

## JEWISH DESTRUCTION OF FREE ENERGY

Tesla's genius inventions for the benefit of humanity, based on vril energy, were smashed, and stolen away by the kikes Rockefeller, Rothschild, and Jewcrew, who pushed unneeded fossil fuels for power and control over humanity at the genocidal cost of the environment and hundreds of millions of innocent lives.

Tesla, refused to sell out to the Jews. He was aghast by their demands for hyper-inhumane technology, which he refused to create for them, and he died alone and broke in a rundown room.

The 1931 Pierce-Arrow electric motor car got its energy from thin air. Nikola Tesla powered this all steel frame and body 1931 Pierce-Arrow with electrical energy that was harnessed from thin air. Not a drop of gasoline or diesel fuel was used. In fact, the internal combustion engine was completely removed. No battery banks were used either. This vehicle was driven to speeds of 90 miles per hour with no fossil fuel on just a single 12-volt battery. This infinite and free energy source produced absolutely zero emissions.

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Dallas Morning News

The Electric Auto that almost triumphed: Power Source of '31 car still a mystery  
by A.C. Greene,  
January 24th, 1931

A mystery car once demonstrated by Nikola Tesla, developer of alternating current might have made electrics triumphant.

Supported by the Pierce-Arrow Co. and Westinghouse in 1931, Tesla took the gasoline engine from a new Pierce-Arrow and replaced it with an 80-horsepower alternating-current electric motor with no external power source. From the electric motor trailed two very thick cables, which connected with the dashboard. In addition, there was an ordinary 12-volt storage battery. [There was a 12-volt Willard battery installed in the car, but this was for the lights only and much too small to run the car, in any case.] The motor was rated at 80 horsepower. Maximum rotor speed was stated to be 30 turns per second [1800 rpm]. A 6-foot vertical antenna rod was fitted into the rear section of the car.

At the appointed time, Nikola Tesla arrived from New York City and inspected the Pierce-Arrow automobile. He then went to a local radio store and purchased a handful of tubes [12 radio vacuum tubes], wires and assorted resistors. A box measuring 24 inches long, 12 inches wide and 6 inches high was assembled housing the circuit. The "power receiver" was then placed into the dashboard of the car and its wires connected to the antenna and to the air-cooled, brushless

motor. Two rods 1/4" in diameter stuck out of the box about 3" in length. Tesla began making adjustments on the "power receiver"

Mr. Tesla got into the driver's seat, pushed the two rods in, and stated, "We now have power." He put the car into gear and it moved forward! This vehicle, powered by an A.C. motor, was driven to speeds of 90 mph, and performed better than any internal combustion engine of its day! One week was spent testing the vehicle. Several newspapers in Buffalo reported this test. When asked where the power came from, Tesla replied, "From the ethers all around us." [Ethers are electromagnetic radiation. Radio waves are electromagnetic radiation that have the lowest frequency, the longest wavelength, and are produced by charged particles moving back and forth]. Several people suggested that Tesla was mad and somehow in league with sinister forces of the universe. He became incensed, removed his mysterious box from the vehicle, and returned to his laboratory in New York City. His secret died with him! Or did it?

How did ethers power the vehicle? The owner of Fuel Reducer and editor of this website, Paul W Kincaid, has been trying to answer that question since 2005, when he first read about it in an old magazine he found in a neighbor's barn. According to data from the 5 years of investigation, there is one very plausible explanation as to how ethers powered the car. Research data indicates that Tesla's mystery box was nothing more than a simple regenerative vacuum tube radio wave receiver, a type of electronic instrument that receives radio frequencies from thin air and amplifies the received weak radio signal. This simple receiver makes use of vacuum tubes, resistors and wires [the exact same electronic components used by Tesla] to increase the power and/or amplitude of a signal. The main component of Tesla's "Power Receiver" is the vacuum tube – also called a valve amplifier. The simplest valve amplifier was invented by John Ambrose Fleming while working for the Marconi Company in London in 1904 and named the diode, as it had two electrodes. The diode conducted electricity in one direction only and was used as a radio detector and a rectifier. The diode was most likely used as an instrument to convert AC [alternating current is, when the movement of electric charge periodically reverses direction] of RF to DC [direct current is the flow of electric charge is only in one direction]. In 1906, Lee De Forest added a third electrode and invented the first electronic amplifying device, the triode, which he named the Audion. This additional control grid modulates the current that flows between cathode and anode.

Tesla used valve amplifiers to increase the power or amplitude of the ordinary radio waves that were received by the 6-foot vertical antenna rod that was fitted into the rear section of the car. An antenna is a transducer that transmits or receives electromagnetic waves. In other words, Tesla used the antenna mounted on the rear of the car to convert the freely available electromagnetic waves called radio waves into electrical current.

Tesla bought vacuum tube diodes, which are vacuum tubes [valve amplifiers] with two electrodes, a plate, and a cathode. A diode is a two-terminal electronic component that conducts electric current in only one direction while blocking current in the opposite direction [the reverse direction]. Thus, the diode can be thought of as an electronic version of a check valve. This unidirectional behavior is called rectification, and is used to convert alternating current [AC or the power that comes from your home's electrical outlets] to direct current [DC or the power from a battery]. AC power circuit is a sine wave. Audio and radio signals carried on electrical wires [such as an antenna] are also examples of alternating current.

Tesla used the vacuum tubes, wires, and assorted resistors to build a radio wave receiver/amplifier 24 inches long, 12 inches wide and 6 inches high, with a pair of 3-inch rods 1/4" in diameter sticking out. The pair of rods that Tesla pushed in were used to close [complete] the circuit – like an on/off switch. The rod ends were most likely the positive and negative leads [connections] between the car antenna and the radio wave receiver/amplifier. By pushing them into the box containing the radio wave receiver/amplifier, the connection was completed allowing the radio waves that were received from the air by the antenna to flow through the receiver/amplifier to the electric motor. This is, as one would do when plugging an electric guitar into an amplifier. Like the electric guitar amplifier, the signal generated by striking a cord [string] of a guitar would travel from the guitar through the wire connecting the guitar to the amplifier and into the amplifier where the barely audible tone would then be amplified. An electric guitar without an amplifier is essential an air guitar until it is plugged into an amplifier. The amplifier amplifies the sound wave generated by striking the strings of the electric guitar. That is basically how Tesla was able to amplify and convert the invisible electromagnetic radiation called radio waves into electricity to power the AC motor in the 1931 Pierce-Arrow. The word electricity comes from the fact that current is nothing more than electrons moving along a conductor, like an antenna, that have been harnessed for energy. Tesla used an antenna [an electrical conductor] and an amplifier to harness and then amplify energy.

Why hasn't anyone revealed this 80-year-old secret? Because Tesla built a free energy device. A device that would threaten the oil industry, the nuclear energy industry, and the hydroelectric power monopoly. A device that would bankrupt every oil refinery in the World. A device that would literally put an end to Global warming. Disease and illnesses caused by pollution from oil and gas products would simply disappear. If Tesla's invention was put into mass production the world would never have been involved in wars in the Middle East and Afghanistan, the Exxon Mobil and BP oil spills would never have occurred, and millions of people would still be alive and very healthy today.