

WATER FUEL CELL



JESUS CHRIST IS LORD

**INTERNATIONAL
NEWS RELEASE**

**HYDROGEN GAS
FUEL UTILIZATION**



Grove City inventor Stan Meyer (left) works in his laboratory. Notice some of his patents hanging on the wall. The fuel cell (above) safely produces hydrogen from natural water, to be used in Meyer's water powered dune buggy type car (photos by Shannon Hamons, Copyright Grove City Record, Oct. 25, 1984).

Local man solves energy problem!

By Shannon Hamons
Copyright Grove City Record
October 25, 1984

Grove City resident Stan Meyer has released information today about a "Water Fuel Cell" which extracts hydrogen from natural water for use as

fuel. He has been working on the fuel cell project for nine years.

He has overcome five major obstacles that to date, prevented scientists from using hydrogen as a practical fuel in automobiles, home heating, and factories. For more information on Meyer and his invention, turn to page 17 in today's Record.



International News Release

Natural Water Fuel Cell Technological Developments

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; 3,970,070. . . (over thirty U.S. & Foreign Patents Pending)

Stage of Commercial Development: Pre-production

Reply To: Water Fuel Cell
Central Operating, U.S.A.
3792 Broadway Blvd.
Grove City, Ohio 43123
Attn: Stanley A. Meyer

Operates car on natural water

Local man solves energy problem!

By Shannon Hamons
Copyright Grove City Record
October, 25 1984

Through the ages, men have dreamed of inventing miraculous machines for the betterment of mankind. Some have succeeded, and some have not. But one Grove City, Ohio man may have the greatest invention of them all—the 'Water Fuel Cell'.

Stan Meyer appears to have the answer for the most difficult question ever asked. What will the human race do to overcome the depletion of its energy supplies? His answer: Extract hydrogen from water to be used as fuel.

The only difference between Stan Meyer and the people who have had the same response, is that Meyer has found a way to get the powerful, plentiful hydrogen out of water easily, inexpensively, and safely. Something, that before now, was impossible to do with current technology.

Meyer has been working nine years to develop the Water Fuel Cell, which can convert any type of natural water (including salt water) into a useable hydrogen gas capable of supplying all industrial, commercial, and domestic fuel needs. This means his fuel cell could operate your car, heat and cool your home, and keep the factories humming, just with simple water.

This incredible feat is possible because he has solved four major obstacles outlined by the National Aeronautics Space Administration (NASA) that heretofore prevented scientists from abstracting hydrogen from water efficiently. Those obstacles were, how to produce the hydrogen cheaply; how to control the rate of its production; how to adjust the burn rate of the hydrogen to co-equal that of fossil fuels; and how to distribute the gas safely.

Extracting hydrogen from water is not a new idea. High school students have done it in chemistry labs all over the world. But because of the four problems listed by NASA, it was not feasible to repeat the process on a greater scale for fuel manufacturing.

But Meyer has broken away from the traditional method of hydrogen gas production—the process of electrolysis, which basically uses chemicals in the splitting of water molecules into hydrogen and oxygen. The chemical electrolysis process requires more energy to initiate and carry out, than the amount of energy produced.

However, Meyer's Water Fuel Cell

"You would need to convert about a half gallon of water per hour to run your car down the road at 55 miles per hour. The release of 44,000 BTUs a second is a tremendous amount of energy. It is enough energy to propel the largest aircraft carrier or fly the largest airplane."

Basically, Meyer's fuel cell is so radical and so different from every other process, that it contradicts all existing beliefs on hydrogen production. In short, it is the opposite of everything scientists say is 'possible' to do.

But Meyer has demonstrated his water fuel cell to the public at fairs and at meetings and has proven how easily it can be done. Using his simple, clear, tubular fuel cell and plain tap water, he has produced a flame of over 2,500 degrees.

He has also operated the engine of an automobile on hydrogen alone—his 'Water Powered Car'. This dune buggy type car has an ordinary Volkswagen engine without modifications, except for the addition of hydrogen injectors. According to the prior state of the art under the electrolysis process, this was impossible to do because the engine would eventually seize up from the extreme temperatures (hydrogen is three times more combustible than gasoline).

But by cleverly recirculating exhaust from the combustion back into the injectors, the hydrogen is burned to co-equal the burning of gasoline. Also, since the process is one of voltage (physical process) and not amps, the production of the hydrogen can be increased or decreased simply by increasing or decreasing the voltage to the fuel cell.

