

WATER FUEL CELL

INTERNATIONAL NEWS RELEASE

ISSUE No. 10

SYSTEM ENGINEERING DE-BUGGING STAGE

MAY 1994

WFC industrial contracting is now taking place

Military funding is anticipated

By Marcia Thompson

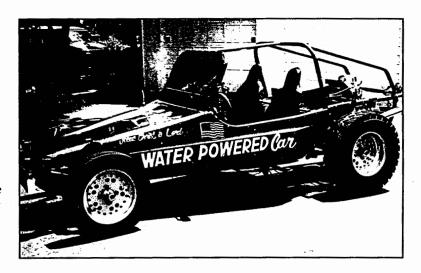
It's been since 1979 in the making, but now it is becoming more and more a reality for Stan Meyer—and people worldwide. Operating vehicles and engines using water as a fuel source is no longer just a dream that is met with skepticism. Laboratories around the world are testing and retesting Meyer's Water Fuel Cell technologies and confirming them to be viable.

On March 15, 1994, Meyer received his 26th major patent on the technology—a systems processing patent pertaining to the internal combustion engine, and other Water Fuel Cell patents are pending.

Meyer has moved cautiously in the development of the Water Fuel Cell technology and systems engineering to avoid technical blockage.

"If any part was blocked by a foreign entity or patent-filing irregularity, the entire process could be blocked," he said. "An inventor could have 99 percent of his work completed, but if he doesn't have that last one percent, everything could be lost."

The next steps will be to complete the on-going preengineering stages and de-bug the systems, then look out, World! You may find yourself filling up your



The water-powered dune buggy is now being retrofitted with an up-graded Water Fuel Injection System ® utilizing the latest "E-Prom" electronics computer technology to match the acceleration performance of gasoline-driven cars.

vehicle's or other engines' gas tanks with water instead!

Profit-sharing certificates to be offered

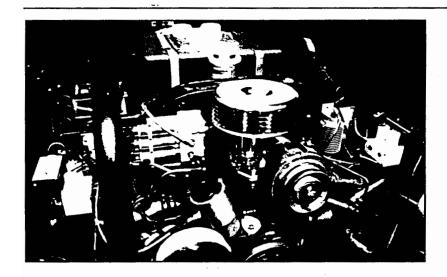
It's taken a lot of hard work for many years to reach this stage. Now that Meyer has fully legalized the systems and systems engineering for the Water Fuel Cell technology, he's ready to move toward the next phase of development—that of involving the public in a unilateral movement, along with industry and the military, to obtain funding to bring the technology to the marketplace.

"Funding is critical," Meyer said. "It must be done in such a way that monies coming into Water Fuel Cell for the purposes of manufacturing retrofit units for distribution and for beginning the Water Fuel Cell International Product Development Center and Trade Center does not jeopardize the technology in any way. With that in mind, we've decided to offer profit-sharing certificates to individuals and investment groups. It will be a limited, international business agreement."

He readily admits that it is a high-risk, high-gain investment—one that will appeal more to the sophisticated investor who can afford the risk of losing that investment.

The initial public offering price will be in the range of \$100 increments up to \$1,000,000 per profit-sharing certificate. Eight

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The Water Fuel Injection System $\mathfrak S$ is a retrofit energy system being installed on a conventional IC engine without engine change. WFC Injector kits "cost of purchase," when available on the open market, will vary as to the h.p. rating of the IC engine.

Continued from page one

percent of net profits will go per tax year to pay off the certificates, up to a 300 percent return.

Record of filing papers pursuant to U.S. Federal Securities Laws specified under Presidential Executive Order (MPEP 708,021VI—Energy) have been submitted to the U.S. Security and Exchange Commission, Ohio Division of Securities, and to other states' Divisions of Security, including the state of Colorado. Pending final approval of these certificates, then they will be offered to the general public.

"The profit-sharing certificate is a limited business agreement." Meyer noted. "It's not a stock. What we have had to do prior to the issuance of the certificates is to have taken every effort to legalize the technology so it will allow us to set up the Water Fuel Cell Product Development Center."

He said that the technology has been confirmed under 35 U.S. Code 101 (mode of operability...the way and how something is done), the U.S. National Security Energy Act, and the Patent Cooperation Treaty Act, as well as by independent labs around the world.

