

Suppressed Inventions and Other Discoveries

Amazing Locomotion and Energy Systems Super Technology and Carburetors

by **John Freeman**

The prophecies of our science-fiction writers have proven more accurate than the expectations of our scientists and statesmen.
Lord Bertrand Russell

The more radical concepts in this work have good company in the "Buck Rodgers" of yesterday ... yet they too will be but "tinker toy" technology to the material changes of the future. Some of the more radical concepts here may be incorrect . . . but the goal is the thing of importance. References to some of the exotic technology of the past has been included to help kindle an interest in these areas. In the recurring cycles of life, know that legends will live again and today's dreams will become the reality of our tomorrows. The "when" will be up to you.

SUPER MILEAGE AUTOS AND FUEL SYSTEMS

- **Carburetors**

The most productive inventor in the field of carburetion was probably G. A. Moore. Out of some 1,700 patents that he held, 250 of them were related to the automobile and its carburetion. While industry today relies on his air brakes and fuel injection systems, it has completely ignored his systems for reducing pollution, gaining more mileage, and improving engine performance in general.

As far back as the mid 20s, Moore's systems were found to be capable of virtually eliminating carbon monoxide pollution. Persons involved in the automotive field viewed Moore as an authentic genius and could not understand why the industry ignored his advanced automotive designs.

(Seventeen of his patents are reprinted in The Works of George Arlington Moore).

- **The Bascle Carburetor**

[The Bascle carburetor] was developed and patented in the mid 50s. It supposedly raised mileage by 25 percent and reduced pollution by 45 per-cent. Its inventor, Joseph Bascle, was a well known Baton Rouge researcher who re-modified every carburetor in the local Yellow Cab fleet shortly after his arrival there. In the 1970s he was still optimistic and hinted that the time had come for selfishness to be put aside in regard to fuel systems.

- **Kendig Carburetors**

In the early 70s a small concern in the Los Angeles area turned out a number of remarkable Variable Venturi Carburetors. Most of these were hand made for racing cars. Buying one of their less sophisticated prototypes, a young college student mounted it on his old Mercury "gas hog." Entering it in a California air pollution run, the student won easily. Not only did the carburetor reduce pollution; it gave almost twice the mileage. Within the week the student allegedly was told to remove his carburetor—it was not approved by the Air Resources Board. Due for production in 1975, the simpler Kendig model has yet to be produced.

- **Super Carburetors**

In the late 30s there was an inventor in Winnipeg, Canada, who developed a carburetor which got at least 200 miles per gallon by using superheated steam in its system. C. N. Pogue was quite open about this work until very professional thefts indicated his invention was in danger. Local papers of the time stated that his various backers declined many outside offers they received, and, toward the end, used as many as five guards protecting their interests. What eventually happened is still unclear.

In the early 40s there was another inventor who developed a design that cost him many years of heartache and "dead ends." John R. Fish was cut off from every direction, and when he finally resorted to selling his carburetors by mail, the post office stopped him. In tests by Ford, they admitted that his carburetors were a third more efficient than theirs, yet no one helped. As late as 1962 Firehall Roberts used a "Fish" on his winning Indianapolis 500 car.

- **The Dresserator**

In Santa Ana, California, Lester Berriman spent five years designing a pollution reducing carburetor for the Dresser Company. Basically, the Dresserator is able to keep the airflow through its throat, moving at sonic speeds even at small throttle openings. By allowing super-accurate mixture control the device could run a car on up to a 22-to-1 mixture [of air to fuel]. Test cars passed the pollution control standards with ease and got a typical 18 percent mileage gain, besides.

Holley Carburetor and Ford signed agreements to allow them to manufacture the carburetor in 1974.

- **Water-to-Gas Conversion Powder**

One of the most controversial figures of his kind was Guido Franch. In the 70s he created a sensation when he began demonstrating his water-to-gas miracle. Chemists at Havoline Chemical of Michigan and the University [of Michigan] were among the first to test his fuel. According to both, it actually worked better than gasoline.

According to Franch, his secret lay in using a small quantity of "conversion powder" which was processed from coal. He stated that he processed coal in a series of barrels containing liquid. Supposedly, as the "processed" coal sank to the bottom, a greenish substance rose to the top. It is this residue that was dried into the mysterious "conversion powder"! Franch said he learned the formula from a coal miner, Alexander Kraft, over 50 years before. While it cost Franch over a dollar a gallon to make his fuel in small quantities, he claimed that it could be produced for a few cents a gallon if mass produced.

A number of private groups tried to deal with Franch for his formula. According to some, the inventor was just too difficult to deal with, and there was just too much gamble involved for the concrete facts they got. Franch continued to put on his demonstrations for years and claimed the auto manufacturers, Government, and private companies just weren't interested in his revolutionary fuel.

- **Burn Water**

Back in the 1930s a number of the early tractors squeezed great economy from a number of simple adaptations. Some simply used a heated manifold to further atomize the gas; others used cheaper fuels. The Rumley Oil Pupp tractor had a carburetor with three chambers and floats in it. One was used for gas, one for kerosene, and the third was for water. After owners started the tractor on gas, they simply switched over to a cheaper mixture of kerosene and water.

With the advent of ultra-sonic devices there were a number of researchers in the early 70s who successfully mixed up to 30 percent water in gasoline—and used to run their automobiles.

Some disgruntled motorists just "spudded" into their carburetors—ran a hose to a container of water and let their engines suck in an extra water ration. Experts claimed this could damage valves if cold water hit them, but few seemed to have trouble.

- **Gas and Water Mix**

In the mid-70s a Dr. Alfred R. Globus of United International Research presented his Hydro-fuel mixture concepts at a meeting of petroleum refiners in Houston, Texas. According to reports, this fuel was a mixture of 45 percent gasoline, 50 percent or more of water, and small percentages of crude alcohol and United's "Hydrelate." This latter chemical was a bonding agent which kept the fuel's ingredients mixed. Even though it was

estimated that a hundred million gallons of gas a day could be saved through the use of this product, no one seemed to be interested.

- **Water and Alcohol Motor**

A Paris engineer ran his private cars on a mixture of denatured alcohol and water according to the French magazine *Le Point*. The forty-nine-year-old inventor-mechanical engineer Jean Chambrin maintained that his motor design could be mass produced for only a fraction of the cost of present engines. As publicity surrounded his achievements the inventor took even greater precautions for security.

- **Super Mileage Additives**

L. M. Beam, who had had his super mileage carburetor bought out back in the 20s, worked out a catalytic vegetable compound that produced much the same results. By rearranging the molecules of gas and diesel, he obtained better combustion, mileage, and emission control. At one cent a gallon he guaranteed his W-6 formula would save at least 10 percent in fuel costs. Refused and rejected by State and Federal certification agencies (Air Pollution and Environmental Pollution agencies), Beam was finally forced to survive in the mid-70s by selling his formula abroad.

- **The Lacco Gas Additive Formula**

Eighty percent water, 15 percent gas, 5 percent alcohol, 2 percent lacco. According to an article in the January 20, 1974 *San Bernardino, CA, Sun Telegram*, a man named Mark J. Meierbachtol of that city patented a carburetor which got significantly greater mileage than was usual. At this time the patent (#3,432,281 March 11, 1969) is being held by attorney T. F. Peterson for the inventor's widow, Ola.