Because the fuel cell is a constant demand energy source, meaning hydrogen gas is only produced as fast as it can be consumed, there is no danger resulting from the build up of stored hydrogen. If an automobile fitted with a fuel cell had an accident and the fuel tank were ruptured, all that would spill onto the roadway would be water. That certainly exceeds all highway safety regulations in existence.

Some other regulations surpassed by the fuel cell and the water powered car, are those of the Environmental Protection Agency. The emission from the water powered car is simply a water vapor. So in affect, every time a person installs a fuel cell on a car, plane, or boat, the air and the water is being cleaned.

water powered car is one of those many inventions in the series.

The inventions themselves are astounding when combined to form the fuel cell, but the history behind their existence is almost as incredible.

Nine years ago, during the height of the oil embargo by the mid-east oil producers, Stan Meyer realized the economic base of this country was being controlled by those foreign entities. He decided it was time someone did something to make the United States energy independent.

"More than half of this country's energy is supplied by the mid-east countries, and our dependence is growing every day," Meyer said. "I realized back then that if all oil from the mid-east were shut off, because of war or because of embargo, life in the U.S. as we know it would cease to exist."

"If we have no oil, there will be no transportation; factories will be shut down; and farmers will not be able to grow food. We have less than a 30 day food supply line in this country, and after people start getting hungry, they start thinking about war."

"But before any of that happened, we would be in a war to make sure the oil supply would not be shut off to begin with. With all that is going on in the mid-east, this is the right time for the water fuel cell."

Meyer said he was never a religious person, but when he realized the dire situation the U.S. was in, he went to his office-research laboratory and asked God to help him put a power supply in the country. After he did, he relied on faith alone to accomplish the task.

At that time, he was a corporate executive for a multi-million dollar a year truck part distributing company. He was also involved in research, development engineering, and product design. Basically, he was a corporate entrepreneur involved in all the steps of manufacturing.

However, he depleted his financial resources trying to obtain federal and state research development funds without the risk of

'This fuel cell could not come through... multinational corporation.' Stan Meyer

patent buyout. But he continued his project on faith, trying to bring the fuel cell into the country without foreign controls or intervention. Soon afterward, he attended church and put two of his last three dollars into the collection plate—keeping one dollar for his evening meal of a cheeseburger.

He said that same evening, his dinner was bought by a man curious about the fuel cell. The next day another man gave Meyer \$2,000, with no strings attached. That first donation led to many more by other businessmen concerned about the economic future of the country.

For nine years, the inventor said he never worried about the source of capital for his project. "There are hundreds of men with resources that feel the same way I do and are willing to help finance a project to get an energy source into the country."

Although he has some backers, he personally owns all the patents and is responsible to no one else. He said that is the only way this invention could have gotten to its current production stage.

"This fuel cell could not have come through a government or a multinational corporation," he said. "Companies and governments have ways of suppressing these types of things. It had to come through a person who was determined to see the project come to light."

He said he was offered "large sums of money" by various foreign governments to sell the rights to his project. He said organizations have also tried to block the completion of the project by using patent laws to their advantage.

"But no one really fully understood what I was up to until it was too late. Because I patented what seemed to be minute inventions one after the other, it was unclear what they were for until the whole picture came together."

Meyer calls himself "a businessman rather than an inventor", and does seem to have a savvy of the business world's way of

operating. So, in order to make sure his invention would not fall into the control of outside sources, he set down five rules for himself when the project began.

These five rules are: no similar patents could be in existence; materials for the invention had to be readily available 'off the store shelf' items; it had to be built in a garage, back yard or basement; it had to be a system capable of retrofitting (adapting) for all applications (car, home, factory, etc.); and one person had to be able to build one in one day.

If these rules were followed, no manufacturer, government, or supplier of materials would be able to stop the evolution of the invention.

"When I started this thing in 1975 and gave myself these rules, I also gave myself a 20 billion to one shot at completing the project. And for a while, I thought to myself, 'what the heck are you doing—this simply can't be done'."

But he kept his faith, and slowly, but surely, convinced people what he said he could do, was indeed true. But there were still those who doubted Meyer. One man, Charlie Holbrook, heard about Meyer and came to Grove City from Washington Court House, Ohio to prove Meyer to be a fraud. Holbrook is now working for Meyer as his chief assistant.

"When I first heard what he was doing, I thought he was operating some kind of scam," Holbrook said. "But after I saw the power and potential of this thing for myself, I just got involved to the point where I was telling everyone else about it."

