Lewis went from Denver to Los Angeles, where he continued inventing.

His inventions made him financially solvent and he charged back into the auto business.

He planned to use his own "boilerless" steam engine in Fascination until the EMA motor came along.

A model of Ed Gray's motor is on display at Lewis' Highway Aircraft Corp., headquarters in Sidney, Neb.

"We will eventually have stock to sell, but at this time we simply want the public to keep abreast of our progress," Lewis told TATTLER.

ALTHOUGH STILL in the embryo stage, the merger of the two inventions promises to keep America in the technological forefront of the world.

The first prototype car cost Lewis more than

## Gasless Auto Gets \$6-Million Backing

The man who first told the world through a TATTLER article that he had invented a no-fuel engine capable of providing electricity at half today's cost has received more than \$6 million to develop his machine.

"We're finally out of the woods," inventor Edwin Gray, president of EvGray Enterprises, Van Nuys, Calif., told TATTLER.

"We've been struggling against the big-business monopoly (against the marketing of new types of power plants) for years in this country, but finally made it — and we did it without going to foreigners."

Gray's revolutionary ideas in power production were first made public in this periodical last summer. The inventor has received additional funds to develop an automobile motor for an all-new plastic car to be called "Fascination."

He plans to build a battery substation to supply 100 megawatts of electricity at peak periods while expending only 40 kilowatts doing so, using cobalt batteries and electromagnetic association motors, which he developed.

This goal has been disputed by many "experts," who claim Gray and his company may be perpetrating some kind of hoax.

Gray's electro-magnetic association (EMA) motor is not perpetual motion or any mystery, he stressed, but rather a unique blending of three known forces to make energy.

"Using static electricity isn't new, neither is recycling power or activating electromagnets, but Ed Gray simply became the first to put all three together with the right combination," Richard Hackenberger, his aide, told TATTLER.

Whether it's driving a car or generating power, the EMA system works the same.

The motor draws small amounts of direct current from a battery and blends it with static electricity to make the static "work."

The static charge then activates the electromagnets, the engineer explained.

TESTS CONDUCTED this past September by Crosby Research Institute, Beverly Hills, Calif., showed the original EMA prototype motor had a "measured overall system efficiency exceeding 99 per cent."

Crosby engineering director J.A. Maize conducted the intensive testing on behalf of Pan World Enterprises Company, Ltd., a Japanese conglomerate.

Maize operated the motor into a 10-horsepower dynamometer load at 1,100 revolutions per minute, a power output of 7,460 watts.

But the batteries used in the test were only capable of 5,454 watts per hour. Therefore, the motor was making its own electricity while it worked — and using absolutely no fuel in the process.

"The system will operate continuously for 203 hours at 10 horsepower and 1,100 r.p.m., without recharge since the total battery power consumed is only 26.8 watts per hour," Maize said.

"Recycling of the batteries during non-operational periods would permit continuous system operation until the end of battery life."

SINCE THOSE TESTS, however, the EvGray people have further improved their system.

Funds to develop the generating plant have been provided by a trio of wealthy U.S. geologists who made fortunes in oil exploration, but now feel a new source of energy is mandatory for the world, Gray told TATTLER.

"The men who financed this project don't want their names released to the public," he said. "They're seeking electricity, not publicity."

When Gray and "Fascination" car designer Paul Lewis announced plans to have the fuelless auto on the road by the end of 1974, he already had improved the motor to the point where he could drive the car at normal speeds for more than 500 miles between rechargings.