"The academic world has confirmed that the technology is

viable," he says. "Now the question is, can Stan Meyer complete the systems engineering and get the technology into the marketplace? That answer is yes, positively yes!"

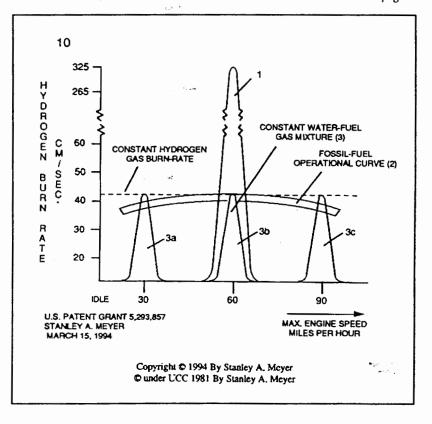
For more details about the profit sharing certificates, contact Stan Meyer, Water Fuel Cell, 3792
Broadway, Grove City, Ohio 43123.
Call 1-614-871-4173 between 10 a.m. and 3 p.m. Monday through Friday, Eastern Standard Time, or FAX 1-614-871-8075 anytime.

Research and development center is planned

e're ready to go into the vendor stage," said Meyer. "We've been in the research and development stage for many years. Now, we'll be allowing industry to come in and aid in the development to get the technology into the economy quickly."

He said that issuing profitsharing certificates will allow the company to get the product out.

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The dune buggy out-performs the fossil fuel operational curve (2) since Water Fuel (3) gas mixing ratios 2:1 (2 hydrogen atoms 1 oxygen atom...component/combustible part of water) and hydrogen burn rate (47 cm/sec.) remains constant regardless of engine acceleration. Using oxygen supplied by the incoming water (3) now brings the Water Fuel Injection System © into compliance with the U.S. National Security Energy Act passed in 1992.

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"The profit-sharing certificate is being issued into the international marketplace worldwide, in compliance with the Patent Cooperation Treaty (PCT) Act, as well as in regard to the United States Free Trade Act," Meyer said. "Now, issuing the profit-sharing certificates will allow many people from all over the world from many different walks of life to participate in Water Fuel Cell's future developments."

Plans are progressing for the establishment of the development center in a campus-type design. Land development sites are being considered. In addition to the research complex and international headquarters, proposed parts of the development include a VIP center, recreational facilities, Center for the Performing Arts, a telecommunication/data center, design concept facility, heliport, International Center for Cultural Exchange, a Water Fuel Cell Museum of History, and a college of advanced studies.

Water Fuel Cell would provide the engineering and technology knowledge to aid industry in manufacturing retrofit units to take into mass production for cost effectiveness.

"The Water Fuel Cell
Development Center will be truly
an international research and
development location," Meyer said.
"We must all work together as a
team to solve energy problems in
countries all over the world. We
must coordinate between the
military and industry to develop
the technology for all world
entities."

Meyer maintains that it is very important to bring out the technology via private industry if possible. "However, if there would be a major world catastrophe endangering our fossil fuels energy supply, then governmental assistance from many countries would, hopefully, be forthcoming in order to get the technology out the door and to the marketplace in time to avoid a possible world crisis."

Meyer said many countries are concerned about dwindling energy supplies. Because of the viability of the Water Fuel Cell technology, Meyer has been thrust into the international limelight. It seems that Meyer himself, as well as the Water Fuel Cell project, is more well-known and recognized in other countries than in the United States.

"Many foreign countries and industries worldwide have been

could invest in
Water Fuel Cell so
they could aid in
giving birth to the Water
Fuel Cell Development
Center," said Meyer. "This is
why the profit-sharing certificates
are now being legalized to allow
this type of funding to come in."

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Personnel for the Development Center are being sought

In anticipation of starting the Development Center, appropriate personnel will be needed. Meyer is currently looking for systems and electronic engineers and technicians who are sensitive to the purpose and basic philosophy of Water Fuel Cell. Résumés are now being accepted for multi-media specialists with Macintosh and desktop publishing

skills; full-systems engineers and technical electronic systems engineers who have computer skills that include CAD design, E-Prom computer logic, formatting, and computer chip board layout; general office managers and accountants; project managers with an ability to oversee technical electronic engineering projects from

inception to completion; and electronic

technicians
who are
skilled in
project
assembly,
design, and testing.
Requests for
information on
submission of résumés
should be sent to: Dr. Russell E.
Fowler, Executive Director of
Water Fuel Cell Personnel and
Education Department, 401 Rick
Lane, Indianapolis, IN 46217;
Tel/FAX 1-317-787-5226 after 7

Development of the Water Fuel Cell technology

p.m. weekdays.

