

WATER FUEL CELL

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Using water as fuel nears completion

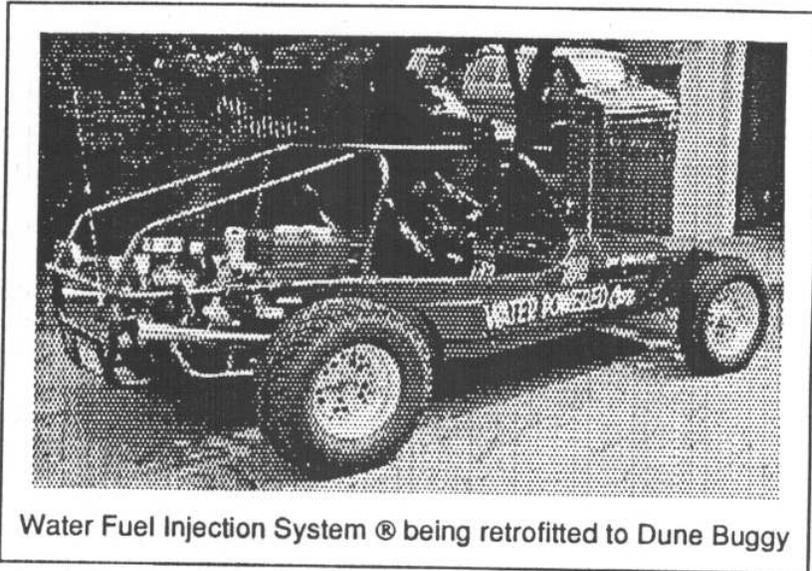
By MARCIA THOMPSON
Grove City Record Editor

Running a car on water is now several steps closer to reality than it was this time last year.

Stan Meyer of Grove City, inventor of the Water Fuel Cell, a new technology that would allow vehicles and other internal combustion engines to run on water, has announced he recently received from the U.S. Patent Office a foreign grant license to allow full release of the Water Fuel Injector system to go into international marketplace, including the United States.

Meyer is currently finalizing systems engineering and says he owns all designs and development rights on the revolutionary alternate energy system.

Since August, 1991, he has been filing and securing patents on systems processing and engineering designs, including four world patents on the mode of operability - the how and why the system works - design processing patents that give him full systems development rights. Two of these world patents are completed, and the last two patents are currently being processed for finalization.



Water Fuel Injection System ® being retrofitted to Dune Buggy

Meyer just received a second major patent on the Hydrogen Fracturing Technology. The first one covered the process, and the second one deals with the electronic circuit interfacing.

He has filed the Water Fuel Injection System ® patents under the PCT Act (Patent Cooperation Treaty Act) with the World Patent Office in Washington, D.C. He said there is a 20 month ruling to file in individual patent offices in countries around the world.

He says this is the greatest critical state he's gone through in the years he's been developing the entire system. "If I violate the PCT Act, I've lost 15 years of work," he stated.