- **Highway Aircraft Car**

One of the more determined crop of radical auto designers was Paul M. Louis of Sidney, Nebraska. For many years he promoted aircraft design, streamlining to provide super economy in his proposed "Highway Aircraft." He called cars of current design "shoeboxes." His first attempt at marketing a car was in the late 30s. He was stopped by the Securities and Exchange Commission, and it was not until his company withered away that he was given a clean "bill of health." In the mid-70s at the age of seventy-eight he again tried to put his unique designs on the road.

- **Ultrasonic Fuel Systems**

With the advent of the fuel crisis of 1973 there were a number of experimenters who found solutions involving the use of ultrasonic fuel systems. Much of this work involved using sonic transducers to "vibrate" existing fuels down to much smaller particles. This procedure simply increased the surface area of the fuel and made it work more efficiently. Using a magneto-strictive or piezoelectric vibrator, conical or cylindrical cones were used at from twenty to forty thousand vibrations per second. An increase in fuel mileage of at least 20 percent was expected of these units.

Eric Cottell was one of the first persons to proclaim the fact that water could be mixed with gas and used as fuel with these units. His customers had been using his commercial units to emulsify foods, paints, and cosmetics for some time. When the word suddenly got out that the super fine S-onized water would mix perfectly with up to 70 percent oil or gas, there was congratulations from many sides (June 17, 1974, *Newsweek*). Later there was nothing but silence again.

Later in 1975, Cottell was interviewed again and explained that Detroit was so myopic that they would probably turn down even the wheel if it were a newly offered invention. Because installations of his reactors was so simple, Cottell ran several of his own cars on a water-gas mixture. He explained that an ultra-sonic unit caused internal stresses so great in gasoline that the molecules can actually absorb water to become a new type of fuel.

- **Super Mileage from Fuel Vaporization**

L. Mills Beam developed a simple heat exchange carburetor back in 1920. In principle it was nothing more than a method of using the hot exhaust gases of an engine to vaporize

the liquid gas being burned. Using simple logic Beam reasoned that raw gas going through a normal carburetor simply could not be atomized with high efficiency. As a result there was a waste of fuel when microscopic droplets burned instead of exploded. This, of course, created unnecessary heat and inefficiency.

Since he was easily able to double and triple the gas mileage of the cars he tested, it was not long before Beam was offered a settlement and percentage fee for the rights to his device. Accepting the offer, he never again saw any attempt to market his device or the parties who gained control of his device.

In his "Suppressed Inventions," Mike Brown spoke with Mr. Beam and found that the shadowy trail seemed to lead to a major oil company—but, of course, little could be proved.

Brown tells of a later device which used the same principle. John W. Gulley of Gratz, Kentucky, could supposedly get 115 miles per gallon out of his big 8-cylinder Buick, using his vaporizing arrangement. Typically, this device was assured of obscurity when Detroit interests bought it in 1950.

In the early 70s there was a device made by Shell Research of London that was a bit more sophisticated in design. Vaporizing the gas at around 40°C, a certain amount was allowed to go around the vaporizer to reduce pressure losses. The "Vapipe" unit was supposedly not marketed because it did not meet Federal emission standards.

Another advocate of vaporizing gasoline is Clayton J. Queries of Lucerne Valley, California. According to the Sun-Telegram of July 2, 1974, Queries claimed that he could easily develop an engine which could run all day on a gallon of gas. This inventor claims that all he needs to produce such a carburetor is money from an honest backer.

This same inventor said that he took a 10,000 mile trip across the country in his 1949 Buick for ten dollars worth of carbide. Building a simple carbide generator, which worked on the order of a miner's lamp, he said that a half pound of acetylene pressure was sufficient to keep his car running. Because acetylene was dangerous, he put a safety valve on his generator and ran the outlet gas through water to insure there would be no "blow back."

- **The Alexander Fuelless Car System**

Robert Alexander and a partner spent only forty-five days and around five-hundred dollars to put together a car that confounded experts. A small 7/8 twelve-volt motor provided the initial power. Once going, a hydraulic and air system took over and actually recharged the small electric energy drain. The Montebello, California inventors were, at last reports, very determined that the auto industry would not bury their "super power" system. What happened? (U.S. PAT #3913004)

One inventor in the 20s used an electric car which ran off high frequency electricity which he generated at a distance. Using principles similar to the Tesla's ideas, he simply broadcast the re-radiated atmospheric energy from a unit on his house roof. Henry Ford, acting for himself and the other Detroit oil "powers," quickly bought and quietly shelved this invention. (BSRAJ M-J 1973)

John W. Keely reportedly used harmonic magnetic energies from the planet to run his mysterious motor. Later, Harold Adams of Lake Isabella, Ca., worked out a motor thought to be similar to Keely's. In the late 40s it was demonstrated for many persons, including Naval scientists. After a round of "dead ends," it, too, vanished into the pages of the past.

- **Water to Hydrogen Fuel**

The process of converting water to hydrogen has long been known, and the standard electrolysis method was developed back at the turn of the century. The only trouble has

been that it takes a great deal of electrical current to convert the water over. With a 40 percent efficiency at best, a lot of people were hoping for the advent of cheap fuel cells which would convert the hydrogen and oxygen to electricity at a much higher efficiency. The standard procedure for the electrolytic extraction included using platinum electrodes in an acidic water solution—with at least 1.7 volts of direct current.

What gives many hope are reports of early experimenters who over-came the conversion problems. W. C. Hefferlin wrote of using a superior conversion method back in 1921. According to the reports, he worked out a method which used a high frequency current passing through steam. Being associated with some unusual projects made him suspect to a degree . . . but there are some who feel he put his discovery to good use despite the continued rejections he faced.

Hydrogen is probably one of the most ideal and easily adaptable forms of fuel that we could ask for at the present. Because it returns to water after it burns in the presence of oxygen, it is also pollution-free, and a joy to work with. Regardless of adverse criticism, it has been proven to be less expensive and dangerous than ordinary gasoline when used in automobiles.

An experiment was mentioned in the Alternate Sources of Energy Journal in which a couple of readers ran a car for a short period of time on chemically made hydrogen. Tossing some zinc in a bottle of water and acid (any strong acid), they captured the hydrogen given off in a balloon and manually fed it to their auto later.

Actually, feeding hydrogen to a standard auto engine can be a little involved, depending on one's source. I recall a group of California experimenters who fed their old Model A Ford on straight "tank gases" with not much more than some gas pipe plumbing. Later they developed a more sophisticated (oxyburetor) and allowed their motor suction to feed the correct hydrogen-oxygen mixture. To start the engine on these gases, they allowed the hydrogen to be sucked in first. Later they were in need of a variable Venturi carburetor to aid this procedure.

It is interesting to note that Deuterium, or "Heavy Hydrogen," is what powers the H Bomb. A pound of this fuel at less than a hundred dollars (recent estimates) will produce the power of \$75,000 worth of fossil fuels.