It's been a long road to get the technology to the stage where it is today. It has meant designing, developing, and making systems component hardware previously not on the market anywhere in the world.

It has meant testing and retesting, which has resulted in changing those same designs, developments, and parts as new technology is introduced.

It has meant downsizing the experimental dune buggy's original electronic system from a box-like computer housing based on integrated circuit design to E-Prom circuitry which is cost-effective in terms of mass production, and finally to a microchip that can perform approximately 1.6 million

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computer logic functions per second (see photo enlargement on page four). Meyer calls the microchip a major key to the success of Water Fuel Cell.

It has meant complying with patent laws in the United States and other countries to develop the technology and the systems engineering.

And, yes, it has meant taking risks—personal and professional—to do all this in such a way to ensure the technology will develop without receiving technical blockages.

"There are many entities out there who want to keep this technology from reaching it's potential," said Meyer. "The United States, however, has kept its word in allowing the technology to be released into the marketplace. Earlier, there was enormous foreign opposition to the Water Fuel Cell technology; now, we're receiving enormous support from both the United States and foreign countries who have recognized the viability of the Water Fuel Cell technology and want to bring the technology to the marketplace."

An explanation of the Water Fuel Cell technology

Tust what is the Water Fuel Cell technology? For the layman, it is advanced hydrogen technology which produces hydrogen gas from natural water. The process is done economically and in an environmentally safe manner. Electrical "atomic" energy is extracted from the water under a controlled means at room temperature. In other words, water can now be considered a viable fuel source in gas as well as electrical generation.

Independent labs around the

world have been testing parts of the technology. Some of those tests include:

- Dr. T. Nagypal of Austria, June 4, 1991—voltage dissociation.
- Kansas State University report #929469 by Gary L. Johnson, January 1992, "Electrically-induced Explosion in Water," which confirmed the Water Fuel Cell mode of operability of the process of instantly converting water into thermal explosive energy on demand, specified under the U.S. National Security Energy Act.
- Northeastern University (Boston) test/report by Azevedo, Graneau,

WFC 423-DA

and Millet titled "Powerful Water Plasma Explosion," July 28, 1986. This test confirmed the use of voltage of opposite electrical attraction forces to instantly convert water into thermal explosive energy.

- Dublin Institute of Technology evaluation report by Rea O'Neill, 1993, which denoted the mode of operability of utilizing particle oscillation of state space as an energy generator.
- Admiral Sir Anthony Griffin (England), Perkins report dated February 28, 1993, a mode of operability report from Sussex University stating success in producing hydrogen from a breadboard rig based on Meyer's

circuitry.

• Dr. Jacob Huber of Kehrsatz, Switzerland, a raum & zite magazine article in the January/February 1991 issue, confirming the Water Fuel Cell's energy priming stage.

In the Water Fuel Cell, the 40,000 volts of opposite electrical attraction force at around one milliampere is all that is required to convert water to explosive thermal energy on demand. This energy is increased through the "voltage tickling of state" space (particle oscillation as an energy generator).

It is spark-ignited by the applied pulse-voltage of opposite electrical voltage polarity, and the energy is released safely. There are four basic processes that occur: 1) electrical polarization process stage; 2) universal energy priming stage; 3) gas ionization stage; and 4) thermal gas triggering stage. These processes occur in a sequence of events in an instant of time.

Eighteen microliters of a water droplet per injection cycle is all that is required to run the experimental dune buggy at 65 m.p.h. down the road. To run a truck, for

example, it would take only 148 microliters of a water droplet to equal the on-road performance of the dune buggy, Meyer said.

Normally, gasoline has .5 pounds of hydrogen in it; whereas water has 1.7 pounds of hydrogen—or 2.5 times that of gasoline. Running a car under the Water Fuel Cell method, you would go 2.5 times farther than on gasoline.

The Water Fuel injectors (see photo enlargement on page three) that replace the conventional spark plugs in an internal combustion engine form the resonant cavity which allows water to be converted to thermal explosive energy. This technology allows the car to run

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both safely and under control.

