

Excerpt from the book: "Secrets of Cold War Technology – Project HAARP and Beyond" by Gerry Vassilatos. - ISBN 0-945685-20-3

Tesla's Electric Car - from page 91 (<http://www.keelynet.com/energy/teslcar.htm>)

.... It chanced that an **aeronautical engineer, Derek Ahlers, met with Mr. Savo, one of Tesla's nephews** then living in New York. **Mr. Savo**, himself an Austrian military man and a trained aviator, reported that in 1931, he **participated in an experiment involving aetheric power**.

Unexpectedly, almost inappropriately, he was asked to accompany his uncle on a long train ride to Buffalo. Taken into a small garage, **Dr. Tesla walked directly to a Pierce Arrow**, opened the hood and began making a few adjustments.

In place of the engine, there was an AC motor rated at 80 horsepower. This measured a little more than 3 feet long, and a little more than 2 feet in diameter. From it trailed two very thick cables which connected with the dashboard. In addition, there was an ordinary 12 volt storage battery.



Typical Pierce Arrow of 1931

Maximum rotor speed was stated to be 30 turns per second. A 6 foot antenna rod was fitted into the rear section of the car. **Dr. Tesla** stepped into the passenger side and began **making adjustments on a "power receiver"** which had been built directly into the dashboard.

The receiver, no larger than a short-wave radio receiver of the day, **used 12 special tubes which Dr. Tesla brought with him in a boxlike case**. Mr. Savo told Mr. Ahlers that Dr. Tesla built the receiver in his hotel room, a device 2 feet in length, nearly 1 foot wide, a 1/2 foot high.

These curiously constructed tubes having been properly installed in their sockets, **Dr. Tesla pushed in 2 contact rods** and informed Peter that **power was now available to drive**. Several additional meters read values which Dr. Tesla would not explain. Not sound was heard.

Dr. Tesla handed Mr. Savo the ignition key and told him to start the engine, which he promptly did. Yet hearing nothing, the accelerator was applied, and the car instantly moved. Tesla's nephew drove this vehicle without other fuel for an undetermined long interval. **Mr. Savo drove a distance of 50 miles through the city and out to the surrounding countryside**. The car was tested to speeds of 90 mph, with the speedometer rated to 120.

Dr. Tesla informed his nephew that the device could not only supply the needs of the car forever, but could also supply the needs of a household - with power to spare. When originally asked how the device worked, Tesla was initially adamant and refused to speak.

As soon as they were on the country roads, clear of the more congested areas, Tesla began to lecture on the subject. **Of the motive source he referred to "a mysterious radiation which comes out of the aether"**. The small device very obviously and effectively appropriated this energy. Tesla also spoke very glowingly of this providence, saying of the energy itself that **"it is available in limitless quantities"**.

The two remained in Buffalo for 8 days, rigorously testing the car in the city and countryside. Dr. Tesla also told Mr. Savo that the **device would soon be used to drive boats, planes, trains, and other automobiles**.

About a month after the incident, **Mr. Savo received a call from a man who identified himself as Lee De Forest**, who asked how he enjoyed the car. Mr. Savo expressed his joy over the mysterious affair, and **Mr. de Forest declared Tesla the greatest living scientist in the world**.

Later, Mr. Savo asked his uncle whether or not the power receiver was being used in other applications. He was informed **that Dr. Tesla had been negotiating with a major shipbuilding company to build a boat with a similarly outfitted engine....**

Additional References:

http://peswiki.com/index.php/Tesla%27s_Pierce-Arrow

<http://www.evworld.com/view.cfm?section=article&storyid=1062>

Auszug aus einem Brief von Klaus Jebens, Hamburg, an den Jupiter-Verlag, Zürich, vom 14. Mai 2005

Vorbemerkung:

Bei der Durchsicht alter Akten seines Vaters Heinrich Jebens fand der Sohn Klaus Jebens Ende 2000 eine vertrauliche Aktennotiz aus dem Dezember 1930, in der über das erste mit Raumenergie (Space Energy) angetriebene Fahrzeug in den USA berichtet wird. **Heinrich Jebens** war von **1927-1933** der **erste Direktor des "Deutschen Erfinderhauses e.V." in Hamburg**, und **konnte** anlässlich einer USA-Reise im Herbst 1930 den Erfinder dieses mit Raumenergie angetriebenen Fahrzeugs persönlich kennen lernen und **sich von der Realität dieser umwälzenden Erfindung überzeugen**.