The proposed methods of producing cheap deuterium now have already become details of the suppressed past.

A classic case of the "water to auto engine" system was that worked out by Edward Estevel in Spain during the late 60s. This system was highly heralded, then sank among other such "high hope" hydrogen systems. Foul play? Who knows!

Hydrogen Generator Sam Leach of Los Angeles developed a revolutionary hydrogen extraction process during the mid-70s. This unit was said to easily extract free hydrogen from water and yet be small enough for use in automobiles. In 1976 two independent labs in L.A. tested this generator with perfect results. Mr.

M. J. Mirkin who began the Budget car rental system purchased rights for this device and hoped to develop it—against the usual ridicule of a number of scientists. Leach, who was very concerned about his security, was said to be greatly relieved by Mirkin's aid.

- **Hydrogen Auto Conversions**

Rodger Billings of Provo, Utah, headed a group of inventors who worked out efficient methods of converting ordinary automobiles to run on Hydrogen. Rather than rely on heavy cumbersome Hydrogen tanks, his corporation used metal alloys, called Hydrides,

to store vast amounts of Hydrogen. When hot exhaust gases passed through these Hydride containers, it released the Hydrogen for use in the standard engines. Billings estimated that the price might run around \$500 for the conversions; gas consumption would be greatly reduced.

Because of the nature of this conversion, there even seemed to be favorable interest from various auto and petroleum interests in the mid-70s.

P.S.: In Florence, Italy, an inventor used a special tube to divide water in Hydrogen and Oxygen—without the usual electricity and chemical requirements (unconfirmed 1975 report).

- **Burning Alcohol**

Around 1910 there were a number of automobiles burning alcohol, and for some years it was common to find data on burning it in the popular automobile manuals of the day. A number of carburetors were designed to use alcohol or alcohol and gas. In these earlier days, alcohol was almost as cheap as the various benzenes—or what we now refer to as gasoline. One of the drawbacks to burning alcohol during this early period was the fact that the engines didn't have enough compression to burn the fuel at high efficiency. Today's automobiles, then, are almost perfectly adapted to using not only the alcohol-gas mixtures but pure alcohol.

Over the years, racing car drivers used cheap methanol, or non-beverage alcohol, in many racing cars, and only the availability of reasonably priced gasoline kept the practice from becoming more popular. In the gas crunch of 1973 only a few (old timers) remembered alcohol as a fuel. Reluctant as the oil companies were to recognize the fact, it remained that alcohol could be made cheaply and used without major problems.

MIT testing at Santa Clara, California, retraced the steps of conversions worked out sixty years earlier. First it was found that the carburetors needed to be heated to properly volatilize the methanol. This was done by utilizing the exhaust heat or by running hot water to a jacketed carburetor. Next, because methanol conducts electricity, it can set up an electrolytic action which attracts many modern plastics and metal alloys. Gas tanks, for instance, would often fill with tiny metal particles which required large gasoline line filters to eliminate a plugged up carburetor. Other idiosyncrasies included trouble with cars turned to conform to pollution control standards, and difficulty in starting without a heated carburetor.

In the early days a dual carburetor bowl allowed starting on gasoline, but MIT introduced a fog of propane from a small tank and valve, operated manually. In the case of a methanol-gasoline mixture, it was found that only cold weather hampered excellent mixing and performance.

A breakthrough at the Army's Nalick Laboratories in Massachusetts led many persons to believe that a cheap "methanol from waste system" was assured. In the early 70s they discovered and developed certain fungi which could convert a wide variety of cellulose into the sugars necessary for producing alcohol. Researchers felt that a ton of paper scrap, for instance, could produce over 65 gallons of high grade alcohol.

- **Air Powered Cars**

Because air is non-polluting, and does not tend to heat nor contaminate engines it is used in, it is an ideal power source. The one major problem, however, has always been just how to store enough compressed air for lengthy travel.

Air has been used for years to power localized underground mine engines, and even a number of experimental "air autos" have been successful. In 1931, Engineer R. J. Meyers built a 114 pound, 6 cylinder radial air engine that produced over 180 horse power.

Newspaper articles reported that the Meyers vehicle could cruise several hundred miles at low speeds. Compressed air stored as a liquid was later used on advanced air auto designs in the 70s. Vittorio Sorgato of Milan, Italy (Via Cavour, 121; 2003 Senago), created a very impressive model that was received with a great deal of interest from Italian sources.

One of the outstanding services for persons wishing to keep up with current scientific discoveries are the Scientific American Reprints. They are inexpensive and are listed on current order forms from The S. H. Freeman Co., 660 Market Street, San Francisco, CA, 94104.

While few renegade scientists cared to make themselves conspicuous by divulging "maverick" ideas or "hush-hush" projects, a number of small journals carried very revealing articles. Individuals daring to share data on faster than light radio, exotic space drives, nuclear fission, matter-space-and time theories, New Math, gravity concepts, etc., could often be contacted through current one dollar folios from the publisher.

- **The Electromatic Auto**

Any mention that an electric car could be made which could regenerate its own power as it was driven was a joke to most "experts." Yet, in 1976, this author actually saw such a car function. Using various standard automobile parts and an electric golf cart motor, Wayne Henthron's first model functioned perfectly. Once this remarkable auto reached a speed of 20 miles per hour, it regenerated all of its own electricity. In normal stop and go driving it gave several hundred miles of service between recharges.

The secret to the system lay in the way that the inventor wired the batteries to act as capacitors once the car was moving. Four standard auto alternators acted to keep the batteries recharged. With little official interest shown in this remarkable system, the inventor became involved with other persons of equally far-sighted aims and resolved to make the car available to the public. (World Federation of Science and Engineering, 15532 Computer Lane, Huntington Beach, CA, 92649).

- **Mixing Water With Gas**

Portugese chemist, John Andrews, gave a demonstration to Navy officials that proved his additive could reduce fuel costs down to 2 cents per gallon. It allowed ordinary gasoline to be mixed with water without reducing its combustion potentials. When Navy officials finally went to negotiate for the formula, they found the inventor missing and his lab ransacked. (Saga May, 1974).

INCREDIBLE AND UNUSUAL MOTORS

- **The Bourke Engine**

Russell Bourke was probably one of the true geniuses in the field of internal combustion engines. Upon noting the incredible waste of motion in the standard auto engine, he set about designing his own engine in 1918. In 1932 he connected two pistons to a refined "Scotch yoke" crankshaft and came up with a design using only two moving parts.

For over thirty years this engine was found to be superior in most respects to any competitive engine, yet it was rejected by all of the pow-ers that be. This amazing engine not only burned any cheap carbon-based fuel, but it delivered great mileage and performance. Article after article acclaimed his engine and its test performance results, yet nothing ever came of his many projects except frustration and blockage.

Just before Bourke's passing, he assembled material for a book, and The Bourke Engine Documentary is a most revealing work on engine design and on the Bourke engine in particular.