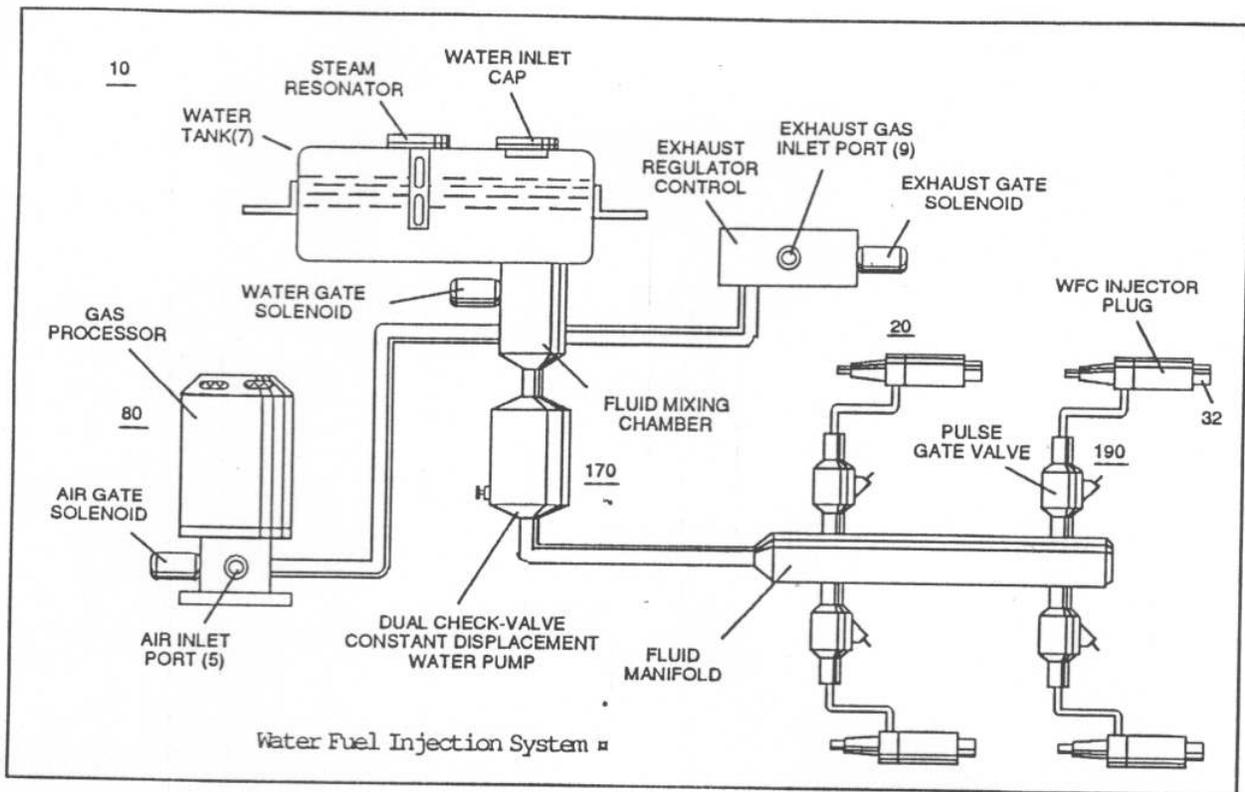
"The object of these filings

is to be able to bring out the Water Fuel Injection System ® unilaterally - and bring it out to the entire world," Meyer said. "All countries in the world have the same energy problems as the United States. The fossil fuel supply is running out, and alternate sources have to be found."

"I had to go into full system engineering in order to protect the technology and bring it into the international marketplace without receiving a technological blockage," Meyer explained.

Meyer feels he has to control the systems engineering personally and that he has the scientific background to do so. "Very seldom do inventors have a chance to get into the systems engineering of their in-

Vote For Clean Energy...Water As Fuel



their inventions," Meyer said. "Because of this, they can easily receive a technological blockage and are forced to sell out their invention."

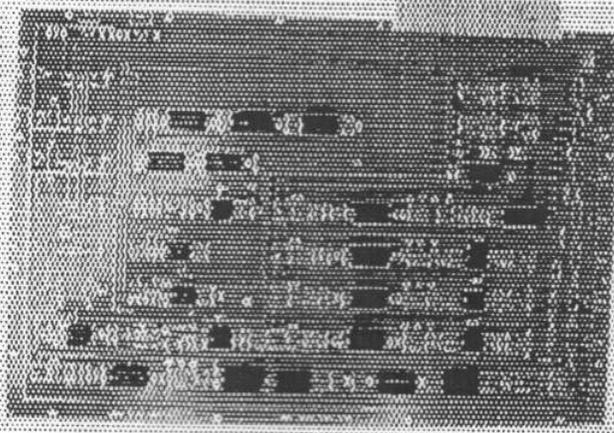
In the meantime, Meyer is required by the U.S. Government

to comply with all national security laws since his invention affects the military and the national economy.

