

WATER FUEL CELL

INTERNATIONAL NEWS RELEASE

ISSUE No. 7

PRE-ENGINEERING STAGE

WINTER/SPRING 90/91

Mid-East crisis lends urgency to developemnt of Water Fuel Cell

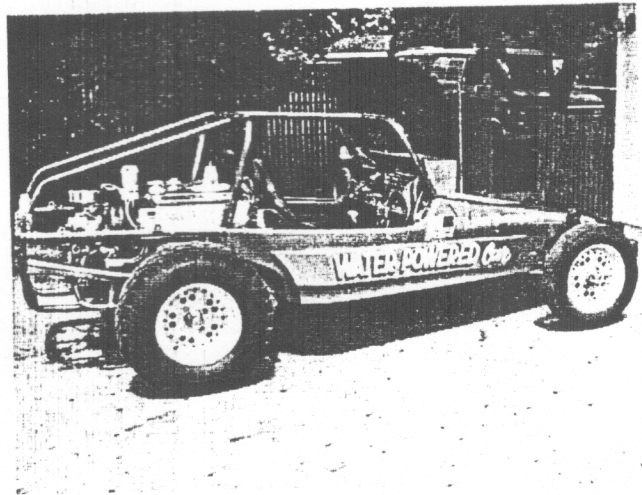
By Marcia Thompson
Grove City Record Sept. 13, 1990

Stan Meyer, Grove City resident and inventor of the Water Fuel Cell technology which allows an engine to run on any type of water, has been preaching for the past ten years about a pending crisis in the Mid-East which will affect our use of oil as an energy source. That prediction seems more likely than ever to come true today as we follow the volatile events in the Mid-East which seem to change on an hourly basis.

"A Mid-East stalemate is possible, and the Water Fuel Cell technology could defuse the situation," Meyer said. "it's getting very exciting. We're getting so close. I've received calls from around the world recently."

"It's time to show the world we have a viable energy source - water- that can help solve the energy crisis problem," Meyer said. "We've spent years developing the technology in house, right here in Grove City, and legalizing every step of the Water Fuel Cell process by obtaining both process patents and design patents on every aspect of it. This has been an absolutely necessary thing to do to avoid being blocked in bringing the technology out to the public. Patents have been issued under the premise that we'd bring the technology out and get the unit into production, and that's exactly what we plan to do as soon as possible."

When he say "we," he referring to himself, his twin brother, Steve Meyer of Florida, and other technicians who have been working on the project - including Ulf Dahlstrom and Mattias Johansson of Sweden, Charlie Holbrook of Washington, C.H. and John Gilvesy of Canada.



"The Buggy" look...a lab on wheels

Meyer said that industry's standards price tag to develop such a technology would be over \$10.5 million just to develop the system concept, and that doesn't include the actual engineering designs. As much as \$350 million could be needed to develop the overall tech-base.

"By keeping things simple and working out of a lab right here in Grove City, we've put together the entire technology system and performed the pre-engineering designs for about \$250,000 - which includes the cost of all parts, electronics equipment, hardware, and software, etc." Meyer said.

The next step will be to take the pre-engineering designs and micro-miniaturize them for cost effectiveness so mass production on a retrofit unit can begin. The retrofit units can be put into existing vehicles or new ones, on planes or boats, to run home heating systems, and a myriad of other uses - all using water as a fuel source. The projected cost of a retrofit kit for cars will be about \$1,500.

"90% of the Water Fuel Cell is solid state

electronic design, and 10% of it packing using plastic mold injection technology," said Meyer. "When mass production begins, we anticipate being able to produce 11,000 of the retrofit units every 24 hours."

A 10 - page article in *raum & zeit: U.S.A.*, Volume 1, no. 6 Feb.-March 1990 titled "Hydrogen Fracturing Process" and a second article titled "Quenching Circuit" technology on how to Render Hydrogen Safer than Natural Gas" Vol. 2, No. 1, 1990, explains details about the Water Fuel Cell technology - how the Water Fuel Cell does not create energy but simply releases hydrogen that's stored in water economically and controls the rate of its production on demand.

The Water fuel Cell team of technicians is gearing up for a race to be held in Australia in November - a 1,900 mile race across the desert and through two mountain ranges. The race requires the use of Solar power, so "The Buggy" pre-engineering design vehicle has been equipped with a solar collector which will be used to charge the battery to start the car. Race rules have been written in a way to allow this type of car to be demonstrated, showing an efficient way of running the car using solar energy to initiate the process of producing the hydrogen gas on demand.