- **The LaForce Engine**

Edward La Force struggled for years in Vermont to get backing to perfect his amazing engine. Ignored for years by the automotive industry, Edward and Robert, his brother, survived on the contributions of several thousand individuals who believed in them. His engine design manages to use even the harder to burn heavy gasoline molecules. Current engines are said to waste these, and, since they make up to 25 percent of the current fuels, the use of the heavy molecules was a great step forward. According to a Los Angeles Examiner article (December 29, 1974), the cams, timing, and so on were altered on stock Detroit engines. These modifications not only eliminated most of the pollution from the motor, but, by completely burning all of the fuel the mileage was usually doubled. One Examiner reporter saw a standard American Motors car get a 57 per-cent increase in mileage at the Richmond, Vermont, research centre. With such publicity, the EPA [Environmental Protection Agency] was forced to examine the situation, and of course, they found that the motor designs were not good enough. Few persons believed the EPA, including a number of Senators. A Congressional hearing on the matter in March 1975 still brought nothing to light—except silence. The LaForces were interviewed by newspapers and auto manufacturers across the world, and even though they only modified the basic Detroit designs; Detroit was not interested. Anyone need 80 percent more mileage? In his "Suppressed Inventions," author Brown tells of John Gully of Gratz, Kentucky, who turned down a GM offer of 35 million dollars when they wouldn't guarantee to market his amazing magnetic engine. Gully built his first model from old washing machine parts, and the patent is still available from the patent office file.

- **Fuelless 15-Cents-Per-Hour Papp Engine**

One of the most astonishing engine designs of the 60s was the Papp engine which could run on 15 cents an hour on a secret combination of expandable gases. Instead of burning a fuel, this engine used electricity to expand the gas in hermetically sealed cylinders. Far from being complex, the first prototype used a ninety horsepower Volvo automobile engine with upper end modifications. Attaching the Volvo pistons to pistons fit-ting the sealed cylinders, the engine worked perfectly and showed an out-put of three hundred horsepower. In a December 1968 Private Pilot arti-cle, the inventor, Joseph Papp, claimed that it would cost about twenty five dollars to charge each cylinder every sixty thousand miles. Sub-scribers couldn't help but wonder why Private Pilot soon changed hands, moved across the country, and failed to follow up on this project as promised.

- **Two Chamber Combustion**

Because very lean mixtures of fuel do not ignite easily, there were numerous attempts at solving the problem with a separate and smaller compression chamber. By feeding gas separately to such a chamber, it could easily detonate the very lean mixtures in the larger chamber.

A patent in the early 20s covered this idea and Ford perfected the idea shortly after the war. It actually wasn't until the mid-70s that Honda of Japan used the design to make a joke of the various emission control efforts of the U.S. auto industry. (See numerous Popular Science articles, like 768.4.)

- **Salter's Ducks**

While confined to his bed a couple of days, an Edinburgh professor doodled up a method of using ocean wave action to produce an amazing amount of electric energy. Large pods shaped something like a duck simply bobbed up and down in a pumping action that used 90 percent of the waves' energy. Scale models actually functioned perfectly and indicated that larger units should produce hundreds of kilowatts. {Popular Science, March, 1977.}

- **Water-Gas Mix** (University of Arizona)

Marvin D. Martin told the press in 1976 that their University funded "fuel reformer" catalytic reactor could probably double auto mileage.

Designed to cut exhaust emissions, the units mixed water with hydrocarbon fuels to produce an efficient Hydrogen, Methane, Carbon Monoxide fuel. Letters to their Aero

Building #16 Lab brought replies that indicated little of how the units functioned but gave indications that the hydrogen was responsible for the great efficiency.

From P.O. Box 3146, Inglewood, CA 90304 (1977).

- **Zubris Electric Car Circuit Design**

In 1969 Joseph R. Zubris became disgusted with his ailing automobile and decided to gamble a couple of hundred dollars on putting together an electric car. Using an ancient ten horse electric truck motor, Zubris figured out a unique system to get peak performance from this motor; he actually ran his 1961 Mercury from this power plant. Estimating that his electric car costs him less than \$100 a year to operate, the inventor was sure that larger concerns would be very interested, and he could hardly believe the lack of response he received from his efforts. In the early 70s he began selling licenses to interested parties at \$500. Thirty-five small concerns were interested enough to respond.

The Zubris invention actually cut energy drain on electric car starting by 75 percent. By weakening excitation after getting started, there is a 100 percent mileage gain over conventional electric motors. The patent probably doubled the efficiency of the series electric motor. (Patent #3,809,978)

- **Electric Motor**

One of the startling electric motors designs of the 1970s was the EMA motor. By recycling energy this astounding motor reportedly was able to get a better than 90 percent efficiency. Using a patented Ev-Gray generator, which intensified battery current, the voltage was introduced to the field coils by a simple programmer. By allowing the motor to charge separate batteries as it ran, phenomenally small amounts of electricity were needed. In tests by the Crosby Research Institute of Beverly Hills, California, a ten horsepower EMA motor ran for over a week on four auto-mobile batteries.

Using conservative estimates, the inventors felt that a fifty horsepower electric car could travel 300 miles at 50 miles per hour without recharging. With such performance the engine could be applied to airplanes, cars, boats, and even electric generators.

According to Dr. Keith E. Kenyon of Van Nuys, California, he discovered a discrepancy in long accepted laws relating to electric motor magnets. When Dr. Kenyon demonstrated his radically different motor to physicists and engineers in 1976, their reaction was typical. They admitted the motor worked remarkably well but since it was beyond the "accepted" laws of physics they chose to ignore it. Because this system could theoretically run an auto on a very small electrical current, entertainer Paul Winchell saw a great potential and began to work with Dr. Kenyon. (Pat. pending.)

- **Diggs Liquid Electricity Engine**

At an inventors workshop (I. W. International) an amazing electrical auto engine was shown by inventor Richard Diggs. Using what he called "liquid electricity," he felt that he could power a large truck for 25,000 miles from a single portable unit of his electrical fuel. Liquid electricity violated a number of the well known physical laws the inventor pointed out. Melvin Fuller, the expositions president, felt that this breakthrough would have a most profound effect upon the world's economy. Some speculated that it only could if . . .

In the June 1973 issue of Probe there was an article on an electromagnetic engine that was fuelless.

- **Magna-Pulsion Engine**

A retired electronics engineer named Bob Teal of Madison, Florida, invented a motor which apparently ran by means of six tiny electromagnets and a secret timing device. Requiring no fuel, the engine of course emitted no gases. It was so simple in design that it required very little maintenance and a small motorcycle battery was the only thing needed to get it started. Typically, most persons who had professional background in this field felt that the machine must be a farce and viewed it and the inventor with suspicion.

After seeing the machine run a power saw in the inventor's work-shop, a number of people were forced to expand their thinking somewhat. Teal dreamed up his engine design after working on a science fiction novel. His first model was made to a large degree of wood and he estimated that it shouldn't cost over a few hundred dollars to put out larger precision models for use in automobiles.

Because he lost an estimated \$50 million invention while he was working on an earlier government project, he was hoping for a better reward on his "impossible" magnetic motor.

- **The Hendershot Generator**

In the late 1920s there was considerable publicity on a device built by Lester J. Hendershot. Through inspiration and an unusual dream this inventor wove together a number of flat coils of wire and placed stainless steel rings, sticks of carbon and permanent magnets in various positions as an experiment.

