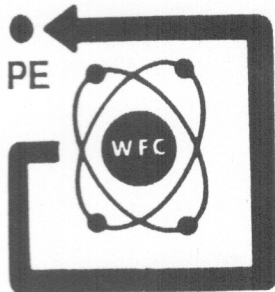
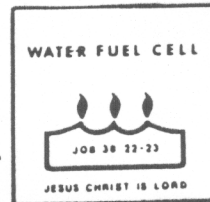


NEWS RELEASE



WATER FUEL CELL



ISSUE NO. 5 WINTER/SPRING 88-89

Project Development Taking Shape

By Marcia Thompson

"What we've been waiting for so long has finally happened," Stan Meyer of Grove City has announced. "The U.S. Patent Office has completed the process of granting me all the patents on the Hydrogen Fracturing Process that triggers, sustains, and maintains hydrogen fusion at room temperature. The gas process simply prevents the formation of the water molecule during thermal gas ignition, releasing energy up to and beyond 150 million barrels of oil per gallon of water. No single man in history has, up to this point in time, ever held all the processing patents on the complete technology of a major invention like the Water Fuel Cell technology. The ramifications are unbelievable!"

Meyer is referring to his solution to the growing energy source problem which is being experienced worldwide. His technology will enable vehicles to run on water instead of gasoline, utilize water to power home heating sources, and provide energy for industrial, agricultural, military, and personal use areas in a myriad of ways.

The 42 processing patents which Meyer has been receiving are different from design patents. The processing patents cover the whole spectrum of development. All the process patents for the Water Fuel Cell system are linked together to give a broad range of ability to move into the economy in all areas as retrofit systems (adapting the technology to existing car engines, for example).

"The Patent Office moved with us to eliminate problems which could have led to technical blockages by foreign intervention," says Meyer.

"It was vital to legalize all the paper work first to allow the technology to develop to maturity. The technology can be applied to any part of our economy—autos, aircraft, home heating, grain dryers, aircraft carriers and Navy vessels, space applications...the areas of use are limitless."

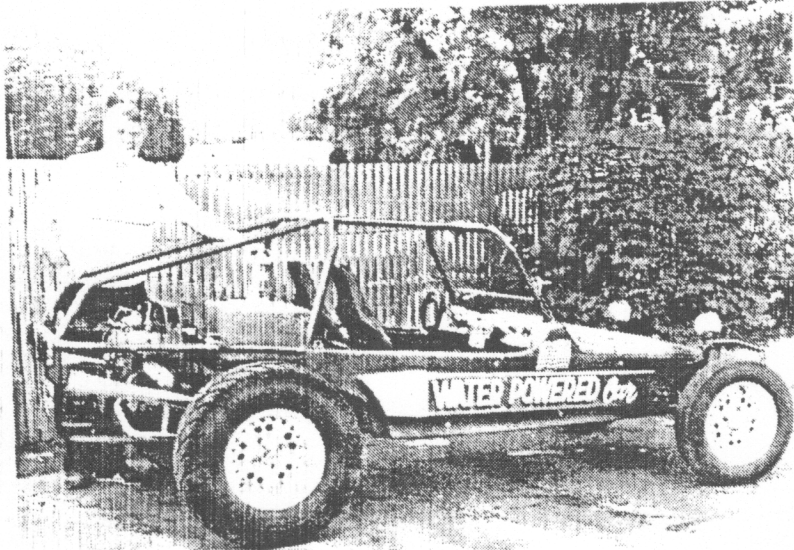
"In the last several months, Canada has also released all the major patents on the Water Fuel Cell, and that's also starting to occur in Europe, Japan, and other nations," said Meyer. "Especially in the last one and one-half months,

we've been given preferential treatment at the Patent Office. It's an unheard of short amount of time to receive patent grants. They have over 200,000 patent applications backlogged, but they cleared all of ours in about eight months, so that indicates how vital they think this technology is."