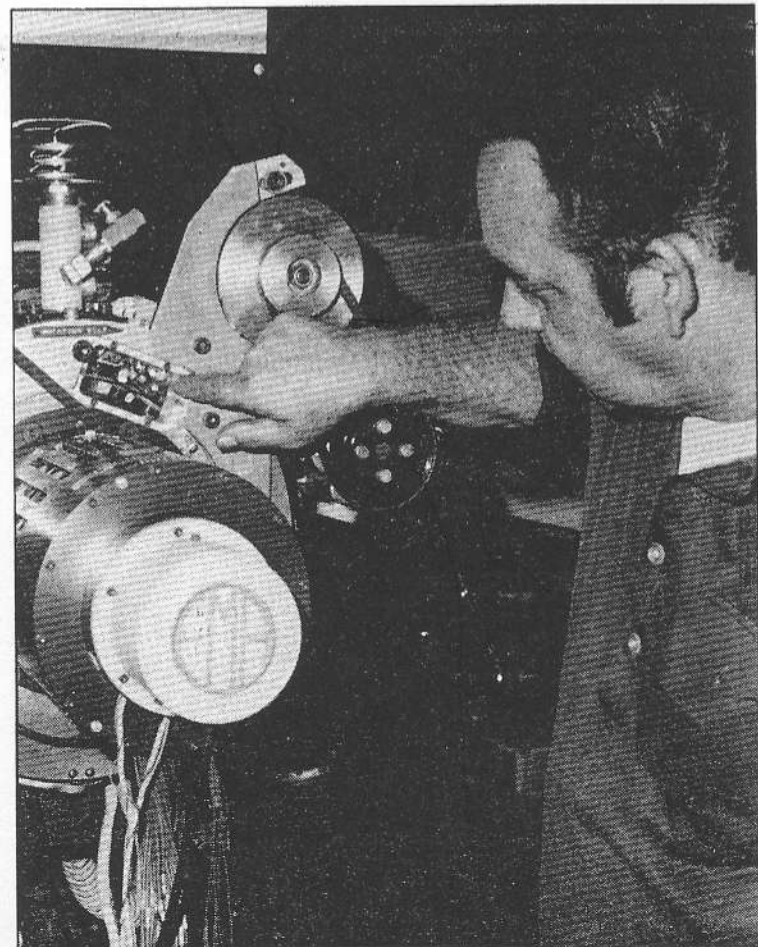
"BUT SINCE WE are estimating, we are being ultra-conservative," Hackenberger insisted. "We now plan to have a prototype car on the test track by the end of summer."

Original plans called for the car to be in prototype earlier, "but lawyers, not our system, held us up," Gray added.

GRAY NOW IS beginning negotiations with foreign groups after refusing the temptation for years while waiting some developments in the U.S.

"We could have had all that Japanese money last year," he said. "But I'm an American first, and I wanted to see us develop this at home first."

"The Italian government is very interested," Gray told TATTLER. "We were told by one representative that they wanted to develop this source of power quickly because they never want to look at another Arab as long as they live."



INVENTOR Edwin Gray checks the workings of his revolutionary electromagnetic motor

# Fuelless Car

\$200,000 to build and the first prototype EMA motor ran close to \$1 million to build.

"We will eventually tool up for mass production and bring costs down considerably," Lewis said. "But the first 100,000 or so Fascination cars with the EMA motor will cost the public about \$2 per pound. Today's cars cost about \$1 per pound, but we're almost twice as light."

The buying public will pay an estimated \$5,000 for the Fascination with the EMA motor.

Although the Fascination will be priced with moderate cars and more expensive than economy cars, the savings on fuel and repair costs quadruple its value.

THE BODY of Fascination will be made of Royalex, a tough, rubber-like Uniroyal product.

To insure that his radical design will be practical and not only meet but surpass all safety standards, Lewis has contracted with two of the best automotive engineers in the world.

Visioning Inc. of Fraser, Mich., is concentrating on Fascination in order to insure it does everything Lewis claimed.

Richard Hackenberger, the electronics

engineering expert hired by Gray to put his motor to work on a practical basis, explained how the new car will operate:

"Because we are not taking current directly from the batteries, but rather are supplementing the static charge which operates the system, we are getting fantastic efficiency.

"OF COURSE, further research and development will eventually allow a motorist to drive across the nation without recharging his batteries, but we estimate a family could drive 500 miles at highway speeds without recharging."

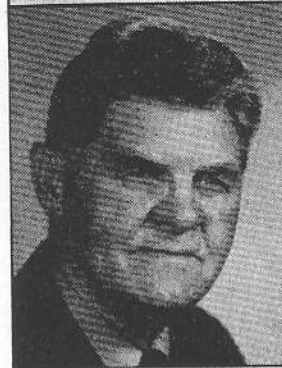
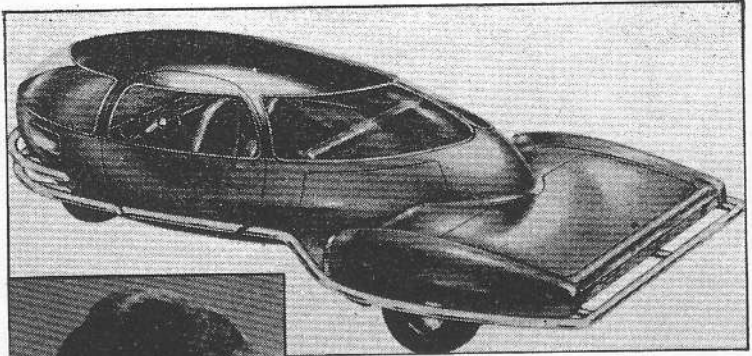
Hackenberger said the 500-mile estimate is a "conservative" one and is applicable to a car using air-conditioning or heating and radio.