With later adjustments this device actually produced current. According to the reports the inventor had no idea how the device worked and it was often just a case of working by trial and error to get results. A number of persons speculated that the various magnetic currents of the Earth were used when the resonation of the device was turned to the proper frequency.

- **Temperature Change Wheel**

Wally Minto donated a most remarkable design to the world in 1975. His unique unpatented wheel worked on a change of temperature—as low as 3 1/2°F—and was so simple that anyone with material and a welder could build a full scale model. Using any gas proof tanks around the outer form of the wheel, a simple pipe connection between the upper and lower tanks allows the needed exchange of gas. A warmer lower tank would lighten as the upper tank collected the vaporized propane—or low boiling point gas. While slow, the design gave considerable torque and held great promise for applications in backward areas.

It is interesting to note that some of these perpetual motion machines relied on heavy flywheels. Studies in the 70s concluded that flywheels were about the most efficient energy storing device available. Better than fuel cells, lead acid batteries, or compressed gas, the flywheel could carry the wasted power of high horsepower and save motorists big money.

In 1972 Lockheed reportedly found that an ordinary iron flywheel spinning at around 24,000 revolutions per minute in a reasonable vacuum (anti-friction) worked quite well. In fact, very little research money is required to quickly raise the efficiency of most current motor drive systems, and Cadac Ltd. of Auckland, New Zealand, has one in production in 1993.

- **Hot and Cold Engine**

A sixty-five-year-old Swedish inventor made a major breakthrough in the thermo-electric engine field. Because wires of different metals produce electricity if they are joined and heated, there has long been a potential in this principle. B. Von Platen's secret breakthrough is said to give more than 30 percent efficiency in motors, and, with a radioactive isotope for power, it could free it from fossil fuels. In 1975 Volvo of Sweden obtained rights to his power unit.

- **Air Fuel**

In the 1920s, a Los Angeles (Baldwin Hills) resident worked out a method to run an ordinary automobile on the constituents of ordinary air. Working out a system to keep his motors from melting from the high heat produced by the burning oxygen, he contacted the auto makers. General Motors, acting for the industry, eventually got controlling stock of the small company, and that was the end. A reader of M-J BSRA Journal recalled that the motor was warmed up on ordinary fuel and then switched over to air after it became hot.

Air Powered Autos Air power was used to power rail locomotives and mining equipment

for years before the so-called energy crunches. Like the steam engine, the air engine does not need torque converters (transmissions) and lasts for years because of low speeds. Los Angeles Engineer Roy J. Meyers built a 6-cylinder air car in 1931 and it supposedly had a cruising range of several hundred miles at lower speeds.

There seems too few reasons why the air system wouldn't work very well in pollution sensitive cities. Air fueling tanks at the strategic spots would be simple. In 1973 Claud F. Mead of San Diego, California, thought up a simple air car design. Using a scuba bottle full of air, he ran a hose to an air impact wrench. The wrench shaft was, in turn, hooked to the wheel of his small cart. By using a battery to pump up his tank, he was able to go some distance at speeds up to 50 miles per hour.

- **Air Powered Engines**

Back in 1816 a Scottish clergyman, Robert Sterling, designed an external combustion engine that ran on hot air. Since that time, many experiments have been made trying to perfect his idea. In 1975 there was a break-through of some significance in the British Atomic Energy Research Lab at Harwell. There they came up with a working fluid pump which was nothing more than a container with an assortment of pipes and valves. This means that solar energy should be capable of pumping water—or your hot springs or hot air supply can furnish pumping power. A pistonless version of the Sterling motor was designed by the British Atomic Energy Research Lab. It was connected to a linear (non-rotating) alternator and could put out 27 watts of power a day on less than a quart of propane.

There have been a number of Sterling designs for autos. Some European firms have run these designs successfully, and such nonpolluting engines just hum along under a continuous (not instant) combustion. These engines are simple, non-polluting, and will run on anything from charcoal to sunshine.

In the 1930s in Wolvega, Holland, there was a twenty-one-year-old inventor who developed a piston engine which reportedly could run for three months before needing recharging. The engine was remarkable in that it ran on hot compressed air. Before he had a chance to market the engine, he was sent to a mental institution, and his working models disappeared.

In the 60s Louis Michaud designed a simple thermodynamic engine which resembles the internal part of a huge squirrel cage blower. Sitting so that the vanes were horizontal, this machine deflected the air flow path inward and upward to form a miniature hurricane action. Because this system could, theoretically, produce or decrease different types of weather (change temperature and humidity and disperse pollution), it could be a very worthwhile system. Harnessing just a fraction of the energy potential from thermal changes on our planet would supply awesome power.

- **Hydrogen Car Engines**

Many believe that hydrogen is the ideal motive force. Containing no carbon, H₂ can be burned safely in any enclosure and broken up into safe components whatever the conversion.

A number of minor experimental successes proved the worth of these conversions over the years. Some simply hooked up a mixing chamber instead of a carburetor on their car, and they experimented with combinations of oxygen and hydrogen until successful.

In 1972 a UCLA team built an automobile to compete in a "clean air" race. Using a stock gasoline engine, they lowered its compression rate and made a few alterations to allow for a greater heat build-up. Next, they recirculated part of the exhaust gas to decrease the excess oxygen and slow the combustion process slightly. The result was a success. The only real problem was in the bulky, quickly exhausted tanks of fuel.

Billings Energy Research of Provo, Utah, solved the bulky tank problem a couple of years later when they built a hydride storage system. Hydrogen is chemically locked in powdered iron titanium and is released when heat from the engine's cooling fluid warms it. With this, or a less expensive Hefferlin System there is little reason for our continuing dependence on fossil fuels.

Justi and Kalberlah wrote in a 66 French bulletin that they could convert water to hydrogen and oxygen using DC current and simple nickel, double layer, porous electrodes. Their system could store the gases under 100 atm without a pump being used, and they attained a phenomenal 50-to 65-percent energetic efficiency.

In 1975 UCLA experimenters ran liquid hydrogen to a standard propane regulator and mixer atop a standard carburetor. In the carburetor they used water to lower combustion temperatures and to act as a combustion and backfire control. (An "approved" gas mixer or carburetor is necessary in California.)

- **Electrostatic Cooling**

For some reason, when static electricity is played on a red hot object, it will suddenly cool the object. This "electric wind" seems to break up the insulatory boundary layers of air, and it will have numerous applications in our century.

The "tabernacle" [the famous Ark of the Covenant] of Moses in the Bible was said by Lakovsky to be nothing more than a large electro-static generator. While the friction of air against the silk curtains generated the static electricity, the box condenser stored this energy.

- **Steam Locomotion**

Who could exclude the beloved steam car from a work like this! In 1907 a Stanley Steamer car travelled down a Florida beach at 170 miles per hour before a bump sent it out of control. Losing ground to the cheaper gasoline vehicles, a number of the old steamers were resurrected and run during the World War II fuel shortages. Even in the 50s a Stanley engine carried one researcher and his newer car across the U.S. for six dollars worth of kerosene.