New energy source is vital

Nations all over the world are now recognizing that we must seek other energy sources than oil.

Meyer named some reasons: 1) The Department of Energy in the U.S. has now been forced to admit



Stan Meyer is shown with the water-powered dune buggy which is now being equipped for a cross-country run using the Water Fuel Cell. Engineering using the technology is now being done. The basic components of the system used on the dune buggy will be the same as the one for the Indy car or for conventional cars. Meyer is showing where the Water Fuel Cell components will fit onto the fuel tank, which will contain water...not gasoline.

System Engineering is Now Taking Place

to the American people that 60% of our oil must come from foreign countries to supply the demand in our country; 2) figures now indicate that oil pressure is dropping in oil fields—not only in the U.S. but worldwide—three times faster than expected; 3) Russia expected to supply 40% of their energy needs from nuclear energy, but with the incident at Chernobyl, that program cannot be met; 4) China has opened their doors to Western technology, and in China, 25% of the world population now wants more energy to supply their industrial base; 5) oil is no longer available on the spot market for the U.S. and Western countries.

"This is a tremendous problem facing us," says Meyer. "Figures show that if the foreign oil supply to the U.S. is shut off for as little as 27 days, we'll face starvation. Our agricultural and industrial economy will come to an abrupt halt."

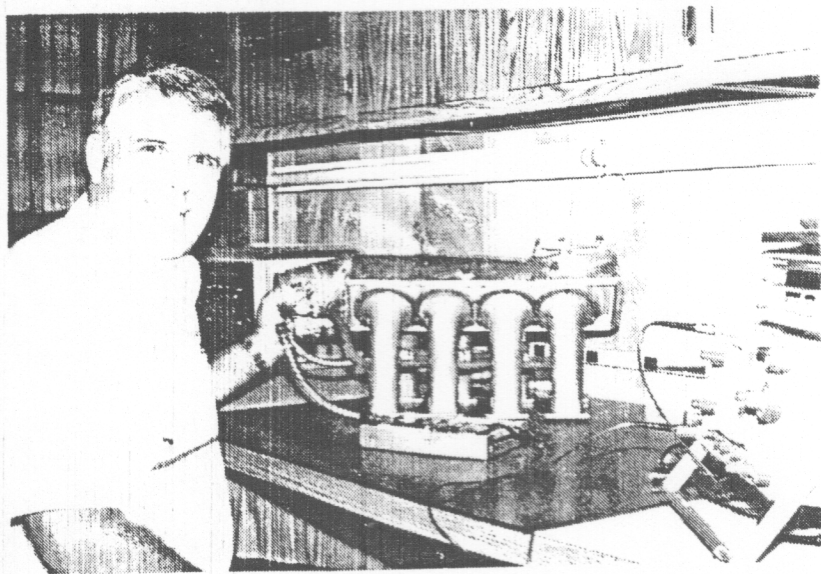
"The key, now that the process is developed, is to finalize the legalization of the technology," said Meyer. "and we are now beginning to translate it to viable engineering systems to be applied to various segments of the economy simultaneously."

Meyer continues to work on designing the buildings for the Water Fuel Cell Development Center. Much of the land for the project has been secured in a Central Ohio location, but final papers on some parcels still have to be signed. Research and development funding is being sought through various sources.

Dune buggy demonstration to take place

One of the first projects to demonstrate the use of the Water Fuel Cell was a dune buggy which Meyer first tested in October, 1985. That test received worldwide coverage on ABC news syndications in many countries. Today, the dune buggy is being prepared for a cross-country run using only water as fuel, using a pre-engineering model of the Water Fuel Cell which has been streamlined and changed from the previous retrofit system. The new system is light weight and will be engineered so that it can be set up for manufacturing as an energy unit.