Controlling the release of thermal energy in this way has solved some of the problems in the past of using hydrogen as a fuel source:

- Because the water is converted inside the piston, it is a fail-safe system that solves the problem of gasoline explosions.
 - It is a 2:1 ratio—two hydrogen

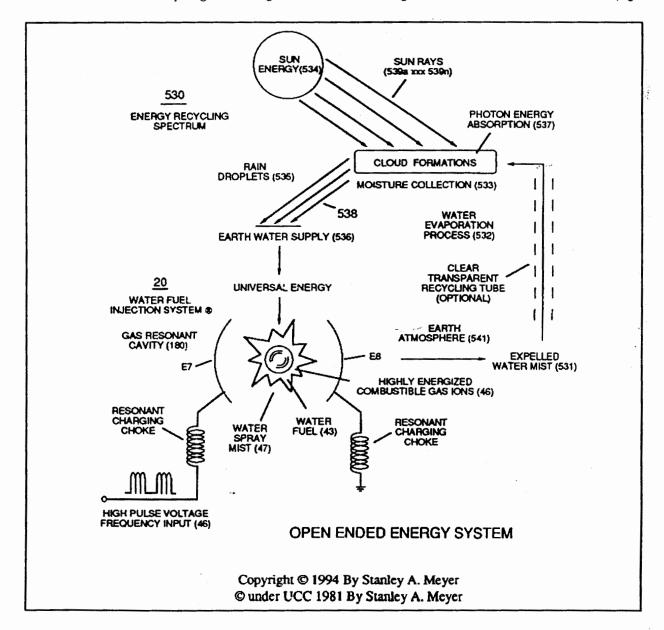
atoms to one oxygen atom. The ratio is maintained when converting the water to explosive gases. This eliminates the hydrogen enrichment problem. The ratio is maintained regardless of the speed of the engine.

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• Nitrous oxide formation is held to a minimum.

"When you ignite gases from water, the by-product is a deenergized water mist which goes out the exhaust," Meyer explained. "It's an open energy system. The water mist is then re-energized by absorbing photon energy from the sun and then returning to the earth's water supply in the form of rain for energy re-use. We can also use a closed, transparent recycling system to keep the vapors from going out into the atmosphere, yet still allow the photon energy

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The by-product of exhaust emission of the dune buggy is simply de-energized water mist which, when exposed to the sun rays, becomes reenergized for water reuse, making the Water Fuel Injection System ® an open-ended energy system...running an internal combustion (IC) engine on solar power, as graphically depicted. The expelling water mist absorbs the photon energy from the incoming sun rays instantly; thus, if need be a closed loop, transparent recycling tube can be utilized when airborne particles are not permitted to enter the Earth's atmosphere. The old-fashioned rain barrel will now tak on a new purpose...collecting a clean source of recyclable energy—using water as fuel. Continued from page five absorption process to take place. This is now being looked at for possible future use."

Water Fuel Cell technology is specifically designed to be in compliance with Environmental Protection Agency (EPA) non-polluting criteria, as well as highway safety standards in order to make the Water Fuel Cell injection system ecologically acceptable.

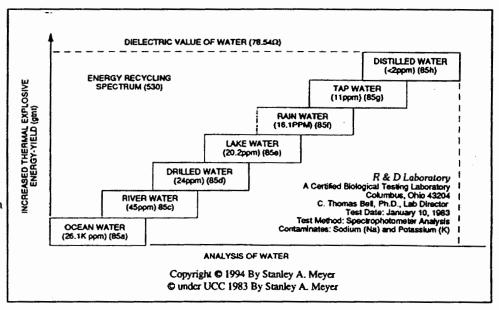
"The Water Fuel Cell only uses natural energy present in our environment," said Meyer. "It doesn't add to or subtract from universal energy that is already present in the combustible gas atoms of water. All we have done is tap into this universal energy safely."

Meyer said the U.S. National Security Energy Act of 1992 said that alternative fuel sources must be oxygenated, and the Water Fuel Cell technology complies.

Worldwide pollution problems exist

There are many reasons to seek alternative energy sources—environmental pollution, dwindling supplies of fossil fuels, the economy, fear of radioactive pollution of some oil supplies, and the political instability in many oil-producing countries.