A friend of Holbrook also got interested in the project. "It was so unbelievable and so far fetched, I thought it was a hoax too," Stan Graumlich said. "But, I knew Charlie, and after I was exposed to it, I got an education that I could never get at any university. The universities think what is being done by Stan is just impossible. He is years and years ahead of everyone else."

Graumlich is retired from the dairy business and was also on the faculty of Wittenberg University in industry development. "I can say without a doubt, the universities have nothing that even compares with this."

Meyer's neighbor, Walter Bausch, 78, said he too was somewhat skeptical of the happenings down the street. "This thing has been going on a long time," he said. "I've really only been aware of what it was for the

significant inventions to date.

He spent 10 years working with the U.S. Navy putting some of the first vacuum tube computers to practical use. He was also involved in making radar practical; peaceful uses of atomic energy, duplication machines for the Xerox Corp.; jet propulsion; and interplanetary communication (earth to moon, etc.).

"Every day, a guy walks through my door and thinks he has the greatest invention since sliced bread," he said. "You can't laugh them off because I have been associated with people that got laughed off and later became famous for their inventions."

"But when Stan showed me his fuel cell, I found it very difficult to believe what I saw. Everything I had read or saw before told me what he was doing, just couldn't be done. So I put him through the test, and every time I tried to disprove him, everything just became more clear."

He said he has spent many hours working on the water fuel cell patents, and he is still amazed at how relatively simple the idea is. "Every patent is so practical—it applies to all the laws of economics. This thing is real—it is no gimmick. Now it is almost ready to be applied to everyday life. This is a pioneer invention—like inventing electricity itself."

Interestingly enough, in his quest for the water fuel cell invention, Meyer developed an 'Electrical Partical Generator' that uses a very small amount of energy to reproduce a great deal of electrical energy. Cennamo is also doing patent work on the 'EPG' system. But work is still being focused on the fuel cell at this point because it can easily be retrofitted to cars and homes—before another energy crisis arises.

"Eventually, when the EPG system and the water fuel cell are coupled, there will be no limit to what we can do," Cennamo said.

But, referring back to the present, Cennamo said one of his greatest moments as a patent attorney to date took place last January. That is when he and Meyer went to Washington D.C. to demonstrate the water fuel cell to the Board of Appeals of the U.S. Patent Office.

"Usually the board members sit behind a bench and give you 15 minutes to show your item," Cennamo said. "When we demon-

operates on a physical process that polarizes the water molecules and breaks them down into hydrogen and oxygen extremely easy.

He is able to do this because his invention restricts the amount of amps of electricity (which is power consumption) flowing to the fuel cell, and allows voltage (or potential energy) to take over and excite and polarize the water molecules. That in turn produces hydrogen gas with almost no energy consumption in the process.

"It is a non-chemical device that does not create energy," the self-styled inventor said. "The only thing the water fuel cell does is utilize a very low energy source to release a fantastic amount of energy in the form of hydrogen gas.

"We have the technology to convert over a gallon of water a second into hydrogen. One gallon of water is equivalent to over 44,000 BTUs of energy. That means three to four gallons of water could heat the average home for a period of 24 hours. It also means, in the right application, that five to six gallons of water could produce all of your electrical energy for the same 24 hour period.

Natural, some people will ask, 'we face water shortages now, won't this deplete our reserves further?' Since emissions from the operation of the fuel cell is water vapor, the natural process of the earth's water cycle is not being altered—except maybe helped along. Also, any type of water can be used. The salt water from oceans is an endless supply.

Because energy will be so abundant with the water fuel cell, the salt water will even be easily transformed into fresh drinking water. Creating fresh water from salt water is practiced now by desert countries of the mid-east, but they have plenty of fuel (oil) to use in the high energy demand process. Those countries in desert areas that can't afford the fresh water factories, will be able to afford the process with the water fuel cell. The water can then be used for drinking or irrigation.

When explained in these terms, the 'Water Fuel Cell' appears to be a miracle invention. But the fuel cell is not just one invention—it is a series of more than 30 patented inventions that all come together to create one comprehensive system. As an example, the fuel injector on the



Grove City Record editor Shannon Hamons takes a drink from the water hose before filling up the fuel cell. Meyer's car was then operated from hydrogen produced from the water in the fuel cell (photo copyright Grove City Record, Oct. 25, 1984).

last two or three years, but the minute I saw it operate, I knew it would work. I saw the flame burn, and I saw the car engine run on hydrogen.