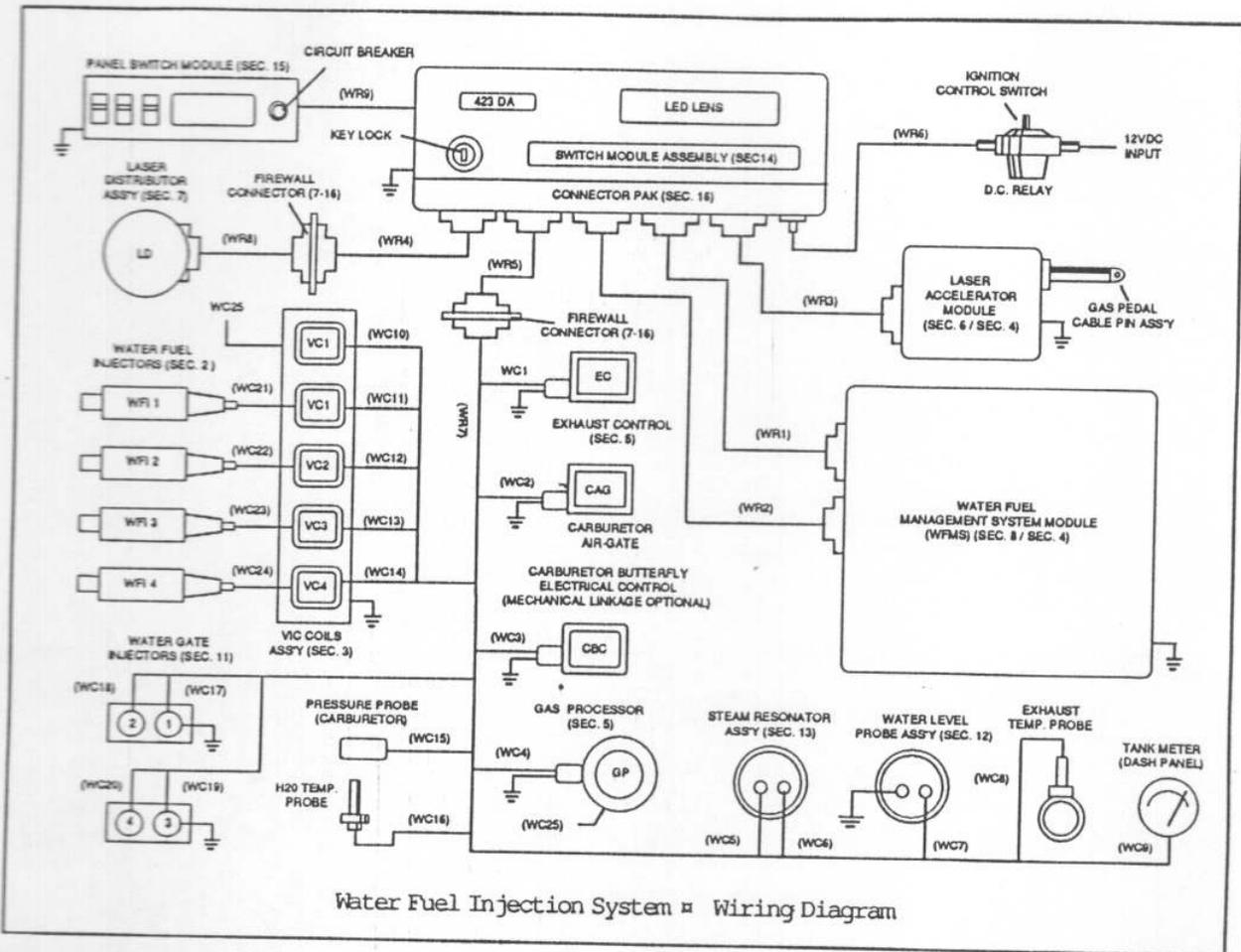
"If these laws are violated, an inventor could be jailed," Meyer explained.

"We're now de-bugging the systems for reliability and performance," Meyer said. "This is all done to secure the systems development rights of the international patents." He also had to design an update of the laser distributor with a two stage signaling control and stage the timing of the high resonant pulse frequency voltage potential to be applied across the water in the Water Fuel Injectors that replaces standard spark plugs. This not only runs the car, but gives it acceleration under controlled means.