"Just driving around town, the EMA will last a lot longer without recharging," he said.

The engine will run in any temperature and there is no noise, no cooling system and no exhaust fumes.

"THE BATTERY will go to work when the key is turned on and the light on the dash will glow while the starter motor builds the rotor up to speed. The light is used instead of a tachometer and it will only take a few seconds for the motor to build up and be ready to go."

Hackenberger was quick to explain, "We do



DESIGNER Paul Lewis (left) has teamed with Edwin Gray to devise "Fascination," an automobile powered by an engine that recharges its own batteries. A prototype should be on the road by the end of this year, the inventors believe. When marketed, it will cost about the same as most current autos, but will require less upkeep.

not have perpetual motion here. We have an electrostatic generating system and a capacitor bank doing some very efficient work. The principle is based on a modification of Ohm's law.

The power for the motor is generated by magnetic repulsion. Engineers have tested the

motor and report it develops 100 horsepower at the brake.

"THIS MEANS we are as powerful as any standard internal combustion car on the road today. The inefficiency of the internal combustion system is the reason," he said.

## Auto, Oil Industries Are Unholy Duo

By TOM VALENTINE  
and TOM AYRES  
Of the Tattler Staff

While the cities of America choke on pollution and a fuel shortage plagues the nation, an oil-auto industry conspiracy is suppressing inventions that could solve both crises.

This is the only conclusion that can be drawn from an intensive TATTLER investigation into behind-the-scenes dealings within the oil and auto industries.

The cost to the American public in wasted fuel runs into the billions each year.

Among TATTLER's findings:

- For many years, Detroit automakers have had available to them a number of revolutionary carburetors that would provide much better gas mileage than the antiquated models used on today's cars.

- Several automotive engineers flatly admitted to TATTLER the gas-guzzling "Otto" cycle internal combustion engine used in today's cars is a wasteful "antique" that should have been retired with Henry Ford's Model T. It is a generally accepted fact among engineers that electric, steam and other revolutionary engines could outperform present motors—but, as one put it, "they don't burn gasoline."

- At least two inventors have proven the chemical structure of water can be changed to produce fuel capable of use in autos—a process that would save American motorists countless billions. The nation's major oil companies have ignored them.

- Several engines with new concepts, each of them vastly superior to the internal combustion engine, have been invented. In each case, Detroit has either ignored or suppressed these inventions.

TO DATE, ONLY one new concept has actually managed to surface through Detroit's maze of suppressive techniques.

The Wankel rotary engine (presently being used in the foreign-made Mazda) was first made available to U.S. automakers. Detroit

was not interested. The developers had to go to Japan to interest a manufacturer.

Meanwhile, Detroit has reacted to the success of the rotary engine in a typical way—by initiating a campaign of bad publicity against it.

The Eaton Corp., which claims to have spent a year researching the Wankel engine, recently issued a press release saying the rotary engine is finished as a contender to replace the piston. The report concluded it will "fade away."

Newspapers across the country carried stories unjustly condemning the rotary engine. What those stories did not say is that the Eaton Corp. is a major supplier for valves and other components for piston engines. If the Wankel engine is a success, Eaton will lose a lot of profits.

THE BLATANT suppression of new ideas is nothing new with Detroit's auto moguls and the nation's oil barons.

An inventor named Charles Nelson Pogue of Winnipeg, Canada, once developed a carburetor that got up to 125 miles per gallon of gasoline in tests. He could not interest auto manufacturers with it.

Another remarkable carburetor was invented by John Robert Fish of Agawam, Mass. In carefully controlled tests, it more than tripled gasoline mileage and proved more efficient than anything Detroit has to offer today.

Instead of receiving a fortune for his invention, Fish was harassed into bankruptcy by federal officials. He went to his grave convinced that the oil-auto industry was behind the tragic suppression of his invention.

Meanwhile, in tests conducted by the Environmental Protection Agency this year, the average gas mileage for all 1974 model cars was 15.1 miles per gallon. This is 2 per cent worse than the mileage for 1973 models, which was worse than 1972.