The Doble Steam Auto was probably the first steamer of modern design. Instead of allowing the steam to escape, it recirculated it so that an owner conceivably could drive a thousand miles before refilling the twenty-five gallon water tank. With less than a minute warm-up owners could get performance equal to the best gasoline automobiles.

The amazing Doble engines were guaranteed for 100,000 miles, and some owners reported having got a phenomenal 800,000 miles from them. From his first auto show Doble got \$27 million in orders. The War Emergency Board of the period (1917 plus) discouraged production completely, so Doble was forced to survive abroad building steam trucks for an English firm.

Steam power plants have been no problem. Kinetics Inc. of Sarasota, Florida, had a superb engine developed for cars of the late 60s. The Gibbs-Hosick Steam described in Popular Science (February, 1966) was to use a tiny piston motor to give it impressive performance. A super efficient steam engine was developed by Oliver Yunick in 1970 (Popular Science, December 1971); another, the HBH in Popular Science, November 1971.

One of the most advanced steam turbine designs came from the DuPont Laboratories in late 1971. They used a recyclable fluid of the Freon family. Presumably it contains within its design no need for an external condenser, valves, or tubes. (Popular Science, January, 1972.)

Using more basic designs, Sundstrand Aviation put one of their steam power plants in a

Dallas city bus. At the same period William M. Brobeck of Berkeley, California, with his assistants, equipped three Oakland Buses with similar "Doble" designs.

Lear Motors Corp. of Reno, Nevada, spent millions on advanced steam designs until it was apparent there would probably be little financial reward in the end. Steam Power Systems of San Diego was another principal experimenter during this period.

About as close as anyone came to putting a production model on the market in the 70s was the attempt by W. Minto. Using Swedish Sullair rotary compressors for motors, he mounted his system on a standard Datsun and got a contract for at least a hundred more. Later modifications included a gyrator engine, which was actually a pump motor working backward.

One of the few new steam engine designs able to be directly tied to the drive wheels of an auto is the KROV design of 1973. Claiming at least a one-third advantage in economy over conventional gas engines, all this engine needed was financing.

I recall that one enterprising gentleman sold a kit to convert gas engines to steam engines during the Second World War. He ran around Los Angeles in a converted Model A Ford until he dropped from sight. In the 60s there was a similar conversion kit put out by a small company in Oregon. Furnishing a smaller cam timing gear sprocket the size of the crankshaft sprocket and a modified camshaft, a normal "gas" engine could easily be converted. This company did not advocate using their units for any but stationary engines, but hinted at a new super fuelless steam power unit coming up.

- **Another Steam Engine**

In the early 70s William Bolon in Rialto, California, developed an unusual steam engine design that was purported to get 50 miles to the gallon. The engine, which used only 17 moving parts, weighed less than 50 pounds and eliminated the usual transmission and drive train in an auto. After contacting Detroit interests, the inventor claimed he was required to sign forms releasing these interests from acknowledging his claims to the design before they would even look at it.

After a Sun-Telegram article on the project, his factory was firebombed to the tune of \$600,000. After letters to the White House, the inventor finally gave up and let Indonesian interests have the design.

Aside from a token steam project by Ford, the steam auto was ignored right up to the time of various Senate pollution control committees of late 60s. Typically, the representatives of the auto industry alleged that steam systems were not dependable, safe, or necessary—especially since Detroit would soon have good minimal emission designs. So, without funding, the small experimenters of this period tended to fall into obscurity.

A notable exception was Bill Lear, who spent millions perfecting systems in his Reno plant. The complete lack of co-operation and interest from major industries or "powers" eventually discouraged him.

- **Diesel**

Dr. Rudolph Diesel took the crude heavy fuel burning engine designs of those before him and refined them into the major engineering success of the 1900s. His invention immediately threatened the whole steam engine industry, and just as he was plunging into fame and success, he permanently disappeared from the ship on which he was travelling to Europe.

- **Electrostatic Motors**

The modern world's first electric motor was an electrostatic motor invented by Benjamin Franklin in 1748. Through the years, little was done in this field until a Dr. Jehmenko came on the scene. This good physicist felt it was a "waste" not to be using some of the

abundant free atmospheric electricity, so he built the most powerful Corona motor so far tested (1974).

He has visions of being able to put his Earth-field antennas on the tops of mountains, where electrostatic energy is particularly concentrated and use an ultraviolet laser beam to ionize the air and send the energy to receiving sites below. To run smaller motors, experimenters find that a few inches of needle pointed music wire will start a Corona. This wire is attached to at least two or three hundred feet of copper lead-in wire held aloft by a balloon, kite, or tower. Tolerances are critical on electrostatic motors, but they are simple to make.

Using more conventional research methods, the Argonne National Labs (Atomic Energy Comm.) spent millions in the early 70s developing numerous "Super Batteries." Somehow, as usual, the public gained little benefit from these breakthroughs.

FLIGHT AND ANTI-GRAVITY CONCEPTS

- **Anti-Gravity Propulsion**

A number of researchers contend that if the isoles of the atomic fields in matter are arranged in a linear polarity, they can produce an anti-gravity effect. This is the principal a magnet works under when its molecules are in alignment. The perfect example of this principle in application is the bumblebee. Flying against all aerodynamic principles, the wings purportedly produce enough electrostatic polarity bands around the bee's body to carry it aloft.

According to some theories anti-gravity can actually come from creating any system which will use the confusion of matter against the orderly flow of energy. In designing a system to use positive and negative (night and day, the Ancients called it) polarities against each other, a Toroid coil with a caduceus winding can be used to separate these fields—and play them against each other. By orienting the poles of the atomic structure of matter instead of the molecular structure (magnet), even nonferrous metals can gain attraction-repulsion qualities.

We should shortly be using propulsion units which are little more than diaphragms of matter sending out discordant vibrations—out of harmony to the resonance of space. (Further data on the working of matter from works by Walter Russell and Geo Van Tassel).

While the electrical resistance of various metals has long been affected by super cold temperatures, it was not until the mid-60s that scientists found a "breakthrough."

Niobium with tin zirconium or titanium were found to produce super-conducting magnets ten times as strong as ordinary magnets.

As with the "live" metals mentioned elsewhere, such super-conductive characteristics could allow a super magnetic shield for space ships. This would, in effect, act as a force field protector against dangerous protons and radiation. Super-conductive wire, of course, could allow frictionless gyros, and ultra small computers and electrical circuits.

When larger super-conductive metals act to repel magnetic fields, we have an actual "levitation."

- **Vibrations**

Besides the well-known oracle caves of antiquity such as Delphi, there were lesser-known objects used for the same purpose. At Dodona there were vases fashioned of metal that supposedly would ring for hours when struck. It would seem logical that certain tonal ranges or octaves would, indeed, assist some to blank out unwanted thought patterns.

Pythagoras was the first person history records as working out a reasonably sound harmonic musical scale. He was also convinced that certain modes or keys had profound effects upon emotions. The "Hard Rock" music of the 70s then was probably far worse on the listener's well being than the less chaotic music he warned his disciples against.