Meyer is now in the miniaturization phase of his work. He said it cost \$135,000 to develop the original Resonant Cavity technology which converts water to gas and controls the rate of gas flow on acceleration. The system



Original Computer Card Layout

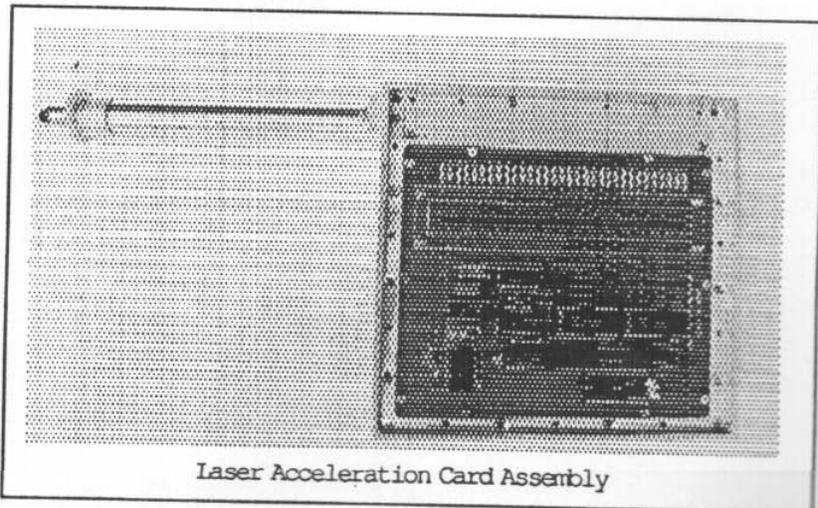


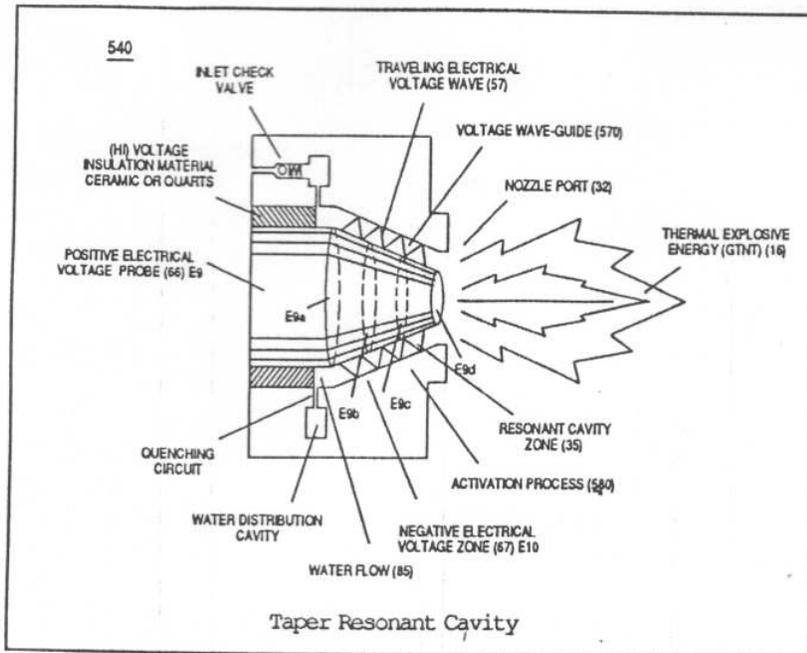
is too large and costly to be economically retrofitable into conventional vehicles, so Meyer is reducing the components through computerization for cost-effective mass production.

A new \$100,000 computer program is being made available to Meyer by European backers. Meyer will be going to Europe for training in the program, and the hardware and software needed will be supplied to him that will allow him to translate the system to small IC chips (integrated computer chips), at a cost of about \$175 per chip. "This will take the high cost of the systems designs and translate them down to one relatively inexpensive IC chip,"

Meyer said. "That chip is the 'brain' (electronics) that tells the Water Fuel Injection System ® what to do and have it do it to allow the engine to run smoothly

on demand. That chip is linked to other components in the system. "He said the new injector which controls the water flow into the engine to produce thermal explo-