IRONICALLY, the auto industry would not even have to use its vast research facilities to

come up with gas-saving pollution-free engines for its cars.

Numerous independent inventors have designed and tested automotive engines or components vastly superior to present models.

In Bayville, Long Island, an inventor named Eric Cottell has designed and tested a device that more than triples gas mileage and almost entirely eliminates pollution.

Cottell, a professional engineer and millionaire businessman, calls his invention an "ultrasonic reactor."

Attached to the carburetor on a modified Mercedes 220, it runs on a mixture of gasoline and water.

"The carburetor meets the 1973 pollution standards, but Detroit just doesn't want to know about it," Cottell told TATTLER.

MEANWHILE, the Big Four auto manufacturers — Ford, General Motors, Chrysler and American Motors — have requested an extension from the Environmental Protection Agency on meeting 1975 pollution standards.

Cottell certainly does not fit the "quack" label with which Detroit dismisses so many workable automotive inventions and their inventors.

He holds a British degree in mechanical engineering and numerous patents on ultrasonic industrial devices which have been marketed in Britain and Europe.

His inventions have been used in space-age technology in a number of classified projects. Last September, one of his experimental reactors was installed on the Bayville Intermediate School's heating system.

Chester Tuthill, the school's business manager, told TATTLER: "It saved about \$45,000 on our heating bill."

Although the space industry is utilizing Cottell's inventions, Detroit will not talk to him.

IN RIPLEY, OKLA., an inventor named John O. Webb has invented a motor he claims will run indefinitely without fuel.

Using his design, Webb is convinced Detroit

could turn out engines capable of powering automobiles at a cost of about \$500 each — much less than present engines.

"The only cost to the motorist would be the replacement of parts that wear out, oil and bearings," he said.

Detroit auto manufacturers will not even give him a chance to prove his engine will work.

The obvious question is why. The answer lies in an unholy alliance that has existed between the oil and auto industries of this nation since Henry Ford began rolling his cars off the assembly line back in 1908.

AS THE AUTOMOBILE began to populate the country's roadways, it became the biggest consumer of oil. And the oil industry evolved into the richest business endeavor ever devised by man.

According to Ferdinand Lundberg, author of "The Rich and the Super-Rich," of the 20 richest men in the world, 11 of them made it in oil. Four others were one-time General Motors executives.

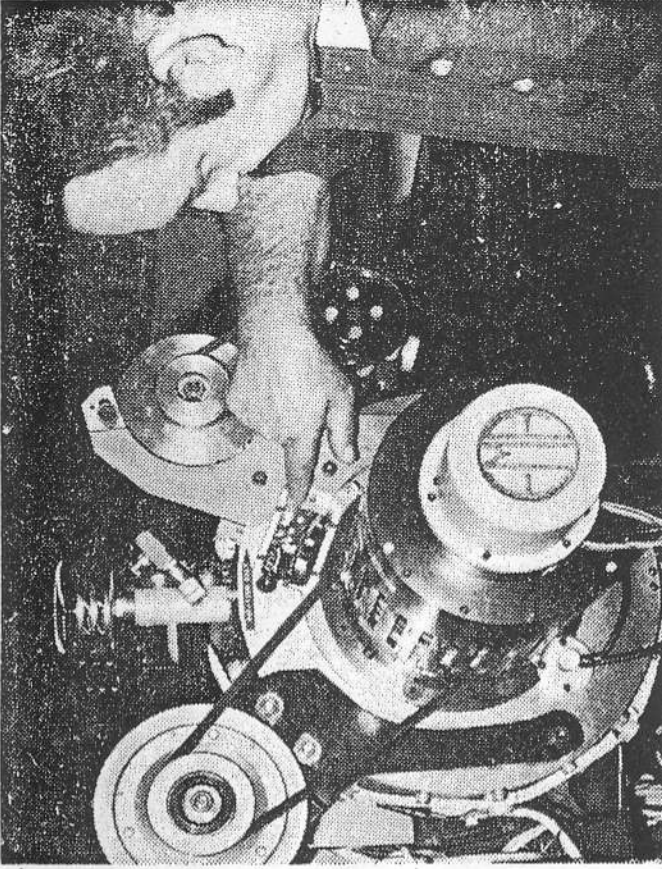
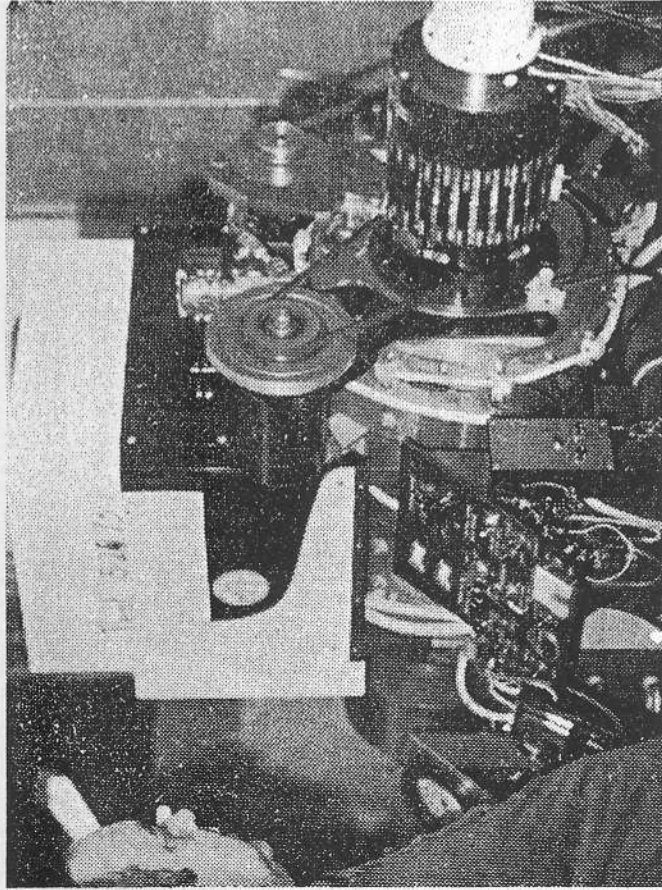
The financial links between the oil and automotive industries are many. But none has been so blatant as that between the Du Pont family and General Motors.