"This is a much smaller unit than the one we first designed," he said. "You'll be able to see the small pre-



Stan Meyer is working with a cylinder from an Indy 500-type race car to adapt its usage to the Water Fuel Cell technology.

engineering fuel cell on the dune buggy," Meyer says. "Tiny electronics modules will fire the system, and a laser injector and laser digital distributor system will also be used. The highest state of technology has been used in the development of the Water Fuel Cell."

The same design circuits used in the dune buggy, for example, can be retrofitted to cars, planes, etc.

"11,000 retrofit units can be mass produced daily."

The bulk of the entire system will be made of plastic. As Meyer says, "90% of the Water Fuel Cell is electronics, and the other 10% centers on packaging." He expects to go to established industries to have the parts of the Water Fuel Cell made.

"With plastics, it can be made quickly," he says. "It's super-strong, yet light-weight, and it will cut production costs. It's an economic trade-off, but it will take a minimal amount of oil to make the plastic parts. We're still solving a lot of design problems, and we'll do it as economically as possible. The key word will be 'reliability', and we're standardizing the technical base so that when one technical problem is solved, it solves it in all the other areas of use."

The Electrical Polarization Process is used to set up the Hydrogen

Fracturing Process, which involves a release of hydrogen and oxygen gases which are two and one-half times more powerful than energy from gasoline. The Hydrogen Fracturing Process is now going into the atomic yield of water. The entire process is totally controllable and is completely environmentally safe.

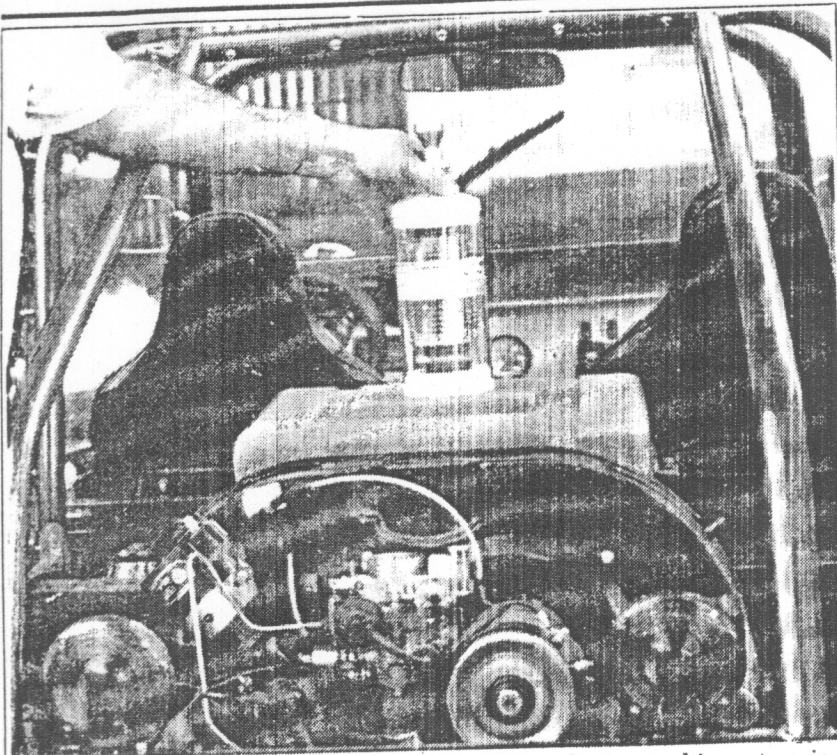
Indy 500 car to be designed

While the dune buggy demonstration will be used to test the engineering and to work out the "bugs," Meyer says that he's working towards an even more dramatic demonstration of the Water Fuel Cell system—running a car in the Indianapolis 500 next year.

"The Indy 500 car will be a dynamic way to demonstrate the technology," he says. "We'll do it to show America that it's a viable energy system. We have the green light from the Indy officials and are now seeking backing and funding for the project. Television networks say that it will be the 'Race of the Century,' and even though the cost is high—an estimated \$1.5-\$5 million dollars—it is a way for us to show that our product is a real answer to the energy problem."