Water Fuel Injectors Mode of Operability

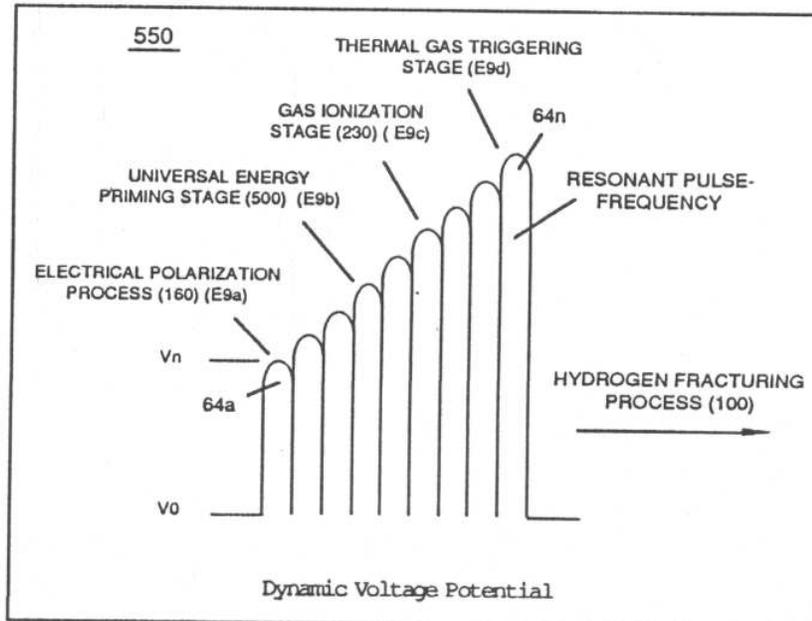
The conical "Open" air resonant cavity (E9/E10) functions as a voltage intensifier Circuit (57) since resonant cavity zone (35) acts and performs as a voltage wave-guide (570).....increasing applied voltage intensity (64a xxx 64n) across in flowing water molecule (85)... converting voltage stimulated water flow (85) into thermal explosive energy (gtnt) (16) in a instant of time beyond nozzle port (32) since gas-cavity (35) further works as a quenching circuit to exiting gases (16a xxx 16n) .

Dynamic Voltage Potential Performs Work

The ever increasing applied resonant pulse-frequency voltage potential (64a xxx 64n) performs work to trigger the Hydrogen Fracturing Process (100) in the following way: Electrical Polarization Process (160) switches off the co-valent bonding of the water molecule; increasing voltage intensity (E9b) without amp flow energy charges (500) the liberated combustible gases from water; electron ejection (230) destabilizes the highly energized combustible gas atoms from water; while thermal gas ignition by way of atomic particle agitation occurs when voltage intensity level reaches (E9d) . Typically voltage intensity increases from applied 20,000 volts up to and beyond 90,000 volts...voltage potential being exerted in a uniform direction of intensity.

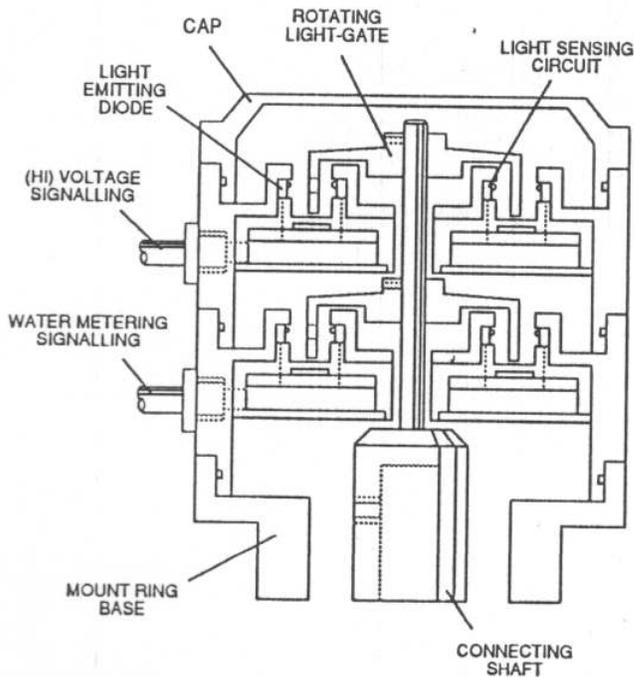
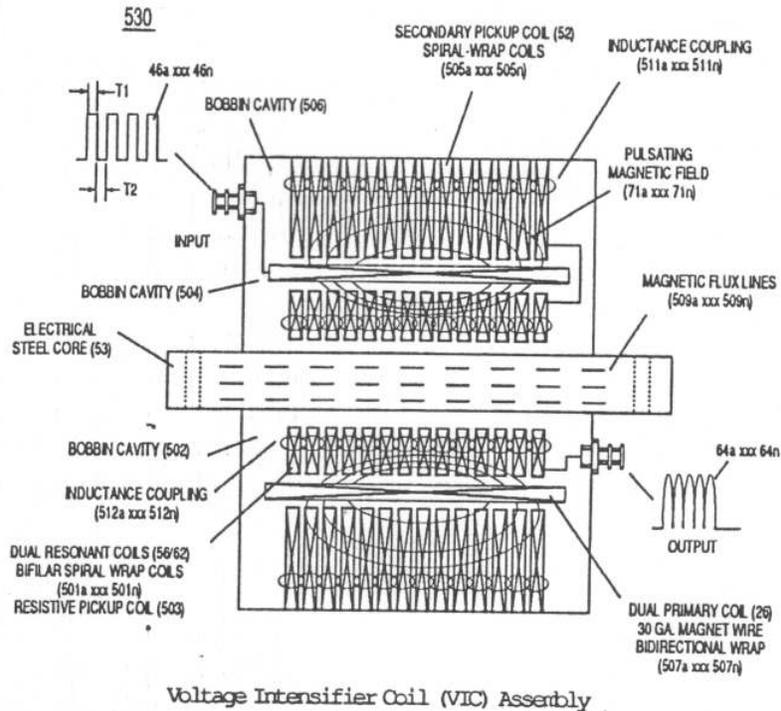
Water Fuel Injection System ®