Klaus Jebens, Sohn von Heinz Jebens, der Tesla besuchte.

Weiteres, siehe unter:

http://www.gfe-hamburg.de/web1_GFE-De_css/D2a_GFE-Selbstdar_css.html sowie http://www.gfe-hamburg.de/web1_GFE-De_css/D2b_Kurzbiogr_KJ_css.html und <http://www.gfe-hamburg.de>

Auszug:

... Im **November 1930** fuhr mein Vater per Schiff nach New York, um Thomas Alva Edison die Ehrenmitgliedschaft zu überbringen. Dabei **lernte er** einen Herrn **Petar Savo** kennen, der sich als **Neffe von Nikola Tesla** ausgab und meinem Vater nahelegte, auch seinen Onkel aufzusuchen, der neben Edison der wohl grösste Erfinder Amerika sei.

Dieses Gespräch kam am 26. November zustande, wo Tesla meinem Vater den Vorschlag unterbreitete, ihm am nächsten Tag etwas vorzustellen, worüber er aber strengstes Stillschweigen bewahren müsste, was mein Vater auch zusagte.

Am folgenden Morgen fuhren die beiden Herrn mit der Bahn nach **Buffalo, wo Tesla** meinem Vater in einer Halle am Stadtrand einen **Pierce-Arrow-Luxuswagen vorstellte, der angeblich mit Raum-Energie angetrieben wurde**. Ein kleiner Konverter, den Tesla aus New York mitbrachte, musste ein Monteur in das noch nicht ganz fertige, aber schon fahrbereite Auto einbauen. **Nach einer halben Stunde war er fertig und dann schob Tesla zwei kleine Stäbe in den Konverter. Dann begann der Motor zu laufen**. Tesla beauftragte den Monteur, die beiden Herren **zu den Niagara-Fällen zu fahren**, wo er meinem Vater das 1889 fertiggestellte erste Wechselstromkraftwerk vorführen wollte.

Nach den Angaben meines Vaters fuhr das Auto auf guter Strasse 90 Meilen (140 km/h) schnell.

Ein zweites Treffen mit Tesla kam nicht zustande, weil Anfang 1933 Adolf Hitler an die Macht kam und das Deutsche Erfinderhaus schliessen und in das Reichserfinderamt nach Berlin verlagern liess, wo mein Vater dann 1934 aus politischen Gründen ausschied.

Tesla hatte 1998 diese neue Energie, die er als „radiations“ bezeichnete, in Colorado entdeckt.

Diese elektromagnetische Strahlung kommt bei uns auf der Erde im wesentlichen von der Sonne und ihrem Hintergrundfeld und dringt durch alles durch. Dieses wurde von der NASA und von vielen anderen Leuten bestätigt. Die Ausnutzung dieser Kraft ist das Ziel, was wir auch uns gesetzt haben und die wir einzuführen versuchen, bevor es in einiger Zeit zu einer Energie-Krise kommen könnte...