"We won't just be there to show the car," he says. "We'll be there to take the checkered flag at the same time. It will also give us the opportunity to show that the Water Fuel Cell can be retrofitted to an existing engine. It will fit inside an Indy car's existing fuel tank, but we'll be

History in the Making



To convert a conventional gas engine, this retrofit energy kit system is now being pre-engineered for mass production—with estimated production capability of 11,000 of the units per day. A team of two trained people should be able to convert to the retrofit system within 30 minutes. The kit is composed of a fuel cell which takes on the configuration of a conventional gas tank and an exhaust feed-back control system to adjust the burn rate of hydrogen gas on demand. They are hooked to a hydrogen injector system. To comply with federal safety regulations, a quenching tube delivers the hydrogen fuel safely from the Fuel Cell to the car engine. The patented electrical circuitry design voltage intensifier accelerator circuit is attached to the Fuel Cell to produce the hydrogen gas on demand.

using water instead of alcohol as fuel. The hydrogen injection system will be hooked up to the existing engine."

Meyer says the car will be very safe. The electrical circuit controls will be designed to be "fail-safe," automatically shutting down the system if an accident occurs. If a bad accident would occur, there would be no explosion and fire as a result of the fuel igniting—an always-present danger in racing today. The same safety features would be designed for use in conventional cars.

Detractors have said that there might be an unfair advantage using the Water Fuel Cell in the Indy race—fewer pit stops, for example. Meyer says, "Not so. We'll run the race under the same characteristics as the race is run today. The winner of the race will be determined not only by the car's performance but also by the skill of the driver and an element of luck—just as it is today.

Things occur—spin-outs, accidents, etc.—that just can't be pre-judged, but we'll ensure that we'll be high-skilled competitors and give other racers a run for their money."

Several race car drivers have expressed interest in driving the car in the Indy race, and Meyer estimates it will take about 20 people on the team to pull it all together.

"We're in the continuous negotiation stage right now to bring this technology in on a worldwide basis," he says. "It will be a collective effort. The ice has been broken, and the research and technology stage is done. We're going into the development stage."

Worldwide funding is sought

Meyer expects funding for further development to come from many areas which recognize the need for the system—countries from all over the world, military and government, and industry. He says he will not incorporate to go for funding because of the danger of losing con-

trol of the technology.

"I'm still shocked at how fast things have moved," he says. "When the chips are down, the United States has said, 'He has a good idea. Let's give him the ability to bring it home.' Now we have to go through fire and test it out. I feel that the government, in accord with people everywhere, will bring this system in as a viable answer to the energy source problem."

Meyer says that would diffuse the Mid-East situation and probably avoid war. "It's phenomenal to see different governments coming together to see this thing brought into being, and I just can't help but feel that the money will be forthcoming to bring in the system. I'll be honest—I've turned down money, because they want control of the tech base, and I won't let that happen. I don't want it to get into the wrong hands. Sometimes the greed in this world is disheartening. I'm continually amazed at efforts to prevent an alternate energy source from being brought into the economy."

"It will all come down to the people," he predicts. "If they want the system, it will happen. The United States may go through some hard times, but I feel that the people of our nation will get behind it and urge that it be brought in to solve the energy problem."

Pre-engineering designs are being completed

The pre-engineering model of the dune buggy is being completed right now. Plans call for "de-bugging" tests during the upcoming months, with a possible cross-country run scheduled for sometime next spring. The dune buggy will demonstrate the basic design of the Water Fuel Cell for mass production. According to Meyer, it will also be used for evaluation of the technology.

"We'll know exactly what to do to take the Water Fuel Cell into total mass production as pre-engineering work is being finalized on the dune buggy," he says.

The exact engineering taking place on the Water Fuel Cell of the dune buggy will also be used for the Indy 500 car, as well as on home heating units which are being designed.