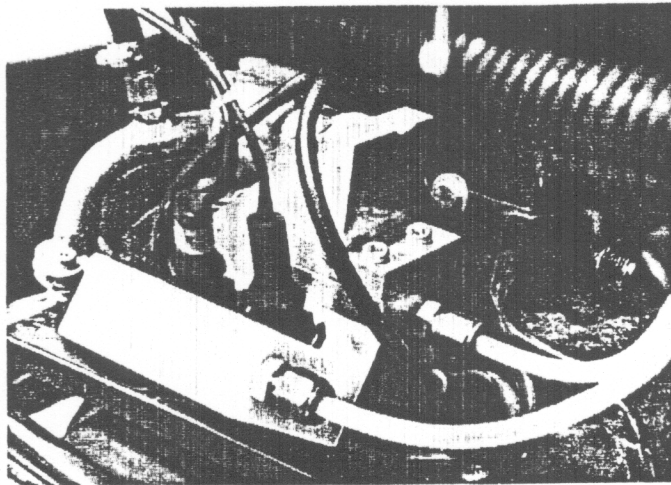
In anticipation of the event, the car has been completely redone - new steering, brakes, instrumentation, rewiring of the electrical system to new specifications - and the installation of some key components, The Hydrogen Gas Management contains the GMS (Gas Management System), a computer unit which has been installed on the dashboard of the car. The GMS unit will control and monitor the engine and engine performance and is one of the parts that will be completely

micro-miniaturization for mass production.

It is tied to the VIC (Voltage Intensifier Circuit) (center photo this page) which "Tunes-in" to the Resonant properties of water and is currently being installed beside the water storage tank in front of the engine. This allows for the economical release of hydrogen from water and gives control on command.

The Air Management system is a gas-mixing unit linked with the Gas Processor which allows the control of high energy release from the hydrogen, see next photo page 3.

"We've had to develop and invent everything we've done every step of the way," said Meyer. "It's all new technology."



The Buggy has a new engine, a standard 1600 VW engine, which has a laser distributor and laser accelerator installed.

The two Meyer brothers will drive the car themselves during the six-day race in Australia. "We, of course, want to prove

the function and reliability of the engine," said Stan Meyer, "We need to run "The Buggy" under actual conditions such as temperature variances of extreme heat and cold and adverse weather conditions. However, we're also running the race to win."

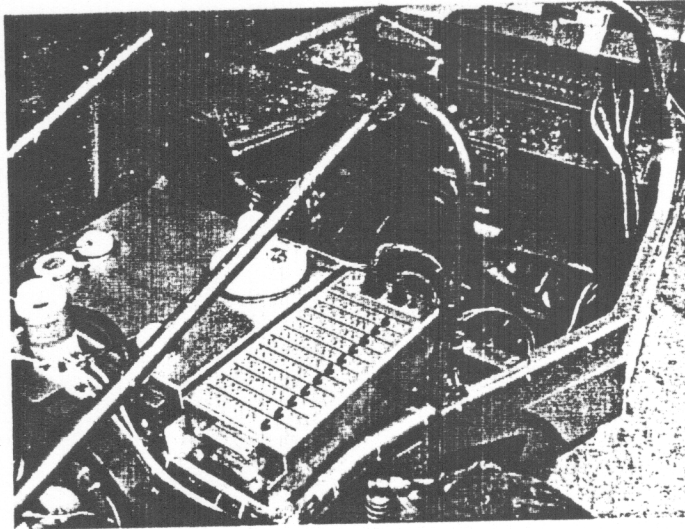
From now to race time, a de-bugging process will be taking place. The last two major processing patents, concerned with the "Electrical Polarization Process" and "Resonant Action", needed to be completed before the car was brought out to the public and was received in the later part of this summer. They are currently working on a system approach patents referred to as "The Hydrogen Fuel-Gas Management System" and "Resonant Driver Circuit" which are now being filed and registered that covers the Pre-engineering portion of the WFC tech-base. "This needs to be done

before we roll out the door", said Meyer. "The Buggy" is an pre-engineering unit, an on-wheel lab to monitor the performance of the car and the Water Fuel Cell. It's a prelude to the manufacturing of the retrofit kits.

The retrofit energy system kits will have two major advantages - you don't have to change an existing car or truck engine to install one, and the Water Fuel Cell causes almost no pollution - it's totally environmentally safe.