Water Fuel management (WFMS) System electrically interlinked with Laser Acceleration Module forming Water Fuel Injection (WFIS) System allows "water as fuel" to be electronically metered into Water Fuel Injectors while, simultaneously, producing applied resonant pulse-frequency voltage to release thermal explosive energy from water on demand. The Water Fuel Injectors are design variable to replace standard spark plugs or diesel injector ports. Water contains about 1.7 lbs of hydrogen whereas gasoline only has .5lbs of hydrogen per gallon of liquid fuel. Water is it's own oxygenated fuel.



Voltage Intensifier Circuit

Resonant Coils (56/62) composed of stainless steel inductance wire-material allows pulse voltage potential to perform work since inductance, capacitance, and resistive value of bifilar spiral-wrap coils (56/62) restricts amp flow by way of electromagnetic coupling (512a xxx 512n)....producing voltage potential of opposite polarity in equal and balance intensity. Pulsating magnetic field (71a xxx 71n) of primary coil (26) enters both step up voltage secondary coil (52) and bifilar-wrap resonant coils (501 a xxx 501n) increases voltage potential in synchronous pulse-time...allowing the ability to tune-in to the dielectric property of water.



Dual Stage Laser Distributor

Real-Time Computer Signalling

Dual stage Laser Distributor Assembly utilizes real-time laser signalling to allow Water Fuel Management (WFMS) System to instantly respond to computer logic functions necessary to perform smooth acceleration operations during different driving conditions. . The Laser Distributor Assembly is design variable to provide multi-signalling for different retrofit applications. Basically, Laser Distributor Assembly replaces standard rotor cap assembly on existing automobile. When diesel engines are being considered for retrofitting a 2 to 1 gear box is required.

sive energy solves many problems involved with using hydrogen as a fuel source.

"First, it allows for safe storage of the hydrogen because it's in water," Meyer said. "Many people don't realize there is hydrogen in water," he said. "They don't think of water as a fuel source. The safety people in Washington like it because it's much more stable. Fuels currently used in vehicles and airplanes can catch on fire when an accident occurs, so this is a phenom-