Designing of all the electronic interfacing is also currently taking place which will allow the Water Fuel Cell retrofit system to be placed in existing vehicles. All cir-

VOTE FOR ENERGY INDEPENDENCE

TO:

WATER FUEL CELL
INTERNATIONAL HEADQUARTERS: U.S.A.
3792 Broadway
Grove City, OH 43123
(614) 871-4173

FROM:

PATENTS GRANTED TO DATE
TITLE & COUNTRY

NUMBER	TITLE & COUNTRY
4,389,981	Hydrogen Gas Injector System For Internal Combustion Engine (USA)
4,613,779	Electrical Pulse Generator (USA)
4,421,474	Hydrogen Gas Burner (USA)
4,211,872	Hydrogen Injector System (CDA)
1,233,379	Hydrogen Gas Injector For Internal Combustion Engine (CDA)
1,228,833	Gas Electrical Hydrogen Generator (CDA) Hydrogen/Air & Non-Combustible
1,227,094	Gas Mixing Combustion System (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 (CDA)
3,970,070	Solar Heating System (USA)
1,234,773	Resonant Cavity Hydrogen Generator That Operates With a Pulsed Voltage Electrical Potential (CDA)
4,265,224	Multi-Stage Solar Storage System (USA)
1,213,671	Electrical Partial 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 Therefor (Hydrogen Fracturing Process) (USA)

Many Other U.S. and Foreign Patents Are Pending Allowances

cuits and designs are also being tested as work progresses. The same circuitry can be used for other systems and won't have to be re-designed.

"My basic philosophy is to be sure not to design engineering obsolescence into the system," said Meyer. "Because of the tremendous market potential of the Water Fuel Cell, it must be the most reliable engineering system possible. You must realize that as we solve the design interfacing for the dune buggy, the findings can also be incorporated into other systems, such as home heating systems, grain dryers, jet engines, and others. The whole reason is to not receive any technological blockage. That's why all the work is being done in-house. We're now working on the design interfacing technology, of which many patents are now being issued."

Some of those patents include the Voltage Intensifier Circuit, Voltage Extraction Circuits, and Proton Extraction Circuits.

"This electrical interfacing technology is directly adaptable to the Hydrogen Fracturing Process, which takes us into atomic reduction process patents," says Meyer.

"It's mandatory to incorporate the electrical interface technology into the voltage pulse motor technology."

The most recent patents now give Meyer the ability to enter into the product development stage without the possibility of foreign intervention to block the technology.

"The legal basis of the technology is now set," he says, "and we are pursuing gung-ho the engineering systems to bring it all into mass production. The emphasis is on flexibility of design and reliability of performance."

"Since we are talking about worldwide survival problems brought on by the oil shortage and the greenhouse effect," he says, "we can now start pulling in funding from industry and other entities without worrying about control mechanisms. It's paramount that everyone move in one accord. The task is to get the military, the government, and industry to work together to bring the technology into the marketplace. Political leaders in Washington, D.C. are now realizing that our oil supply just won't be there after the next 15 years or so due to decreasing oil pressure in Mid-East oil fields, the world's main

source of oil. Now with the greenhouse effect very much in the news, they also realize that the world climate will be tremendously affected."

Meyer says the Water Fuel Cell will contribute to cleaning up the environment since it is non-contaminating and totally environmentally safe.

"It is a viable answer to the greenhouse effect," he says. "Establishing the Water Fuel Cell in the economy has gone beyond being an economic necessity to becoming a health necessity. The technology is coming out at just the right time."

Meyer thinks the problems concerning the greenhouse effect and concern over acid rain and other pollution has moved Congress to action faster in the last three months than ever before. They are now beginning to release funding for hydrogen technology development, and, according to Meyer, "We're definitely going after that funding."

To attend a dealership seminar, call (614) 871-4173 for scheduling information, or mail information requests to Water Fuel Cell, 3792 Broadway, Grove City, OH 43123.