"The cars and trucks of today are some of our major pollutants," Stan Meyer points out. "The engines also use a lot of oxygen which is consumed from our environment.

The Water Fuel Cell would reduce the greenhouse effect and allow oxygen to be reestablished in the atmosphere due to the fact that the water itself is supplying the oxygen during the thermal combustion process. Oxygen is not being pulled out of the atmosphere for the Water Fuel Cell process.



He explain that we now have less than 21% oxygen content in the air we breathe. As population and pollution increases, oxygen content will possibly be depleted by another 6% , which will cause many respiratory problems in the future.

In addition to the trip to Australia, Meyer also plans to take "The Buggy" to Gothenburg, Sweden, where he will demonstrate the Water Fuel Cell technology to 176 nations at an international symposium. He spoke earlier this year at the S.A.F.E. Symposium in Einsiedeln, Switzerland, at an energy seminar, where the Water Fuel Cell technology was presented to the world scientific community on energy. He'll also be demonstrating the technology in England.

In addition to doing pre-engineering work on the Water Fuel Cell for cars, Meyer will also be working on a retrofit system for airplanes,

jet aircraft, and diesel engines such as those that power boats.

"I wouldn't be surprised to have a submarine delivered to me here in Grove City for a retrofit Kit known as "Hyperdrive."

The Water Fuel cell may possibly be installed in an Alaskan Bushmaster plane built by Rick Schneider of Schneider Wheel Skies in Eagle River, Alaska. Schneider will be attempting to certify a rotary engine for virtually every general aviation aircraft. The plane has a simpler engine than current piston engines. Schneider hopes to build and sell the engines at about half the price of conventional engines.

With the Water fuel Cell installed on the plane, Schneider plans to attempt to break maybe as many as 25 or 30 aviation records, including time aloft without refueling, distance flown without refueling, non-turbo charged altitude records, turbocharge altitude records, highest landing and take-off (near Mt. McKinley),

and many others - all while powered by water.

Stan Meyer continues to have high-level meetings with many foreign governments. He feels that if war in the Mid-East cuts off oil supplies, we'll go into a "Manhattan-style" project in which nations will be invited to come together in one accord to allow the Water Fuel Cell technology to go throughout the world.

"It's already being talked about," he said, "We'll go to Congress and ask for monies and appropriations to allow for this development to take place.

The Water Fuel Cell technology Center is in the planning stage. "It will allow us to bring the nations together under one roof and bring the technology to the marketplace, government, and military simultaneously," Stan Meyer said.

"The demand for energy is paramount

Patents granted to date

Number	Title & Country
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-guide 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 thermal energy from gases and apparatus useful therefore (Hydrogen Fracturing Process) (PCT)
allowed	Process and apparatus for the production of fuel gas and the enhanced release of thermal energy from such gas (Electronic interfacing for the Hydrogen Fracturing Process) PCT/US89/02622
allowed	Controlled hydrogen gas flame (EPO)
allowed	Controlled hydrogen flame (JPO)
allowed	Hydrogen gas injector system for internal combustion engine (EPO)
4,936,961	Mehtod for the production of a Fuel Gas "Electrical Polarization Process" (U.S.A.)

Other U.S. & Foreign patents pending

WFC Dealership Information

To attend a dealership seminar, call (614) 871-4173 or (614) 335-2153 before or after 7 or fax (614) 871-8075 for scheduling information, or mail information request to Water Fuel Cell, 3792 Broadway, Grove City, Ohio 43123.

A Water Fuel Cell technical brief Titled "The Birth of New Technology" which briefly explains the Electrical Polarization Process on how to use water as a new energy source is also available upon request for \$20 dollars to cover printing and mailing cost in the U.S.A.. Foreign mailing requires \$ 4 dollars extra.

vote for energy independence

throughout the world," he said. "It's the number one problem. We're working around the clock to bring the Water Fuel Cell technology in, and we're receiving tremendous support from many countries, including England, Sweden, and Canada. We're getting international response to aid us in this stage of development.

"If for some reason we're unable to complete the debugging process prior to the Australia Solar race...there will be others. "The prime objective is to legalize the WFC tech-base first then bring it out into the market place." said Meyer. □

PLACE
STAMP
HERE

mailing label

Water Fuel Cell
International Headquarters: U.S.A.
3792 Broadway Grove City, Ohio 43123
Phone: 1-614-871-4173; Fax: 1-614-871-8075