

# WATER FUEL CELL



JESUS CHRIST IS LORD

INTERNATIONAL  
NEWS RELEASE

**WATER POWERED CAR**  
**ON ROAD DEMONSTRATION**

# Mode Of Operation

## **INTERNATIONAL NEWS RELEASE**

**Description:** Converting any type of Natural Water (including Salt Water) into an useable Hydrogen gas-fuel capable of supplying all industrial, commercial, and domestic needs. . . controlling said Hydrogen-Fuel gas-rate on Demand. . . adjusting said Hydrogen-Fuel burn-rate to co-equal any type of fossil-fuel. . . distributing said Hydrogen-Fuel without spark-ignition. . . Non-mechanical, electrical particle generator.

**Mode of Operation:** Voltage. . . Polarization of the water molecule.

**Application:** Retrofits to any type of existing energy consuming device. . . including but not limited to auto, gas-electrical generators, industrial-processes, mega-power utility.

**Others:** Water Purification Systems

**Patents:** 4,421,474; 4,389,981; 4,465,455, 4,275,950; 4,265,224;. . . (over thirty U.S. & Foreign Patents Pending)

**Stage of Commercial Development:** Pre-Production



# Age Old Dream Comes True... Running car on water



Stan Meyer drives the water powered car as assistant Charlie Holbrook maintains constant gas pressure during road tests.

## By Shannon Hammons

According to local inventor Stan Meyer, he had been waiting 10 years for what happened last Friday. That is when he drove his "water powered car," powered by the Water Fuel Cell, in public for the first time.

Among the witnesses were the Grove City Record; several friends and assistants of Meyer; Jack Cook of Jack's VW Service; and Lt. Col. Edward Parkinson of the United States Air Force.

To everyone's astonishment, Meyer drove his Water Fuel Cell powered dune buggy several times at distances reaching nearly one mile, at speeds in excess of 50 MPH. The demonstration came near by one year after Meyer operated the car in an idling condition for the Record.

Meyer said since these tests a year ago, he has been working on the acceleration controls

"Technically, from my viewpoint, there is no doubt that the water is quickly broken down into hydrogen and is workable in the system. His demonstration shows the system can work, but I know that anyway.

"It will still take some time to refine the system—I can't tell how long that will take. It may be right around the corner. He may have a mountain or hill to climb, but it appears they may get further control of the burn mixture of the gases and he will have a real winner."

Parkinson said the Air Force recently agreed to act as an independent agency and examine Meyer's invention for the Federal Government. "The Air Force will do an independent feasibility study for the government, then the government can decide how it wants to get into the project. I am not in a position to say what kind of time frame they are working on however."

**How the test was conducted**  
The test began Friday in Grove City. Local mechanic Jack Cook inspected the engine he had rebuilt for Meyer about two years ago and verified the engine had not been altered in any way. Cook then filled the

**Air Force to examine**  
According to Lt. Col. Parkinson, he said there is no doubt that "the water in the fuel cell is breaking down into its component parts via the Water Fuel Cell and operating the dune buggy."

Parkinson has degrees in industrial and systems engineer-

and gas production began again. Meyer then drove the car, with assistant Charlie Holbrook manually adjusting the gas. The first run went a mile at 10 MPH.

Lt. Col. Parkinson was then given a ride of more than a half mile at 21 MPH. Cook was given a ride of about .7 mile at speeds in excess of 50 MPH. The Record reporter then rode along twice at about .7 mile between 45-55 MPH. Finally, Meyer drove the car almost a full mile at 50 MPH, with Holbrook and another friend.

Although Meyer was excited by the performance of the car, the demonstration highlighted some areas that need improvement. He operated the car up grades with more than 940 pounds of passenger and equipment payload. The car accelerated well, but each time the dune buggy maneuvered around several small curves, Holbrook had difficulty maintaining constant hydrogen flow. When Meyer had to slow down, the hydrogen flow remained the same, thus flooding out the engine.

Also, before each test run, the car had to be started with gasoline, and then switched to the hydrogen gas. Meyer said those problems would be solved as soon as he perfects the injection system for the car.

"When the injection system is perfected, we can start on hydrogen, and then run the car longer than we can on gasoline."

## Accomplishments



Local mechanic Jack Cook (left), Lt. Col. Edward Parkinson (center) and inventor Stan Meyer discuss the operation of the water powered car during test run last Friday. Meyer said he is looking for a good spot to demonstrate the car before the national press within the next few weeks.

