

Fuel cell creates excitement

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Record file photo

Local inventor Stanley Meyer, who was developing a method to run combustion engines with water, died unexpectedly Saturday night.

Inventor Stanley Meyer of

Grove City is creating a great deal of excitement with his "Water Fuel Cell" that efficiently extracts hydrogen from natural water for use as fuel.

Meyer first released his technology to the world in the October 25 issue of the Grove City Record. Since that time, dozens of individuals and companies interested in investing in the fuel cell have contacted Meyer.

Recently, the Record was present at a meeting between Meyer and a representative of a major utility company. Apparently, the utility company is convinced of Meyer's claims regarding the

operability of the fuel cell, and wants to invest in the construction of a "pilot electrical generation plant" using the water fuel cell technology.

"They (utility companies) realize what I have," Meyer said. "They have checked my patents and know the capabilities of the fuel cell."

Meyer pointed out, however, the construction of the pilot generation plant would not constitute any loss of his control over the technology. "Any such pilot plants would remain under the control of the Water Fuel Cell Company," he said. "And no company or segment of the economy would have exclusive rights to the technology."

He said although the technology may be used for the benefit of utility companies, it could be "simultaneously adapted for use by industries, the military, and individuals."

He said, "I am setting up an engineering task force capable of coordinating the Water Fuel Cell technology between the military, industrial, and private sectors of the economy. Some people are concerned this power supply will be restrained to just a few. That is not true. It is going to all the American people."

He said his primary goal is to introduce the fuel cell on a "bilateral movement" across the country.

The representative from the utility company, who declined to be identified as a condition of the meeting, said, "The millions of dollars utility companies are willing to invest in the fuel cell is just a drop in the bucket compared to what they spend on coal and oil."

Another meeting is scheduled between Meyer and the representative within the next two weeks, and a more concrete investment figure will be available at that time.

Several engineering firms have also shown interest in becoming involved in the project. Mel Kosanchick of Kosanchick and Associates of Columbus said he is "excited about the project."

"Since I met Stan last week, I haven't been able to sleep. I've learned quite a bit and have seen a lot of data on hydrogen as a fuel source. The Japanese are working on it, even the Germans used it to a small extent during the war," Kosanchick said, "But Stan has taken a whole different approach to breaking the bonds of the water molecule, and it appears he is the only one succeeding."



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. (photo by Marcia Thompson)

Kosanchick said, since he has examined the technology, he has been trying to put it into perspective with other inventions. "When you compare this to flying, or even electricity itself, you realize this is something even bigger. In this process, you take just a little energy and create a whole lot more energy very cheaply. As an engineer, it is almost hard to imagine the potential."

Another important development in the life of the infant water fuel cell may take place within the next several weeks. Meyer is having a clear plastic housing constructed for the water fuel cell that operates his water-powered car. After the housing is complete, he will road test the car for the public and press.

"It is imperative that everyone sees the operation of the car plainly," Meyer said. "Because of the clear plastic housing on the water-powered car, no one will have any question as to what is taking place when the car is driven. Truth is a very powerful thing. When the car is operated for the public the first time, there will be no way this technology can be suppressed by anyone."

"I have waited nine years for this moment (length of period) I took to develop, and along time to develop and along time to bring the power supply to prevent foreign interests from buying it out."

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