

Edwin Vincent Gray (1925-1989)

Edwin Gray was born in Washington, DC in 1925. He was one of 14 children. At age eleven, he became interested in the emerging field of electronics, when he watched some of the first demonstrations of primitive radar being tested across the Potomac River. He left home at 15 and joined the Army, but was quickly discharged for being under age. At 18 he joined the Navy and served three years of combat duty in the Pacific. He narrowly escaped death when a bomb exploded on his ship's deck during an attack. He received an honorable medical discharge after spending some time in a navel hospital with head injuries.

After World War 2, he married his first wife, Geraldine, and started a family in Maryland. He worked as an auto-body and fender repair man. In 1956 he moved his family to Venice, California. A few months later he moved to Santa Monica where he began his first business named "Broadway Collision". A couple of years later, he opened a second shop in West Los Angeles. Both locations failed early in 1960 due to an economic downturn. He relocated to Prescott Arizona, and then to Littleton, Colorado in 1961. From 1962 until 1964, he worked in Las Vegas, Nevada, always in the auto-body repair business.

By 1965, Gray relocated to southern California again, and established a partnership with George Watson. Watson was a master car painter with an established clientele of Hollywood celebrities. A new location was established in Van Nuys, California on Calvert Street called "The Body Shop". It was a one-stop, high-end custom auto-body & painting shop. This business prospered well for the next three years until a conflict of romantic interests ended his first marriage (with seven children) in early 1968. A divorce followed in 1969.

(In 1971, Gray married Renate Lenz, the daughter of Fritz Lenz. They had three children. This relationship lasted 7 years. Gray married three more times after that.)

Towards the end of 1969, Gray terminated his auto-body business, never to practice it again. He sold 2/3^{ds} of the Van Nuys building to his nephew and re-outfitted the remaining portion to build and promote his next business enterprise. Somehow, Ed Gray had made a sudden and dramatic shift from the auto-body business to an independent inventor with an extraordinary technology, with hardly any previous background in electronics.

Members of his family are still baffled by the quick transition. Some say their father was occasionally struck with flashes of profound inspiration. Other researchers say that Gray must have been working secretly on the motors for years, but family members dispute this. Gray himself told one of his partners that he received this information from a Russian immigrant named Dr. Popov, who had gotten it from Nikola Tesla. But again, family members claim no knowledge of these supposed events. While there are similarities between Gray's technology from 1970 and Tesla's "Method of Conversion" technology from 1893, there is no known lineage to trace the connection between these two processes. No one ever saw Gray studying the work of Tesla, or running any preliminary experiments. No one who is still alive, who was associated with these events, knows where the technology came from or how it developed.

In 1971, Gray formed a limited partnership named EVGRAY Enterprises, LTD. By 1972, Gray had gathered enough investment and development expertise to build a 10 HP prototype motor. This unit was submitted to Crosby Research Institute for evaluation at Cal-Tech. Crosby Research Institute was owned by Bing Crosby and run by his brother, Larry Crosby. This motor demonstrated an output of 10 HP (7460 watts of mechanical energy) for the extremely low electrical input of 26.8 watts. This is an apparent energy gain of 278 times the input! This left the Cal-Tech scientists very uncomfortable. The report states the motor operated at "over 99% efficiency", but the rest of the data is a little confusing. One of the closing remarks says "The EMA system will alter the future concepts of energy use."

On the strength of this report, Bing Crosby came on board as a major investor. So did 'Boot' Mallory, of the Mallory Electric Company, who made the high voltage ignition coils used in Gray's circuits. By early 1973, EVGRAY Enterprises, Inc. had completed a 100 HP prototype motor called the EMA4-E2. 15 private investors were now involved. Ed Gray also received a "Certificate of Merit" from Ronald Reagan, then Governor of California, during this period.

By the summer of 1973, Gray was doing demonstrations of his technology and receiving some very positive press. Later that year, Gray teamed up with automobile designer Paul M. Lewis, to build the first fuel-less, electric car in America. But trouble was brewing when a disgruntled ex-employee made a series of unfounded complaints to the local authorities.

On July 22, 1974, the Los Angeles District Attorney's Office raided the office and shop of EVGRAY Enterprises, and confiscated all of their business records and working prototypes. For 8 months, the DA tried to get Gray's stockholders to file charges against him, but none would. Since he only had 15 investors, many of the SEC regulations did not apply. By March 1976, Gray pleaded guilty to two minor SEC violations, was fined, and the case closed. After this investigation ended, the DA's office never returned any of his working prototypes.

In spite of these troubles, a number of good things were happening. His first U.S. Patent, on the motor design, issued in June of 1975, and by February 1976, Gray was nominated for "Inventor of the Year" by the Los Angeles Patent Attorney's Association, for "discovering and proving a new form of electric power". Despite this support, Gray kept a much lower profile after this time.

But there were also other set-backs. Paul Lewis pulled out of his deal with Gray in 1975 when Gray couldn't deliver a production motor for Lewis's Fascination car. Gray made a last ditch effort to secure the needed capital to get his motor into production by calling a press conference in 1976 and demonstrating his nearly complete, second generation 100 HP motor, the EMA-6. Unfortunately, this event didn't secure any additional funds for the company. Shortly thereafter, Bing Crosby died in 1977, followed by 'Boot' Mallory in 1978. This left Gray without his two strongest supporters.