Meyer noted that polar samples show that prior to the Industrial



The Water Fuel Injection System ® only requires (18) microliters of a water droplet per injection cycle to operate the dune buggy at 65 m.p.h. on the open road: whereas, a truck engine only needs (148) microliters of a water droplet (1/8 dia. 2 cm length column of water) per injection cycle to duplicate the same on-road performance (see WFC International Independent Test/Evaluation Report Binder). The highly energized "rain water" as a "water/fuel" is best suited to purify the air by preventing fossil fuel pollution from taking place.

Revolution, the air was made up of 30 percent oxygen. "Now, that has dropped to less than 21 percent," he said. "As the population increases, and if we continue doing what we're doing to the environment today, the oxygen level will continue to drop, and someday we'll all have to be on respirators in order to breathe."

He says other environmental problems are escalating as a result of our dependence on fossil fuels.

"The pollutants we've put in the air are covalently linking up with the ionosphere and converting the air into a heavy substance that won't sustain life," Meyer said. He said that he recently went back to visit an area in Scandinavia after having been there several years ago. He was shocked to see many trees dying and was told that pollution in that area was becoming so concentrated that available sunlight had diminished by 10 percent. This was allowing a viral germ known as blight to form.

Meyer is also concerned about the Earth's ozone layer. "Most people think it's being damaged by refrigerants," he said. "That's part of the problem, but I think the most damage is caused by jet engines using fossil fuels and thus releasing pollutants in the upper air regions."

The world is becoming interested in the Water Fuel Cell technology

eyer is asked to go to many different parts of the world to explain the Water Fuel Cell technology and its advantages to governmental, industrial, and private sectors.

"Many intercession efforts are now being made to legalize the technology in their own countries," Meyer said. "Because we're entering into the vendor stage, it will allow industry to participate in development of proof of concept Water Fuel Cell injection systems to be retrofitted into a given industrial need."

For example, Ireland is coming behind the burner nozzle technol-

Continued on page seven

ogy to use water as a heat source for boiler application, Meyer said.

He said the garden lawn tractor industry is also interested in the system to operate 12-14 HP engines in order to comply with new environmental regulations pertaining to exhaust emissions.

Other industrial project quotes are taking place in areas of environmental concerns of using water as the primary fuel source, Meyer noted. Just to mention a few, they include:

- The field of transportation to allow cars and trucks to comply with United States emission standards. as well as emission standards in other countries.
- The desalination of salt water for safe and clean drinking water.
- In the areas of toxic waste chemicals and water treatment purification processing.
- In Australia, an indoor ski resort development is looking at the use of Water Fuel Cell technology.
- In burner applications to be used in marketing greenhouses for yearround food production.

A water-powered Indy car is being planned

R acing professionals say that being able to run a race car using the Water Fuel Cell technology would be the greatest improvement in safety in the history of sports car racing.

"We now have the green light to allow us to run an Indy 500 car on the Water Fuel Cell injector technology." Meyer recently announced. "Of course, we would comply with racing safety standards. We can show that the Water Fuel Cell can adjust the burn rate so a water-powered race car could operate equally as well as an alcohol-powered car."

Meyer said sponsorship for funding is now being sought to develop the Indy 500 race car.

"Running a water-powered race car would be a historical event. We have the patents, technology, ideas, and know-how to do it...all we need is the funding. We're looking for individuals or investment groups in all sectors of society—industrial, commercial, and private—who would like to contribute to the development of a proof-of-concept race car," said Meyer.

The funding would allow Water Fuel Cell to purchase an Indy 500 car and related equipment, install the Water Fuel Cell injection system to comply with the specification and safety standards of the Indy 500, and hire a professional driver and independent pit crew, as well as conduct track testing or performance testing to meet operation performance standards of cars currently being used in the race.

"Monies would go strictly to the development of the system and hardware needed to try to successfully win the race," said Meyer. "After all, you don't just want to enter a race...you want to win it. Yes, we would be the underdog, but that's okay. We'd be competing with the best in the field."

As with all Water Fuel Cell

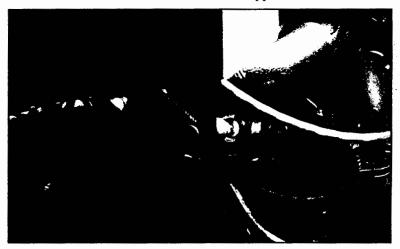
investments and funding, Meyer said there would be strict accounting of every dollar that comes in and how it is spent towards the development of the Water Fuel Cell Indy 500 car technology.