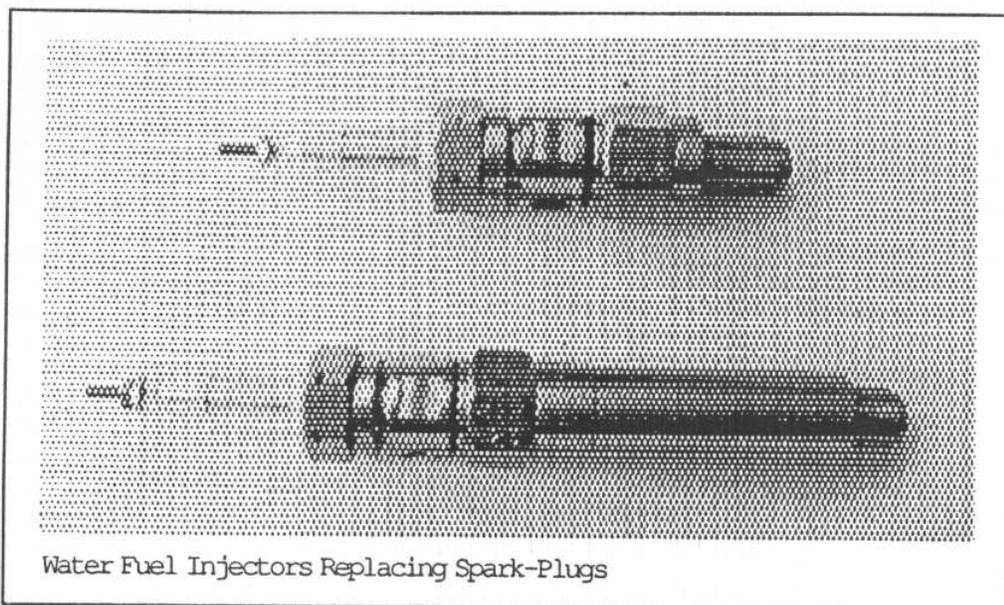
figure will possible drop to less than 17 percent if we keep going the way we are today. Someday, we'll all have to be on respirators if we want to breathe. "Meyer said we need to stop pulling oxygen out of the air, as current engines do. He says his technology uses oxygen from the water - not the air.

" A \$2.50 recycling tube built into the system will allow auto manufacturers to convert vehicles which are currently creating air pollution," Meyer said.

contaminants, but says that water from other sources can be used if it is filtered. A filtration system is designed within the Water Fuel Injection System ® to take care of this problem. "I can see the old-fashioned rain barrel coming back into fashion," predicts Meyer. The same filtration can be transferred to salt desalinization processes, Meyer says.

"The bottom line is that because of the Water Fuel cell technology, we can convert any internal combustion engine or diesel

engine and replace it with the Water Fuel Injector system," said Meyer, "It can be used in cars, airplanes, blast furnaces, home heating systems, and more. This would maintain the industrial foundation of every country in the world and reduce our reliance on fossil fuels as energy sources."



Water Fuel Injectors Replacing Spark-Plugs

enal breakthrough in highway and air safety."

Secondly, he said there is a need for oxygenated fuel because of the air pollution problems in the world. "Prior to the industrial revolution, our air was 30 percent oxygen," Meyer said. "That's dropped to less than 21 percent today, and with the rising population and more pollution, that

"The gas is recycled through the system, so no air pollution occurs."

"The number one area to reverse our environmental pollution problem is to convert internal combustion engines to run on water," Meyer said. He recommends using rain water in the Water Fuel Injection technology because it would be more free of

Meyer said the industrial base of countries must be maintained because without an energy supply, those bases would collapse quickly. Our food supply would be quickly disrupted. Meyer's WFC system is designed to be retrofitable into any existing, regular fossil-fuel system. He says it will cost about \$1,500 for the average size car when it's

mass produced.

Meyer has presented his technology to scientists in seminars around the world.

"It stuns me that in all of the international conferences where I've been since 1989, and in talking to the world scientific leader's, no other technology has emerged that has the design-retrofitable capabilities of the Water Fuel cell Injection system ... and there's no projection of alternative systems being proposed. That's why I've been talking to world leaders and scientists on this technology, and that's why this little old lab in Grove City, Ohio is becoming famous worldwide,"

Meyer said he promotes in all the conferences and he attends, that the WFC technology must be brought in throughout the world in one accord to prevent technological blockage.

"My greatest concern is how to get the technology into other countries to benefit all people," he says.