In 1979 Gray reorganized himself into ZETEX, Inc. and EVGRAY Enterprises, Inc. ceased to exist. In the process of this corporate restructuring, all of his earlier stockholders lost all of their money. Gray then moved his development operations to Kalona, Iowa where new investors were supporting his research. This working relationship also failed when these new partners attempted a hostile take over. In a

sudden midnight flight, in the middle of winter, Gray loaded up the technology with all his belongings and headed to San Diego, CA where stayed for 18 months.

In 1982, he relocated his operations to Canyon Country, California where he hired three assistants to help build several large demonstration carts. After a year of work, Gray got suspicious of the loyalty of his employees. He abruptly fired all of them when they reported for work one morning. He then moved to a second location in Canyon Country and continued with the construction until early 1984. Later that year, he moved his operation back to Las Vegas where he stayed till the spring of 1985. In the summer of that year, he moved to the almost abandoned town of Council, ID (population of 816) where his oldest son 'Eddie' had settled down.

In Council, Gray finished up the construction of five different motor prototypes and several other kinds of demonstration equipment. He then began to produce promotional videos and invited local TV stations to report on his work. Gray then sought out the services of a Wild Cat oil exploration lawyer and found Mr. Joe Gordon of Texas doing work in Montana. The two men formed a partnership under Mr. Gordon's established business Western States Oil. They also established a branch holding company in the Cayman Islands from which to sell stock in the new venture. Gray decided to move again, this time to Grand Prairie, Texas to improve his exposure to international investors.

On the strength of his videos alone, the Cayman Island operation was selling stock and raising capital quickly. Interested investors from Israel convinced Gray to spend two weeks in the Holy Land where a series of emotional group negotiations took place. An agreement was never reached. They conceded that the technology held a lot of promise, but it was not mature enough to be immediately employed on the battle field. In addition Gray insisted on maintaining a controlling interest in what ever deal was cut. For whatever reasons, Gray came back with a much different attitude.

Meanwhile the agents who had been selling his stock in the Cayman Islands decided to give themselves large commissions, plus whatever other funds they had control of, and quickly move to Israel themselves. Apparently, they had also oversold the original stock issue by about three times.

Feeling swindled himself, Gray made a final, desperate attempt to get proper recognition for his achievements. He actually wrote letters to every member of Congress, Senators and Representatives, as well as to the President, Vice President, and every member of the Cabinet, offering the US Government his technology for Reagan's "Star Wars" program. Remarkably, in response to this letter writing campaign, Gray did not receive a single reply or even an acknowledgment!

In 1987, a person named Reznor Orr presented himself, claiming to be a "Government Contact". Mr. Orr first made straight forward offers to buy all of Gray's technology outright for a modest price. These initial proposals did not meet with Gray's approval, and he turned them all down. At about this same time, Gray's income stream from the Cayman Islands stopped. Mr. Orr's next offers were much less friendly, and mixed with certain veiled threats. When Mr. Orr left town, "to let Mr. Gray think about it", Gray realized he had a serious problem. Out of

money and under threat, he quickly held a massive liquidation sale, including personal belongings and family furniture he had had for years. Only the equipment and materials he could stuff into his Ford F-700 box van were spared. Gray drove to Portland, Oregon and hid out for six months.

Some time during 1987 - 1988, Gray became ill with a serious case of Pneumonia and was hospitalized. He had been a heavy smoker all his life. He never fully recovered from this illness and required Oxygen from this point on. His reduced lung capacity made it much more difficult to continue his work.

From Portland he moved to Sparks, Nevada. Gray rented a combination living quarters and shop space in a light industrial area. He unloaded his truck and began to disassemble all of his demonstration carts. He was living with Dorothy McKellips at the time who claims that Gray still did experiments during the day but in the evening all the components were once again taken apart and mixed with other parts. Early, one morning in April of 1989, about 2:00 AM, somebody suddenly started banging hard on one of the shop windows. Gray, in his compromised health condition, got out his gun and went down stairs to frighten off the intruder with a warning shot. The gun failed to fire. A few minutes later, Dorothy found Ed on the floor. It is presumed that the resulting stress caused Gray to suffer a fatal heart attack, although the exact cause of death was never determined. He was 64. The identity of the late night visitor is not known.

Gray's oldest son "Eddie" flew to Sparks, Nevada to identify his father's body. Later, he spent several months attempting to help a Kansas group recover the technology. But, Dorothy would not release any of Gray's equipment until she had received a large payment for herself. The Kansas group then got a court order to take possession of the technology. But the document was poorly worded and did not define exactly what "technology" really meant. The order did state that they had rights to all of the motors. Dorothy caught this fact and gave them just the bare motors, keeping all the power converters and other things in her possession. Dorothy then decided to have the last laugh before this looming legal battle could escalate much further. She had all the remaining equipment, videos, parts, drawings, and laboratory notes hauled away and dumped in the local land fill. Apparently none of the remaining systems that the Kansas group had on hand were complete enough to reconstruct. Meanwhile, the remaining millions of dollars of investor capital in the Cayman Islands bank account were tainted by the fraud of the over-sale of the stock. Ultimately, these funds were either confiscated by the local government in fines or simply swallowed by the bank, since no one could withdraw the funds without being arrested.

[This account of the life and times of Edwin V. Gray was compiled by Mark McKay, of Spokane, Washington, after numerous interviews with a number of Ed Gray's surviving children. This account is an attempt to piece together the most accurate retelling of Ed Gray's story ever made available to the public. Many of the details in this account are in direct contradiction of earlier accounts as reported in the newspaper clippings from the 1970's. These earlier accounts should now be considered to be in error.]