Until the late 1960s, the E.I. du Pont de Nemours Co. owned 23 per cent of General Motors stock outright. Along with various other Du Pont companies, it also had heavy investments in oil companies — the major one being Phillips Petroleum.

IN THE LATE 1960s, Du Pont de Nemours was forced by the federal government to divest itself of GM stock. However, individual members of the Du Pont family still control more than 17 per cent of GM's stock.

MEANWHILE, Cottell is convinced that the automakers plan to use government-imposed pollution devices as a guise to lower the average auto mileage from 15.1 to 7 miles per gallon within the next few years.

If a long-abused public does not rise up in revolt, it will well could happen.



THIS IS THE 'EMA,' which can run perpetually on batteries that recharge themselves, develop 1,000 horsepower per unit.

# Miracle No-Fuel Electric Engine Can Save U.S. Public \$35 Billion a Year in Gasoline Bills

BY TOM VALENTINE

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(Second of Two Articles)

An inventor and his small but stubborn team of engineers has devised the most revolutionary technological advance in the history of mankind: A power source that uses no fuel.

As reported exclusively last week in TATTLE, the astonishing new system creates electricity without consuming the world's dwindling supply of fossil fuel, without creating pollution, and without using costly and unsightly transmission lines.

The first and most vital outcome of the theory that is forcing the science of physics to revise its fundamental assumptions is the

run the motor.

Hackenberger, an electronics specialist, explained: "A series of high-voltage energy 'spikes' are developed by our circuitry. These energy units are transferred to a control unit, which acts much like a distributor in an internal combustion engine."

The control unit is the key to the motor's efficiency. It regulates the energy spikes to determine the polarity (north or south) and directs the voltage into selected electro-magnets in the main unit.

"Every time a magnet is charged, most of the energy is recycled back into the batteries without losing power," Hackenberger said.



(Second of Two Articles)

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The first and most vital outcome of the theory that is forcing the science of physics to revise its fundamental assumptions is the "EMA" electric engine—a power plant that dooms noisy, dirty gasoline motors.

That means that the nation would no longer have to consume expensive and befouling gasoline. According to figures from the American Petroleum Institute, the anticipated consumption this year is 100 billion gallons at least \$35 billion worth at the pump.

Invented by Edwin Gray Sr., 48, of Van Nuys, Calif., the engine has been tested and is being perfected by him and his associates in EvGray Enterprises.

The silent, pollution-free EMA recycles its own energy and can run indefinitely.