Recently burned hydrogen in an automobile without building a special engine, or mixing the hydrogen with water or gasoline. That results in most of the hydrogen being lost out the tailpipe, Meyer said.

Also, no one had previously built a hydrogen device that could easily retrofit to an existing automobile without major changes.

And, no one previously had the answers of how to produce the hydrogen on demand, and adjust the burn rate of the hydrogen down to the burn rate of fossil fuels.

The inventor said last week's test served three purposes. He said he wanted to, disconnect the umbilical cord of the lab unit from the car; observe performance under loading conditions and acceleration; and have a self sustained operation under low hydrogen gas backpressure of 12 to 14 pounds. He said all three were achieved.

While driving the car, he varied the rate of hydrogen gas generation from plain water by simply varying the field of a "pulse voltage frequency generator" restricting the

decreasing that voltage, he could control the production of gas and the speed of the dune buggy.

He said the gas production was instantaneous when he increased the voltage; the pressure of the gas was maintained while the flow rate to the engine increased, and response of the engine was instantaneous, equating or surpassing the use of gasoline.

## Mechanic impressed

"I knew top scientists had been trying to run a car on hydrogen when Meyer asked me to rebuild an engine for him," Cook said. "I thought then that if anyone could run a car on water, it would be Stan."

Cook said he built the engine for Stan and the engine was the same Friday as it was two years ago, except for the addition of the Water Fuel Cell.

"The car ran nearly a mile. There is no way there could be enough gas to run 50 MPH for nearly a mile. After the gas tank was removed, there would be enough gas left in the line to go no more than 100 yards.

"I looked the car over very carefully. There is no way the

think he knows what he has and I think the 'big boys' know what he has too. I have been a mechanic for 40 years, and this is the most remarkable thing I have seen."

## Now what?

Meyer points out that hydrogen is two and a half times more powerful than gasoline, so a car that gets 15 MPG on gas could go 45 MPG on a gallon of water. He further predicts that the emission from the Water Fuel Cell—water vapor—can be recycled and the same water used over and over. That would reduce the water required to operate the car over long distances.

Because the car fuel cell produces hydrogen on demand, there is no storage of hydrogen, just water. Meyer said that surpasses all existing Federal safety regulations.

Emissions amount to water vapor, and water contaminants may be removed by a throw-away filter. That should please the EPA. If not recycled back into the system, the water vapor would naturally be recycled back into the atmosphere.

Meyer points out that the



speaks in excess of 20 miles. The demonstration came nearly one year after Meyer operated the car in an idling condition for the Record.

Meyer said since those tests a year ago, he has been working on the acceleration controls and the method by which to accurately control the burn rate of the hydrogen gas. Although the system is not perfected, he said he is planning a demonstration for the national press within the next several weeks.

use as fuel and Meyer generated hydrogen gas and built up 14 pound of back pressure and demonstrated varied gas production.

Meyer then drove the dune buggy on gasoline, out in the country with the Grove City Record reporter as a passenger. Meyer met the other interested people at a predetermined spot. Then the gas tank was removed from the car, the hydrogen gas valve was opened, the Water Fuel Cell was started

as soon as he perfects the injection system for the car. "When the injection system is perfected, we can start on hydrogen, and then run the car longer than we can on gasoline."

Accomplishments He knows he has work to do, but Meyer said he is pleased with last Friday's road tests. He said several major events took place that were impossible up until then.

Before Friday, no one had ever driven the car for more than 10 to 14 minutes. The last three were achieved. While driving the car, he varied the rate of hydrogen gas generation from plain water by simply varying the field of a pulse voltage frequency generator, restricting the amperes (or energy consumption) to the apparatus. That, in turn, varied the output of the generator from 0 to 110 volts while amps were being restricted. With a small amount of voltage, and by increasing or

there is no way there could be enough gas to run 50 MPH for nearly a mile. After the gas tank was removed, there would be enough gas left in the line to go no more than 100 yards.