Meyer noted that several things would be proved in developing the

- "It would demonstrate successfully running a car on water."
- "It would demonstrate successfully running a car on water and exceeding the performance of vehicles running on gasoline or alcohol."
- "It would be in compliance with EPA guidelines."
- "It would show the reliability of the system."

He says that a grassroots effort is what will ensure the ultimate success of the Water Fuel Cell.

"It's going to take you, me, and the guy down the street to bring it in in one accord," he said. "No power on Earth can stop us if the people of the world move together on it. We're seeing the formation of groups all over the world that want such an energy system to be developed. With all that powerful, positive thinking—and the help of all those guys down the street—it will happen!"



As shown, the Water Fuel Injector (spark plug replacement) instantly converts a metered water droplet into thermal explosive energy (gtut) when 40,000 voltage potential of opposite electrical stress is pulsed-applied across the injector resonant cavity water gap. Water is 2.5 times more powerful than gasoline.

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WFC DEALERSHIP INFORMATION

PATENTS GRANTED TO DATE

To attend a WFC Dealership Seminar, call
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(614) 335-2153 before 7am or after 7pm EST or Fax
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(614) 871-8075 for scheduling information, or mail
The Manual Coll 0700 Broadway Court Off
request to Water Fuel Cell, 3792 Broadway, Grove City,
Ohio 43123 to obtain a WFC Seminar Authorization
Pass.

PUBLICATIONS AVAILABLE

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WFC U.S. Patent Grants Publication of Release

Listing of WFC U.S. Patent Grants Publication of Release in printed format. US \$65 plus \$12 postage in U.S. and \$22 for foreign mailing. U.S. Currency Only.

4,389,981	Hydrogen gas injector system for
	internal combustion engine (U.S.A.)
4,613,779	Electrical pulse generator (U.S.A.)
4,421,474	Hydrogen gas burner (U.S.A.)
1,231,872	Hydrogen injector system (CDA)
1,233,379	Hydrogen gas injector for internal
	combustion engine (CDA)
1,228,833	Gas electrical hydrogen generator (CDA)
1,227,094	Hydrogen/air & non-combustible gas
	mixing combustionsystem (CDA)
4,613,304	Gas electrical hydrogen generator (USA)
1,235,669	Controlled hydrogen gas flame (CDA)
4,275,950	Light-quide lens (USA)
1,234,774	Hydrogen generator system (USA)
3,970,070	Solar heating system (USA)
1,234,773	Resonant cavity hydrogen generator that
	operates with a pulse voltage electrical
	potential (CDA)
4,265,224	Multi-stage solar storage system (USA)
1,213,671	Electrical particle generator (CDA)
4,465,455	Start-up / shut-down for a hydrogen gas
.,,	burner (USA)
4,798,661	Gas generator voltage control circuit (USA)
4,826.581	Controlled process for the production of
.,020,00	thermal energy from gases and apparatus
	useful therefore (Hydrogen Fracturing
	Process) (PCT)
5,149,407	Process and apparatus for the production
0,140,107	of fuel gas and the enhanced release of
	thermal energy from such gas (Electronic
	interfacing for the Hydrogen Fracturing
	Process) (Resonant Action) (U.S.A.)
0101761	Controlled hydrogen gas flame (EPO)
1577992	Controlled hydrogen Gas flame (JPO)
0086439	Hydrogen gas injector system for internal
0000-100	combustion engine (EPO)
1584224	Hydrogen Injection System (JPO)
4,936,961	Method For the production of a Fuel Gas
4,550,501	"Electrical Polarization Process" (U.S.A.)
1,694.782	Resonant Cavity For Hydrogen Generator
1,004,702	(JPO)
5,293,857	Hydrogen Gas Fuel and Management System
0,230,007	for an internal combustion engine utilizing
	hydrogen gas fuel.
PCT/US91/	Water Fuel Injection System ® Burner
03476	Nozzle (WFC Project 424 DA)
00-770	HOLLIG (MI OT TOJOCK TET DA)

Other U.S. & Foreign Patents Pending

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Dr. Russell E. Fowler, WFC Executive Director Personnel and Education Department 401 Rick Lane, Indianapolis, IN 46217 Tel/Fax: 1-317-787-5226 between 7PM - 9PM EST weekdays Only