The early Greeks had great knowledge on the use of vibrations, and the priests were able to build highly unique sound chambers to use in their rituals and religious ceremonies.

Many persons have felt that all elements have certain keynotes and, if such a keynote is duplicated, it can disintegrate the compounds into their various parts. The mystical principle that two exact things cannot occupy the same space at the same time is valid whether applied to a mind system or to a wall of Jericho.

According to a number of ancient records, round metal discs of certain shapes and resonance could lift men and objects if sounded. Two such discs were made for the king and queen of Spain by the Aztec ruler Montezuma. About the size of phonograph records, one of these gold discs was said to be thicker than the other. Numerous myths spoke of persons flying when they struck or made songs on plates, Indian Sanskrit records are usually more detailed and indicate a science of acoustics far ahead of ours. The 716 ancient stone discs found in China by the Russians in the 60s were said to vibrate in a peculiar manner when struck.

In a work called Secrets of the Andes mention is made of a large disc from ancient Lemuria which was used by the Incas in a sacred temple. If struck in a certain manner it could supposedly cause earthquakes; if tuned to an individual vibrational rate it could transport the person to a distant place. The Spaniards found this disc gone when they finally located the temple.

Well-known occult writer, Annie Basant, explained in some of her works, that the gigantic stones moved by the ancients were rendered weightless by a simple application of natural magnetic law. Legends of almost every continent give accounts of persons striking objects or singing songs to move themselves or other objects around.

In 1971 the conventional spinning gyroscope used in navigation was threatened by a tiny two inch Beryllium copper wire held between the magnetic flux of two electro-magnets. This vibrating wire created a major breakthrough in this field. (Honeywell).

Throughout the ages there have been a certain few who have had the ability to match odors to vibratory levels. Even in the present age there are certain perfumes that are said to use a scale of odors just as a musician uses a harmonic scale of notes.

The mystics of the world have used chants to vibrate areas of the body to fuller efficiency. A typical chant has a mental, love, and power tone, ranging from higher to lower.

Early work by Dr. Oscar Brunler found a direct relationship between the output frequency of the brain and intelligence.

The Energies Science has yet to understand what we could call the "other energies." These energies—or let's say, "this energy" can be operated at great distance without any "grounding" actions by physical bodies. It can even be reflected by mirrors and transported, concentrated, and increased by sound.

The mystics referred to this other energy as "life force," and "Prana." Eeman called it the X force. Reichenbach called it "Odic Force," Paracelsus called it "the mumia," and the

ancients referred to it in various ways as the "binding force." Frankly, I suspect it is all a part of "Mind."

- **UFOs and Propulsion Systems**

Back in the 20s a former classmate of Einstein, Townsend Brown, teamed up and discovered a new principal of propulsion. It started with a charged condenser on a string and led into miniature flying saucers. It was found that the closer the condenser plates, the wider the area they covered, and the more voltage difference between them, the greater the resistance to the effects of gravitation.

Brown continued this propulsion work into the 50s and is thought to have concluded that three large condensers under a saucer (120 degree control) would be sufficient to make practical flight possible. Theoretically, the condensers act in creating a modification of the gravitational field around a craft and, by using a caduceus coil to change field polarity, directional guidance can be attained.

As late as the early 1970s one inventor in the Northwest demonstrated similar anti-gravity discus before Portland TV Channel 8 viewers. His "Sicorsci Aviation" spent seven million dollars on the project before it all faded away.

These and other propulsion systems were all but ignored, officially. They went against the notions of gravity, for one thing, and for another, how would the powers that be make money from them? Jets cost millions . . . these systems were too simple.

A saucer developed by Germany about 1940 consisted of a wing wheel design in which a dozen variable wings acted in principle like a helicopter. The perfect balance required on this design was very difficult to attain, but with jet propulsion it was said to be capable of almost 2,000 kilometers per hour. [1,240 miles per hour].

One of the more advanced German designs was said to be powered by a "Schauberger" flameless, smokeless implosion motor. These power plants ringed the craft and tilted at angles necessary to give direction and speed. By incorporating suction openings at the top of the craft, an added boost in speed came from the vacuum created.

Incredible as it may seem, there were many documentations of all this in various reports at the time. A friend of mine told of tons of Germanium he found in one such plant. It was in some way connected with the drive system of one saucer design. Renato Vesco told an Argosy author (issue of August 1969) that most of the data on the German saucers was taken by British "T" teams to Bedford, England, to various secret facilities in Australia, and to British Columbia, Canada.

After continued work on the better projects, various British sources let it be known in 1946 that Britain would soon have aircraft that would be capable of thousands of miles per hour and need no fuel. By 1960 the Canadians had set aside 125,000 acres of very remote land in BC for "experimental aircraft" and the word sifted through that "Canada had some very advanced aeronautical technology."

Because the U.S. was unwilling to share the nuclear data she came away with after Germany's fall, Britain and Canada were not about to share their aeronautical data with us. It was their ace in the hole. Huge RAF budgets along with continued sightings of slower and more "solid" UFO's has led many persons to suspect that our pilots are ordered not to fire upon such craft with good reason. They are our friends—or maybe even us.

A certain Hefferlin manuscript entitled "Rainbow City" explains that the hero developed a very advanced space ship and offered it to the Hungarians just before Hitler took the country over. Because the Hungarians lacked funds to continue and Germany was closing

in, Emery flew two ships to the U.S. and stored them here.

After offering them to the U.S. Government, Emery was rebuffed for a second time; he eventually flew, according to the manuscript, to a small secret protected valley in the Antarctic. Mention is made in this work of a fuelless motor which utilizes water electrolysis.

It is also pointed out that other alien UFOs, having no connection with these projects, commonly exist.* As an example, in unofficial conversations with the various astronauts, certain reports stated that all the early "moon shots" had alien visitors following them for a time. But then, this work is not large enough to go into data on such alien craft.

* When Will Our Government Confide In Us? As the space projects of earth pushed ahead in the 1960s very few persons were aware of the fact that some of our most sophisticated advances came from duplicating the equipment on "alien" craft. A number of wrecked craft of this period reportedly got rushed to the Wright Patterson installation and thoroughly dissected. As stacks of UFO documents became de-classified in the 70s, it was still almost impossible to obtain them from the responsible sources.

- **Alien Triad Propulsion Systems**

A number of UFO reports have these crafts' propulsion systems using a triad configuration. A typical case involved a Sgt. Moody who was shown a system which used what appeared to be three large crystals joined by sloping rods. According to Moody the alien had told him that "with a little thought on your own, this could be developed by your people."

- **Electrostatic Anti-Gravity**

With the help of two electrodes charged with 200 kilovolts of direct current, a piece of aluminium foil with a bead of mercury on it can be reportedly suspended between the posts. Mercury engines are described in ancient manuscripts from India.

- **Anti-Gravity**

Henry William Wallace patented an anti-gravity generator in 1971, and many experimenters in this field were given encouragement and help by the new ideas.

Wallace's device uses rotors travelling from 10 to 20 thousand revolutions per minute and the inventor suggests that the intensity of weightlessness can be increased by using mercury—just as is mentioned in the ancient Indian manuscripts.