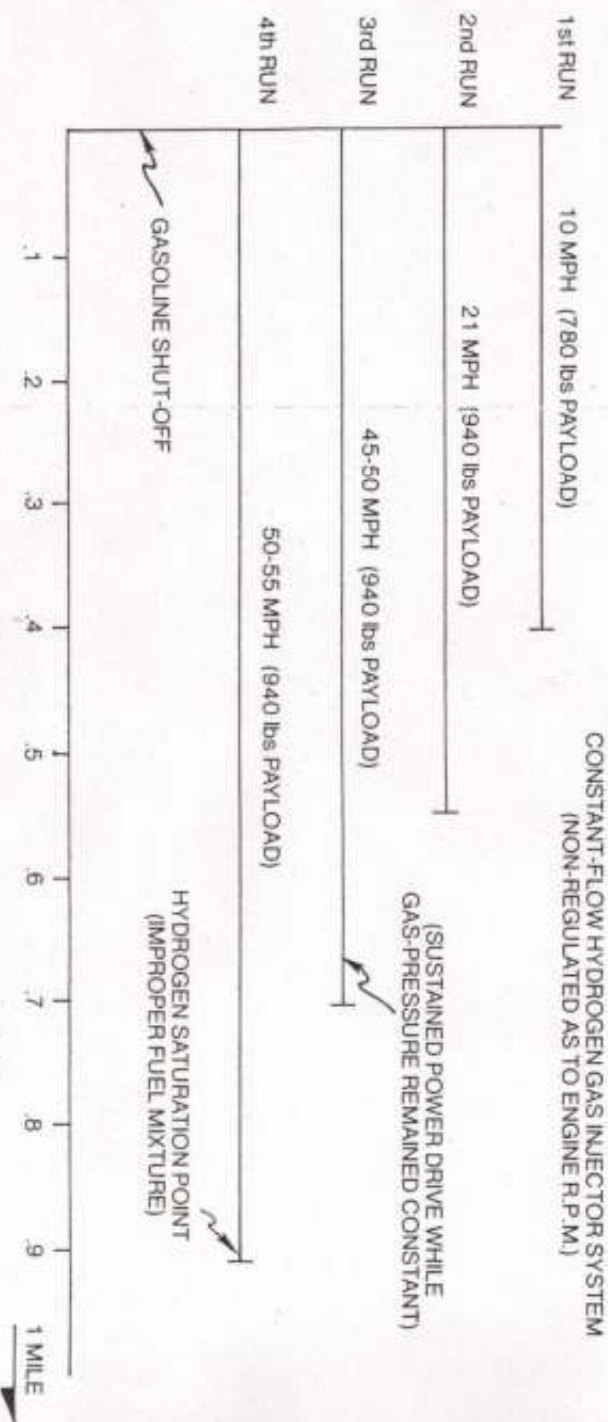
"I looked the car over very carefully. There is no way the car could have been running on anything but hydrogen produced in the fuel cell. The only thing he has to do now is perfect the hydrogen injectors. He wanted to prove he could run the car on water, and he did. I vapor, and water contaminants may be removed by a throw-away filter. That should please the EPA. If not recycled back into the system, the water would naturally be recycled back into the atmosphere. Meyer points out that the Water Fuel Cell used in Friday's demonstration is one of the first crude models. More efficient, powerful and smaller units are being planned for future mass production at a cost of about \$1,500 each.

- Road-test Objectives Accomplished
- Running a gasoline engine on water without engine change.
- Performing acceleration control under various load conditions.
- Determining proper fuel-mixing ratio.
- Evaluating on-road performances.



Local mechanic Jack Cook fills up fuel-cell with tap water prior to observing Hydrogen Gas production on demand.

## TEST-RUNS DEMONSTRATES WATER FUEL CELL OPERABILITY DURING ACCELERATED SPEEDS UNDER VARIOUS LOAD CONDITIONS



To extend engine performance, eliminate premature engine shut-down, and initiate hydrogen start-up, electronic metering injectors are now being developed to replace the constant-flow hydrogen injectors that are unable to regulate gas-flow as to engine R. P. M.

Road-test was conducted in such a way as to comply with patent processing requirements.

The moving dune buggy is being powered by Hydrogen Gas (from water) that is systematically mixed with exhaust gases to co-equal the burn- rate of gasoline.



On lookers, Steve Swepston (second from left to right), Charlie Holbrook and Jack Cook confirm test-run while inventor Stan Meyer points out design-limitation of constant-flow hydrogen injector system to Lt. Col. Edward Parkinson (seated in car).

Inventor Stan Meyer demonstrates acceleration control to onlookers Lt. Col. Parkinson and Jack Cook while Charlie Holbrook confirms gas-pressure (12 lbs. to 15 lbs.) while flow-rate varies as to engine speed.