Gray's prototype is powered by four six-volt batteries which "will wear out before they'll run down," as the inventor puts it.

"WE CAN GO up to 1,000 horsepower with a single unit, or down to a miniature toy size."

The latter units, in fact, will be among the first products EvGray manufactures. They'll run off a tiny battery unit.

How?

Gray and his engineers, Richard Hackenberger and Fritz Lens, explained to TATTLE that they have found a way to use both the positive and negative particles of electricity separately.

high-voltage energy spikes are developed by our circuitry. These energy units are transferred to a control unit, which acts much like a distributor in an internal combustion engine."

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"Every time a magnet is charged, most of the energy is recycled back into the batteries without losing power," Hackenberger said.

THE EMA has been tested thoroughly. Its efficiency is undisputed.

"Engineers and physicists who see it operate have a hard time believing their eyes," Gray said. "One professor from UCLA insisted we had some sort of laser beam running it, and even though we moved it from room to room, he wouldn't believe it."

While the motor was running, Gray spun it around in a complete circle to demonstrate that it operated at any position.

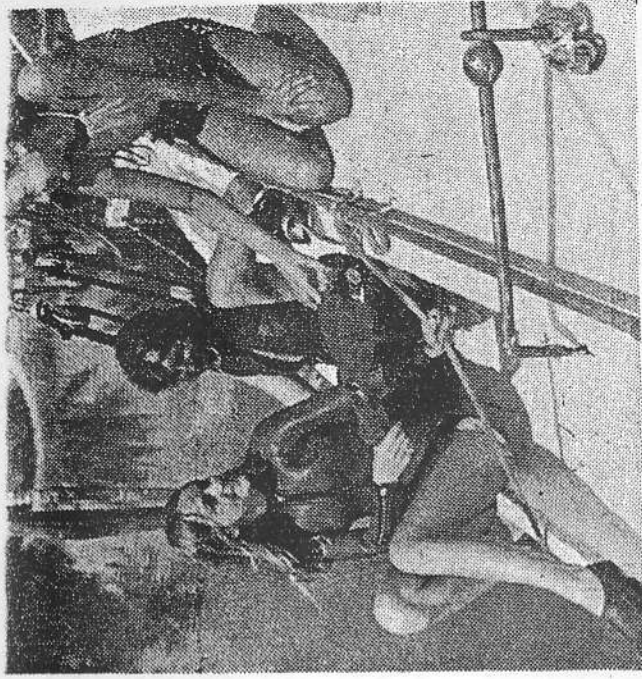
The experimental model engine is 42 inches long, 18 inches wide and 22 inches high about the size of a standard six-cylinder motor.

IT TURNED better than 2,500 revolutions per minute for more than 20 minutes. The power input came from the four six-volt batteries. At the end of the trial they were tested and found to be as fully charged as they were at the beginning.

It generated 100 horsepower and 66 pounds of constant torque. The brake horsepower tests out at 32.05.

The motor has only two bearings which require lubrication, so maintenance costs will be minimal; it operates at a maximum temperature of about 170 degrees and is cooled by compressed air.

There was no vibration and the



## Unique All-Girl Diving Co.

Christine Bouse, the girl at the left, may be the only teenage girl in the world to run her own underwater salvage company. While other girls her age are busy with boys, clothes and record albums, 16-year-old Chris spends most of her time in scuba diving gear at the bottom of some Florida river or lagoon. Chris, together with her partner, 18-year-old Linda Marquiz, and five other 18-year-old girls, operates Sea Queen Salvage—probably the only licensed commercial diving company anywhere staffed entirely by attractive young women. Chris, pictured here with her sister, Carol Beth, works, however. She inherited her skill in the diving business from her father, Clyde (Buddy) Bouse, (at right) a 22-year veteran of underwater salvage work. "Chris is as good as diver as I'll ever be," said her father.

noise level was about the same as any kitchen appliance, this reporter observed.

It started with the flick of a switch. It can be accelerated or slowed by any mechanical device which programs the control unit. This means the customary foot pedal could be used for driving purposes.

GRAY DISCOVERED how to make this remarkable engine back in 1958. He fought frustration and

scepticism for 10 years before finally getting about \$1.1 million to help build and prove the prototype.

The search for an efficient, clean engine has cost taxpayers nearly a billion dollars in government research grants over the years.

Ed Gray did it on a fraction of that and a new direction for mankind has been uncovered.

THE NATIONAL TATTLE  
July 8, 1973 Page 5