Weitere Literatur:

Tesla Memorial Society of Switzerland

<http://www.teslasociety.ch/links.php>

Tesla Maxim-Film: All about Tesla

http://www.teslasociety.ch/info/MAXIM_film

Interview mit Klaus Jebens, Hamburg

„Vom Tesla-Auto über Raketentechnik bis zum Gas-Auto“,

erschieden in „NET-Journal“, Jg. Nr. 6, Heft Nr. 5/6, S. 4 – 8

<http://www.borderlands.de/inet.jrnl.php3>

Referenzen zu „Zero-Point-Energy“, s.u. „Tomas Valone“ unter:

<http://www.borderlands.de/links.browse.php3?id=11&pa=30>

Der Stromkrieg zwischen Edison und Tesla

<http://www.elektronik-kompodium.de/public/schaerer/stromkrg.htm>

Excerpt from <http://www.bibliotecapleyades.net/disclosure/briefing/disclosure18.htm>

Tesla's Self-Powered Automobile

In 1931, in a very secret program, Tesla built an overunity, self-powered electrical power system, placed it in a Pierce Arrow automobile, and ran the car around successfully. A relative who rode with him in the car confirmed it many years later. **Some details are described in Marc Seifer's biography of Tesla as follows:**

"The car [was] a standard Pierce Arrow, with the engine removed and other components installed instead. The standard clutch, gearbox, and drive train remained... Under the hood, there was a brushless electric motor, connected to [or in place of] the engine... Tesla would not divulge who made the motor."

"Set into the dash was a "power receiver" consisting of a box... containing 12 radio tubes... A vertical antenna, consisting of a 6 ft. rod, was installed and connected to the power receiver [which was] in turn, connected to the motor by two heavy, conspicuous cables... Tesla pushed these in before starting and said: 'We now have power.'"

This Tesla device seems to have been remarkably similar to the radiant energy amplifier of T. Henry Moray. Also, Tesla coined the term "radiant energy" with respect to natural media in two of his patents.

Further, we have Barrett's mathematical demonstration that Tesla's actual patented circuits, when viewed in a higher topology, did indeed freely shuttle energy in the circuit as desired. **In short, it appears that Tesla knew how to make circuits that asymmetrically self-regauged themselves creating overunity systems and therefore self-powering systems.**

This is an entirely different operation than just the present entropic transfer of voltage used by electrical engineers today. It is more akin to deliberately regauging desired sections of the circuit, so that excess energy appears there from an external source. In short, it is akin to asymmetrical self-regauging, and also to the type of operation of circuits that Kron (discussed below) discovered so laboriously but never entirely revealed.

No technical details were ever released on how Tesla's self-powered automobile system worked. The Tesla papers eventually turned over to his native country did not contain the actual "critical" papers present in his room at the time of his death. **Those "critical" papers were illegally removed from his room as if Tesla were an illegal alien** (he was a naturalized U.S. citizen, so the entire action was blatantly illegal). If those "critical" papers are still in existence, then they are still highly classified and hidden from conventional scientists. Cheney in her biography on Tesla reports finding the location of those papers. (see also : http://www.borderlands.de/net_pdf/NET0312S30-38.pdf)

The free energy electrical automotive power system part of Tesla's work was financed by the same world financier who financed Adolph Hitler's rise to power as well as much of the early Communist takeover of Russia. It is speculated that because of this financial control, Tesla would not have been allowed to put that car into production by one of the U.S. automotive companies

Some recent references and patents based in part on Tesla's work are as follows:

- Barrett, T.W., "Tesla's Nonlinear Oscillator-Shuttle-Circuit (OSC) Theory," *Annales de la Fondation Louis de Broglie*, 16(1), 1991, p. 23-41.
- Barrett, T.W. and D. M Grimes. [Eds.] *Advanced Electromagnetism: Foundations, Theory, & Applications*, World Scientific, (Singapore, New Jersey, London, and Hong Kong), Suite 1B, 1060 Main Street, River Edge, New Jersey, 07661, 1995.
- "Active Signalling Systems," U.S. Patent No. 5,486,833, Jan. 23, 1996.
- "Oscillator-Shuttle-Circuit (OSC) Networks for Conditioning Energy in Higher-Order Symmetry Algebraic Topological Forms and RF Phase Conjugation," U.S. Patent No. 5,493,691. Feb. 20, 1996.