- **Dean Space Drive**

Norman L. Dean was an amateur experimenter who made modifications to a harmonic drive mechanism known as a "Buehler Drive." Consisting of two counter rotating eccentric masses, the Buehler Drive is used by industry in generating oscillatory motion or vibrations. Because of various complicated circumstances and the death of the persons involved, nothing ever came out of this invention. No government agency ever showed an interest in it, of course.

- **Early Plight**

Surprisingly, a number of legends and records exist concerning pre-historic flight. A number of these stories concern men who learned the art of flying from their more able "Gods." Emperor Shun in China, for instance, allegedly was able to fly after such instruction, and medieval drawings from such early periods are pretty convincing. Hindu writings are filled with "celestial" vehicles which transported the kings and gods. Other accounts of flying machines are recorded in various ancient records and myths including, it would seem, the Bible.

The more mystical works of Phyllos and James Churchward tell of how some of these ancient airships worked. One design mentioned by Churchward took power from the atmosphere in what could correspond to a turbine running on atmosphere gases. He claimed that temple records he saw gave specific instructions for building not only a very advanced air-ship but its power supply as well.

In *A Dweller on Two Planets*, Phyllos explains how some early airships ran by a balancing

of the day and night sides of nature—anti-gravitation-al forces were matched against gravity to maneuver such ships perfectly. Some feel that such forces are beyond our present grasp because of certain energies unavailable to the Power Sources (Xtals), but that is a story told elsewhere.

The Vedic manuscript, The Samarangana Sutrachara, gives no less than forty-nine types of "propulsive fire" used in the wingless flying vehicles of India. This work devoted over 200 pages to describing how to build and fly these advanced ships. Some of the propulsion systems used the power of heated mercury, others that of electrical or magnetic forces.

The "Mahabharata," "Drone Parva," and "Ramayana" also give accounts of these "Vimanas" and their remarkable abilities.

According to Dr. Ruth Reyna, there are Sanskrit texts in the University of the Punjab that tell of space flights 3,000 B.C. Commissioned by U.S. Space authorities Reyna found that these flights were considered imperative due to the threat of a deluge on earth.

- **Gravity Defying Gyroscopes**

Edwin Rickman, an English electrical engineer, had recurring dreams about an anti-gravity device in the early 70s. After a patent was obtained on the basic principles, it came to the attention of Prof. Eric Laithwaite of London's Imperial College of Science and Technology. With certain modifications, this scientist declared in 1974 in press releases that this anti-gravity motor should enable us to travel to other solar systems.

- **Laithwaite Anti-Gravity Machine**

Prof. Eric Laithwaite of the Imperial College of Science and Technology in England invented an anti-gravity machine in 1975. Defying the laws of Newton, it depended upon the fact that no energy was required to return its two gyroscopes arms to their starting position.

- **Flying Suits**

The Asian conflicts prodded the development of one man flying suits in the 60s. In his "Gold of the Gods," Von Daniken points out numerous earlier models depicted on monuments, tablets, pots, and even as Polynesian ritual objects.

- **UFOs**

Many strange stories have circulated about the flying saucers being built by various governments on our planet. While there is good reason to believe that alien saucers do exist and do visit our planet, there is a surprising amount of evidence concerning the models of local origin.

Several ancient manuscripts give details on building craft that would fit into the flying saucer category. However, in recent times, the most authentic reports come from records concerning the work of Hitler's scientists. In the few short years that Hitler gave his scientists free rein to develop technology, there was astonishing progress. Allied teams who rushed into the secret underground bases and projects after the War were dumb-founded by the technological advancement they found.

A small plant in central Germany (M-Werke) was on the verge of producing missiles which could destroy entire U.S. cities. Cooperation between G-Works and various other installations produced the "Kugelblitz." This was an advanced lens-shaped craft that destroyed Allied bombers by Electrostatic firing systems. It could travel by remote control, seek a target by infrared detection, and remain undetectable on radar screens. According to a number of later Allied intelligence reports, there were super turbine engines capable of running on liquid oxygen or hydrogen peroxide, a gelatinous, organic-metallic fuel -and on even the atmosphere.

More theoretical was a design based upon the "Lense-Therring effect." Here a torus wrapped in a tube of accelerating dense matter should create a gravity field strong

enough to overcome the gravity of Earth. Another device possible under the present accepted laws of physics is built of a thin disc of nuclear matter. Such a device is lightly covered in an August 1975 Analog-Science Fact Magazine.

In this issue Dr. Forwards mentioned another system. Because any mass with velocity and acceleration can create force (according to accepted laws), a round torus rotating outward on itself should cancel Earth's gravity. Unfortunately, these machines would require quantities of dense matter.

Because many can't accept the current gravitational theories, there are many theoretical designs which use what we could call negative matter. Because an object of negative would repel an object of positive matter, we would get a principle of great potential. This, of course, would be similar to the "Day and Night" energies supposedly used by the ancients, mentioned elsewhere.

In a similar vein, one could theoretically use the polarity of inertia. By changing inertia from positive to negative—or even redistributing it, one might thus overcome gravity.

Einstein observed that if the UFO occupants had mastered gravity, they would also have overcome inertia. Saucers with anti-gravity screens could ignore both gravity and inertia. They can instantly change direction and speed. Anyone who has observed the darting movements of some UFOs must concede that something is breaking the laws of inertia.

There are those who maintain that we live in a contracting and expanding universe of many dimensions. By using technology which can contract a space craft, for example, the craft cannot only pass into the other dimensions, but pass through less dense materials. Because light rays would be less rapid than the event itself, distortions would result—which seem to be well recorded in documented encounters.

Will our leaders continue to assume that we are too dense to understand? It wouldn't surprise some persons to see the "leaders" looking down from advanced craft, in event there were a major disaster.

Exactly how many Government rooms are filled with data on UFOs could be anyone's speculation. What is well remembered by many is the fact that many samples of strange materials and machinery have been handed over to Government authorities. In all of these cases, the samples have simply disappeared and have been denied to later inquirers. A typical case in 1969 involved a material found by Professor R. Bracewell, the man who solved our spinning satellite problem. Absorbing heat and releasing it slowly by over a period of several days, this material could not be analyzed nor duplicated by our best procedures,

Is there actually an organized force to stamp out rational data on UFOs? An Argosy magazine article mentioned dozens of saucer researchers who mysteriously disappeared. Albert Bender, a well-know researcher, told of seven visitations by mysterious "men in black." He felt that with such powers to cloud men's minds as those visitors seemed to possess, they could be of alien origin.

Another well-known UFO researcher with a similar feeling is **Laura Mundo**. She felt that the "man in black" who contacted her were "front men" for aliens who wished to frighten her out of the work.

Grey Barker wrote his *They Know Too Much About Flying Saucers* during the period when the "men in black" were most active.

What occurs to many persons of open minds in this area is that there are not only UFOs of Earth origin, but there are very sophisticated craft of extraterrestrial "alien" origin as well. With literally hundreds of UFO publications and groups and thousands of sightings, the evidence is pretty overwhelming for either or both craft.

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