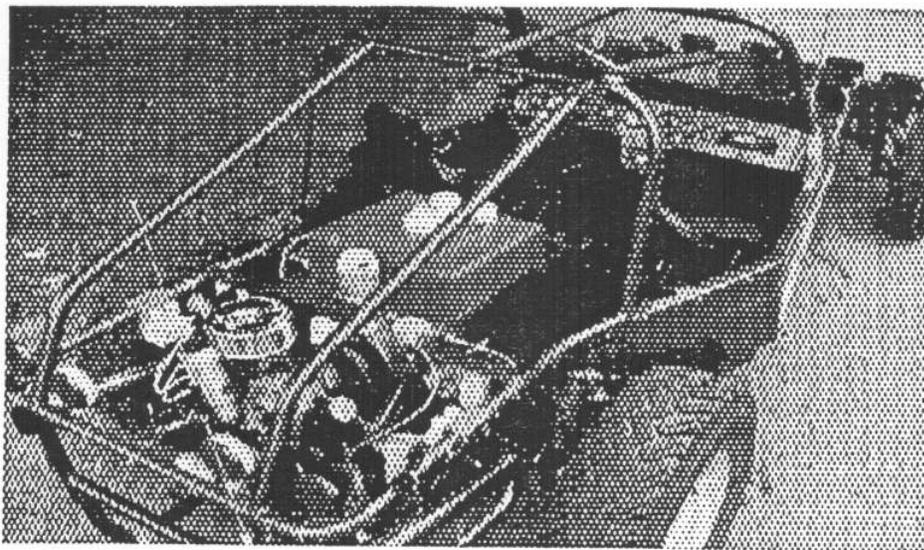
In the past year, Meyer has been named to Who's Who of American inventors and Entrepreneurs in the United States. He has had articles published in several national and international

publications, including "raum & zeit US," "raum & zeit Europe," and Explore: new Dimensions, Vol. 3, No.4. 1992."

He has addressed many conferences and seminars, including the 1989 International Congress for Free Energy in Switzerland, the 1990 international Extraordinary Science convention on Colorado Springs, Colorado, and the 1991 international Global Science Congress in Daytona Beach, Florida. "The credibility on the

go into the mass-production stage.

Many international Patent Licensing Agreements are being negotiated throughout the world to de-centralize both the manufacturing and installation of the Water Fuel Injection System ® and related Water Fuel Cell technology. Hopefully, this phase of project completion will be bridged relative quickly since many nations are responding to the urgent need to supply an al-



Water Fuel Injection System is being designed to use "water" as fuel

WFC technology is astronomically high," Meyer said. He spoke to 75 leading scientists in Geneva, Switzerland last November in a public forum. "They said it is viable technology," he said.

"When I've secured all the registration and certification of the full systems design, I'll be one very happy man," Meyer says. "After that, we'll be ready to

ternate energy source to each respective country.

"Environmentalists, on the other hand, are realizing that "water as fuel" could possibly reverse our pollution problems relative quickly if global usage becomes the excepted norm since the combustion by-product of the combustible gases of water is water mist for hydrogen reuse." Meyer said.

WFC DEALERSHIP INFORMATION

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

PUBLICATIONS AVAILABLE

The Birth of New Technology: WFC Technical Brief

Explaining the Hydrogen Fracturing Process on how to use water as a new fuel-source. US \$25 plus \$5 foreign postage. U.S. Currency Only.

WFC Dealership Sales Manual:

Explaining Water Fuel Cell business format and general overview of WFC tech-base and related spin-off developments. US \$25 plus \$5 foreign postage. U.S. Currency Only.

WFC News Releases:

Yearly news update on Water Fuel Cell business and product development activities World wide. US \$ 2 per copy plus \$.50 foreign postage. U.S. Currency Only.

WFC Video Tape:

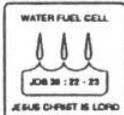
Titled " The Birth of New Technology" / " WFC Hydrogen Gas Management (GMS) System"... Extraordinary Science Talk. US \$25 plus \$5 foreign postage. U.S. Currency Only.

PATENTS GRANTED TO DATE

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)
5,149,407	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) (Resonant Action) (U.S.A.)
0101761	Controlled hydrogen gas flame (EPO)
1577992	Controlled hydrogen Gas flame (JPO)
0086439	Hydrogen gas injector system for internal combustion engine (EPO)
1584224	Hydrogen Injection System (JPO)
4,936,961	Method For the production of a Fuel Gas "Electrical Polarization Process" (U.S.A.)
allowed	Resonant Cavity For Hydrogen Generator (JPO)
PCT/US90/06513	Hydrogen Gas Fuel and Management System (Hydrogen Gas Management System) (WFC 422 DA)
PCT/US90/06407	Control and Driver Circuit for a Hydrogen Gas Fuel Producing Cell (Resonant Cavity Phase Lock Crk't)
PCT/US91/03476	Water Fuel Injection System (WFC 423 DA)

Other U.S. & Foreign Patents Pending

MAILING LABEL



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