"I'm a retired chemist, so I have a pretty good idea where Stan is coming from. He's an intelligent guy that is real down to earth. People think you have to be flashy or something to be an inventor. All you really need is an imagination. That is why some people find his invention hard to believe—they lack imagination and problem solving abilities. If I were younger, I would invest in the project."

Meyer knew he had to take the right steps to make his imagination turn to reality without outside intervention. But, he also knew he couldn't do it alone. He studied patent laws until he was proficient in writing his own applications. However, he still needed a patent attorney to represent him before the United States Patent Office.

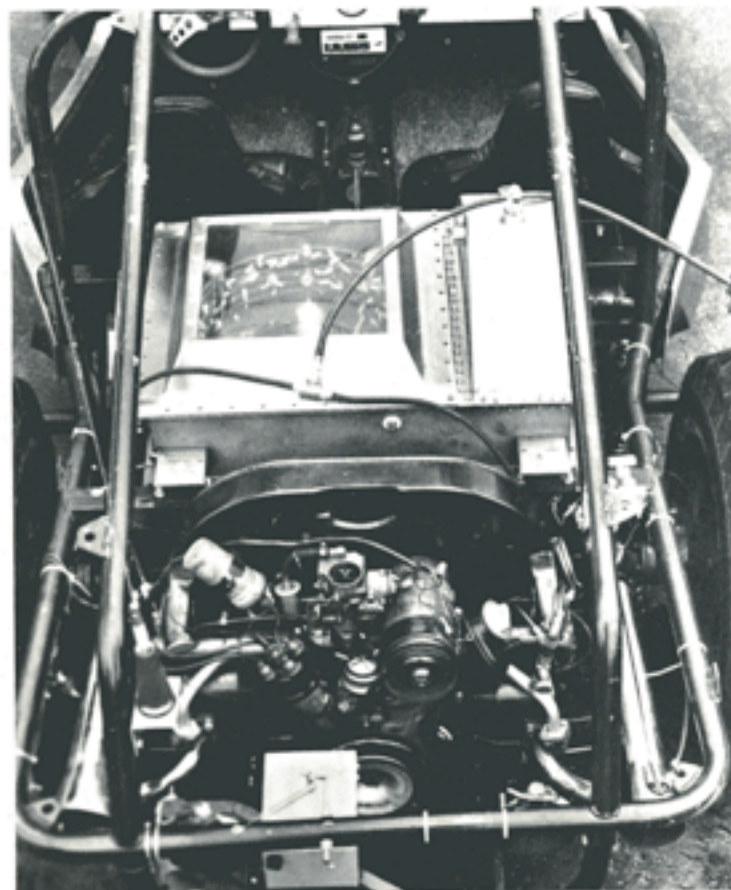
After Meyer did a little research on patent attorneys, he selected Anthony D. Cennamo of Columbus to help in the project. Cennamo has been a patent attorney for more than 30 years and has been involved in the development of some of the most

off the bench and came down and started fooling around with it and it took an hour and fifteen minutes—that is something they would never ordinarily do. They just couldn't help themselves because they were so excited—they knew Stan was on to something revolutionary."

Now, Meyer is waiting for the final clearing of the 'mother' patent that will allow him to finally get the fuel cell into production across the country. He expects to get the patent from the board of appeals within two months.

Already, he is setting up dealerships around the country to sell and install the fuel cell into homes and automobiles. Even before the publication of this article, people from all over the country were contacting Meyer for more information.

"It is going to depend upon the American public to get the fuel cell in the country," he said. "It has been people, not companies or governments that have gotten the fuel cell this far along. If enough people want this, they will get it into the country. People are just tired of being ripped off."



This is a top view of the water powered car. The powerplant is a standard Volkswagen engine with no modifications except for the hydrogen injectors. Notice the pre-production EPG system directly behind the seats (photo by Shannon Hamons, Copyright Grove City Record, Oct. 25, 1984).



Charlie Holbrook (left), Stan Graumich (center), and Stan Meyer operate the car on hydrogen from the water in the water fuel cell. Holbrook increased and decreased RPMs simply by adjusting the valve on the water fuel cell (photo by Shannon Hamons, Copyright Grove City Record, Oct. 25, 1984).



Patent attorney Tony Cennamo and Stan Meyer examine some of the 30 plus patents issued to Meyer. Cennamo was instrumental in assuring the 'pioneer' patents were protected from outside interests (photo by Shannon Hamons, Copyright Grove City Record, Oct. 25, 1984).